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Well, that's another Christmas come and gone and we now look forward to the year to come. We traditionally attend a New Year's Day classic car gathering at a pub here in West Sussex, which has grown over the years to a major event with an amazing atmosphere.

I've now temporarily taken over the role as Webmaster in addition to writing these notes for Safety Fast! Mike Greasby stepped down as Webmaster and Librarian recently after many years in a role where the work involved is often underestimated - our thanks go to him.

There's much to report regarding progress on the channels that have been established to support SVW owners. Our Facebook group now has 162 members where there are great discussions, both technical and social. Secondly, owing to the demise of the MGSVW email group, Gary Perry has worked hard to migrate it seamlessly to the new Groups.io platform where there are currently 139 members. The latter is the forum best suited to communicating with members directly by email, especially those not on Facebook. Thirdly, as mentioned last month, work is afoot to professionally redevelop the website in the New Year and we've been working on its specification. Please let us know if you have any thoughts on what you'd like to see there.

One topic that came up on the Facebook group relates to the VA air intake manifold. Elmar Gailitis posted a picture of his manifold that has four holes drilled in the bottom (see photo) and wondered if this was standard. I was sure mine didn't have them, but in fact it does; it hadn't really registered during my 52 years of ownership as the holes are hidden underneath. In fact, I drove my VA for many years from 1968 with no air filter. Jim Andrews has the Service Information Sheets and he was able to refer us to No. 66 dated October 1938. This stated 'A modification to the air cleaner manifold has been made to improve the engine performance between the speeds of 1000–3500 rpm'. They asked all service stations to modify all stocks immediately and also to modify all cars coming in for service. The service sheet provided a diagram with measurements for exactly where the four holes should be. I imagine many of you will be straight out to the garage to see if yours has the holes with thoughts of searing performance on making the modification if currently missing!

The SVW Register wishes you all a very happy 2020.

