

# D GROUP DISPATCH

NUMBER 32  
AUTUMN 2011



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

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

## NEWS AND VIEWS

To show the pictures at their best we've ended up with a 2 page issue; be ready with your printer for the second page!

Autumn upon us, or just round the corner, trust you all had a good summer! The Triple M Register 50th Celebrations back in June were good fun and 2 Ds attended; my own D0311 and Julia and Digby Gibbs' D0377.



Here they are complete with helmets approaching the start line for Shelsley Walsh Hill Climb which was on Day 2 of the 3 day event. Which only goes to prove; you can do it in a D!

Day 1 saw a large turnout of Triple M cars at British Motor Heritage Museum at Gaydon with a



gymkhana in the grounds. Day 3 was a scatter day to a choice of over 20 stately homes, points of interest or museums etc. The event finished with a Gala dinner in the evening of the Thursday.

MG Live! at Silverstone started on the Friday following with 2 Ds present but joined by 3 others on the Saturday and a different one again on the Sunday. As part of the 50th celebrations Triple M Register cars were allowed a parade lap round the full Grand Prix circuit during the lunch time on Saturday and D0311 and D0427 managed it ok!



The inaugural Pre War Prescott meeting in July at the famous hill climb in Gloucestershire was a great success despite the weather in the morning and 3 Ds managed the hill ok! Pictured here are the 3 Ds outside the D Group marquee in the paddock and an unusual view of D0311 approaching the start line! Watch out for next year's meeting!

On that score the Diary page of our website has been updated for 2012; don't forget to 'refresh' your screen if you still get 2011.

I note the chap on 'ebay,' who is selling various MG Instruction Manuals on CD, still thinks there is a short chassis D. That CD illustrates the M Midget manual! When the M came out in 1929 it was the Midget; when the D joined it on the production lines in 1931 the D was designated

the Long Chassis Midget and the subsequent Ms became the Short Chassis Midget. So early M Manuals state just 'Midget', later M Manuals, when the D was being produced, state Short Chassis Midget. The D has always been the 'Long Chassis Midget' whether the early 7' wheelbase or the later 7'2" version; just to differentiate it from the M.

By the way if any D owner who hasn't had a 80th Anniversary plaque yet, for the garage wall!, who would like one please phone or email me, I still have some left.



## NEWS ON CARS

The only known surviving Jarvis D, complete with factory fitted supercharger, D0360 has now completed its settling down period and is fully operational. Pictured here a couple of months ago, at home in Luxembourg, sporting its original English registration plate – but only for the photo – unlike Canada where only a modern back plate is required. We hope to see this car in the UK sometime in 2012!



Some of you will remember in Dispatch 27 the mention of Alastair Malcolm who sadly passed away in 2010 and his rebuild project - D0285. The family were determined to finish the car as he wanted it and just a year on they have achieved it! Thanks are due to professional Phil Cornut who has turned out a superb car complete with supercharger which Alastair was so keen to have.



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Whilst not as original it does utilise the original bonnet and has the 'pointed' cycle wings both points of which, along with other mechanical parts, does show its D pedigree! We wish son James and Mum Margaret many happy hours in the car. It is hoped that it will be at Silverstone next year.

D0477 is being restored in the States by Don Martine and we have received many photos over several months as work started and has progressed. These pictures will be a very useful addition to our 'Restoration Images' on our website and I'm sure will be of great interest to those still rebuilding! We'll try and get them all on in the next couple of months and show pictures of the finished car in a future 'Dispatch'!

Back in June they celebrated the 50th Anniversary of the 'modern' MG Midget, this was held at Burghley House in Lincolnshire realising that many 'Midgets' had preceded theirs they arranged for one of each model to be displayed. Fortunately they remembered the D type and the beautifully restored D0427 of Mike Jakeman was duly asked to attend!

The picture shows, from the left, M Type, J2, Mike's D and a PA all on a wet and windy summer's day!



## RECOMMENDED SUPPLIERS.....

One of our 'members' is an accomplished engineer/restorer in his own right. Mark Sellick Vintage & Classic Cars has over 25 years' experience in restoring and maintaining cars from the 1920s through to the 1980s and has had glowing reports in the Totally T-Type 2 Magazine. Gearbox and differential rebuilds are a speciality but engines can be rebuilt to standard or race specification, cylinder heads gas-flowed and converted to lead-free petrol. Routine maintenance and servicing of all vintage and classics and the design and manufacture of bespoke components is undertaken either as one-offs or short runs.

Pictured here are a before and after TC gearbox rebuild; A 1275cc Midget differential rebuilt and set.



A TC steering column top bush designed and manufactured as a replacement for the original felt item.



Mark can be contacted on 07733 536966.



## BITS AND PIECES.....

Does anyone have a set of standard 8" back plates spare? A D restoration is in need.

A Smiths PN Speedo, correct for a D, is available to anyone who has a Smiths MN to swap for it!

Bill is in urgent need of the selector 'crown' (the bit with 1,2,3,4,R on) and the small under tray that sits under the gearshift of a J2 remote as per these pictures:-

He is fitting a J four speed box to D0253 but needs to complete the remote gear change.

Hope you all noticed the items for sale on the website including the proper D Type brackets for the choke and slow running rods. The rocker box sold quickly and all the James Malcolm items have now gone. Do let me know if you have any surplus D items to sell.

