

**Paul Campbell**

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Our Facebook group 'SVW Register' membership continues to increase. In the past month there have been a diverse range of posts, but the hot topic has been the reproduction of the Salesman's Manual issued to MG sales people in 1939. It contains extensive details of the SVW range, plus the TA. This was initiated by Elmar Gailitis in NZ and taken on by The SVW Register using an original copy owned by Gary Perry. Our Chairman, John Dutton, managed things and posted them out in mid-October to everyone who had placed an order. The quality is superb with lots of pull-out pages. We printed a few more copies than we had orders for, so if you're quick you can still get a copy at £20 + p&p using the general email address on our website.

John Bates has been harbouring a couple of rather interesting photos that he was given by Peter Ratcliffe some 30 years ago on the basis they wouldn't be published. Peter had forgotten about this and said we can publish away. Many know that several SA chassis were exported to Switzerland to be bodied by Reinbolt and Christe and distributed by Keller, but it turns out that chassis VA1388 was also bodied by them. This fact is correctly recorded on the Register's database, but as far as I know we had no photos – until now.

John is especially interested in chassis exported to Switzerland as his VA1279 was one of them. However, in his case it seems it was painted white, shipped for the Geneva Motor Show (March 1939), then returned to the UK to be bodied later. John corresponded with Malcolm Green of The Guild of Motoring Writers, whose research indicates that four VAs were exported to Switzerland – VA0342, 1388, 1643 and 2470.

The photo of the R&C VA strongly resembles the Tickford, with a more steeply-raked windscreen, shorter scuttle, rear-mounted spare and different seats with grab handles. The interior was probably very different, much in line with the nine SA cars bodied by R&C.

Peter Ratcliffe said "As far as I remember, this was one of a set of photos of Reinbolt and Christe bodied cars that I got hold of when we were doing the first two Keller replica SAs (1988-1990). In 1987, I visited the owner of the one surviving original Reinbolt and Christe SA, drove the car and took a set of photos of its details. The construction of the body, seats, trim etc. is totally different to any British car of the period in the German / Swiss style. I would expect the VA to have been similar, although to my eyes the overall effect is much less successful, largely because of the shorter wheelbase of the four cylinder car. I believe they only bodied one VA and, from that photo, I can see why"!

Merry Christmas to you all.

