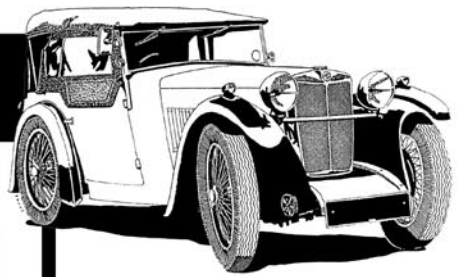


D GROUP DISPATCH



NUMBER 9
WINTER 2005 | 6

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

NEWS AND VIEWS.....

I'm hoping this 'Dispatch' has reached you in time for Bill and me to wish you all a very Merry Christmas and a Dependable New Year. Let's hope 2006 turns out to be a bumper one for D type appearances! Any suggestions or items for inclusion in future issues will be gratefully received.

We now have the dates for Silverstone being 23rd to 25th June 2006. The D Group hope to be there in some force fighting for space with the C and Fs – also celebrating their 75th anniversaries! If you intend being there in your D, in whatever form, please let me know.

MENTIONS IN MAGAZINES.....

As many of you will know production of the D commenced in October 1931 - and first customer deliveries commenced the following month. In 'Motor Sport' for October 1931, in an article headed 'New cars for 1932', under MG, after details of the latest M Type, was the following:

"Then there is the Midget 'occasional four'. The chassis of this type is of an entirely new design, but is similar to the Montlhery Mark II Midget. The standard four cylinder Midget engine is fitted. The three speed gearbox has a short stubby gear lever working in a gate in an extension of the gearbox top similar to the four speed box which can also be supplied. Chassis lubrication is of the semi-grouped type. A twelve volt ignition and lighting set is employed. An attractive occasional four seater body, with very low sporting lines, is fitted, which, of course, includes a neat folding hood, hood cover and side curtains. The upholstery is in leather, the windscreen is a straight one that can be folded down forward. The petrol tank is carried in the rear and fed to the carburettor by a pump. Rudge-Whitworth detachable racing type wire wheels are part of the standard specification. Price £210."

It would be interesting to read a road test report of the era; I'll look out for one!

Thanks to Johan Reymen (D0354) we have a seven page article on computer which was in the Dutch magazine 'British Car' some time ago and is all about D0476, one of two D types in Holland. Whilst it is written in Dutch, the many pictures are stunning and well worth printing out, especially for someone in the middle of a restoration. We are hoping to get some back issues of the magazine and a translation! In the meantime if anyone would like copies sent by e-mail just let me know.

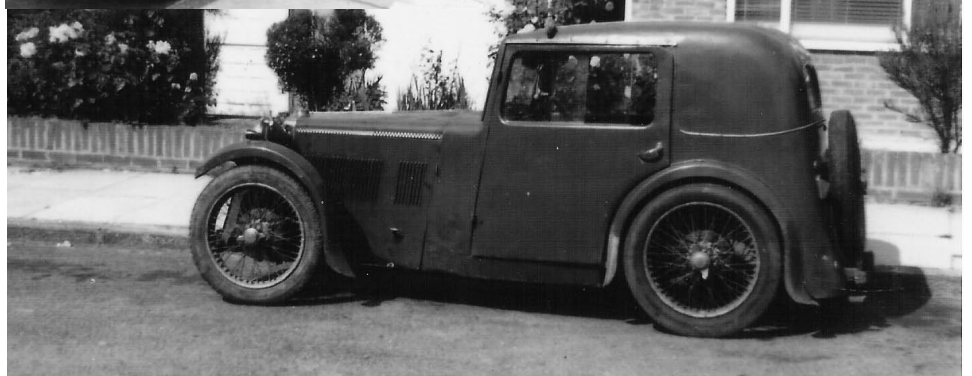


I note in the latest Triple M Bulletin that a D was included in the C.O.T.Y listing, this was Michael Cowe's D0338 and it was good to see it there and our model suitably represented. My own car I'm afraid, missed all of the qualifying events although it was in use this year!

THAT ELUSIVE SALONETTE.....

Some of you will remember our mention of, and a small 'printed' picture we had of a Salonette in 'Dispatch'3. Well, thanks to Chris Blood, new owner of D0407, we have two photos of one taken in the sixties and we include them here.

Interesting in comparing the few pictures I have seen is what was standard – the spare wheel on the back or on the side? Again if anyone would like copies of both sent by e-mail please let me know.



BITS AND PIECES.....

Thanks to Jim Hodges (D0464) we have a suitable speedo, free to a D needy home. Whilst not the original (hen's teeth come to mind!) and only 0 to 60 instead of 0 to 80, it is the right size and back, and, as can be seen from the picture above, it does look the part. A good opportunity too to see a restored instrument panel. If you are missing a speedo for yours and require one while you keep looking for the correct one please give me a call.

Don't forget we are always pleased to mention any D items you have for sale or are wanted. In this regard we are still interested in a windscreen frame, with or without the glass.

A reminder too that we have a sketch drawing of several bits now, I'll include a full list in the next issue. And if we haven't got a photo of an item we can usually turn up with one to order! About the only thing we are short of information on is the wooden body frame so if anyone has any details we would appreciate them.

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