

**Paul Campbell**

**[svw.safety.fast@gmail.com](mailto:svw.safety.fast@gmail.com) [www.svwregister.co.uk](http://www.svwregister.co.uk)**

I trust 2020 has started well for you all.

John Bates was carrying out some winter tasks and sent in the following: The VA gearbox has been troublesome for years and no amount of work by 'professionals' could solve the problem. The rear of the box has an extension of the output shaft (before the universal joint coupling). In the rear of the box the output shaft is contained in a cast iron extension of the box and at the back is a bearing. This bearing carries little or no 'weight' but seems to be there to provide stability for the shaft. It was well lubricated for many years (over 40) but for some reason or other, lubrication dried up. Oil is supposed to collect in a tiny 'tray' in the gearbox and trickle out through the casing onto the output shaft and then along the shaft to the bearing. Alternatively (it seems to me), oil is also supposed to be slowly expelled from the box by a scroll on the shaft, and hence to the bearing. This time I told the repair shop about the bearing problem and the solution was a new bearing wider than original (to give it chance to grip the shaft) and it is locked in place by machine screws through the casing onto the bearing. It is yet to be tried out on the road!

The adverts on the website have been reviewed and are now up to date. There have been lots of updates and additions, plus quite a few have recently sold and have been removed.

One VA owner is looking for a set of VA carburetors to complete his rebuild, which may be a tall order. The SU H3 carbs are hard to find and often don't even come up on the SU product listings. Other than the VA, I think the H3 was only used on the Jaguar Mk IV and Mk V with the 2.5L engine (the 3.5L used the H4), plus a few Riley specials. I think the H stands for Horizontal and the 3 represents the throat size in the number of 1/8<sup>th</sup> inch increments above one inch; i.e. 1<sup>3</sup>/<sub>8</sub> for the H3. The H4 is therefore 1<sup>1</sup>/<sub>2</sub>. This is measured at the throttle side as opposed to the air cleaner side, which is often different. The number on the main body casting is 3251.

If you've not already done so and you would like to attend, this is a good time to book for the SVW Event that takes place in July in East Sussex - full details on the Facebook group and the website. There will be a flyer for the event in the March edition when we have our 4-page spread. If you have anything for that edition, please send it in before the end of January.



VA Tourer in good company at a VSCC meeting last March (Paul Campbell)