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Welcome to our biannual 4-page spread.

I always look forward to having more space as there always seems to be plenty to write about. This month we report of an interesting SA Tickford, update you on our Facebook group and regalia sales, talk about Smiths componentry on our cars and I report on some work currently being undertaking on my VA Tourer. Please also see the flyer for the June SVW event in Holland.

SA Tickford EXX 100

Mike Holifield, a collector of MMM MGs, wrote to me recently with information about his late brother Barrie's SA Tickford, the registration number of which was EXX 100. Barrie Holifield's children are interested to know what has happened to this car that they remember fondly. I passed this to our Registrar, Gary Perry, who suggested the SA may have been in the USA for some years. There was, however, some confusion as EXX 100 is noted against two SA Tickfords in the database, the last known location of the other being in Hampshire, UK. Mike went on to send me an old photo, which you can see here. Subsequently, he found the old (continuation) log book for EXX 100 which shows its first registration on 13th May 1938 and that Barrie owned it from February 1964 when living in Wheatley, Oxfordshire. The SA moved with him to St Neots, Huntingdonshire and subsequently back to the Wheatley address. The stamps show that he was still taxing it in July 1966. The SA was black from new. The engine number in the log book ties it to the Hampshire car, although the chassis number WO 3595 is a mystery as this is not the normal configuration, nor the range. The current owner is not a member of The SVW Register, so if anyone can shed light on its current whereabouts we could complete the circle. I'm sure the current owner would love to see old photos of the SA and the original log book and of course the Holifield family would love to know more about the car now. Yet another good reason to stay in touch with The SVW Register as we find out more and more about the surviving cars.



SA Tickford EXX 100 (Holifield family picture)

Smiths Products on SVWs

Our long standing member **John Bates**, previous Chairman and long-term committee member of The SVW Register, is often researching more about the VA Tourer he's owned since 1963. John was intrigued about the continental influence of our Jaeger dashboard instruments, in particular the use of 'M' for 'thousand' on the rev. counters. John is also in the Morris Register and has found that 'M' was used extensively in the 1930s in examples such as the numbers of each document printed by the Morris Oxford Press at Cowley. We're now more used to seeing 'k' in this role. The water temperature gauge is also in Centigrade rather than Fahrenheit whereas the speedometer is of course in miles and the oil pressure gauge in pounds per square inch.

I recall that Smiths Industries owned at least part of Jaeger when our cars were produced. Looking at this more in depth, S. Smith & Sons was started by Samuel Smith in 1851 in SE London before moving to The Strand in 1872. They competed with Lucas on a range of products but established a trading deal with Lucas in the 1930s whereby the two would not compete in certain areas and Lucas took on part of Smiths non-instrumentation assets. Consequently, even though most of the instrumentation on a British car's dashboard would typically be Smiths/Jaeger, the ammeter would more often than not be a Lucas instrument.

The KLG (Kenelm Lee Guinness) distribution rights had been purchased by Smiths as early as 1919 and they bought the company in 1927. In the same year, Smiths bought 75% of Ed. Jaeger (London) Ltd, which became the British Jaeger Instrument Company in 1932. Jaeger was originally founded in Paris by the watchmaker Edmond Jaeger in 1880. The Jackall hydraulic jacking system was manufactured from 1935 by Smiths Jacking Systems and of course was adopted as an option on the SVW cars.

Register News

By the end of January we had 115 members in our Facebook group. It's really become a useful resource, especially when including photos in your posts and of course for the social side of things. I say 115 members, but it's interesting that whilst writing this I've had to update that number three times! We usually have a spate of joiners each time Safety Fast! arrives, so I shall continue to mention it.

John Dutton has provided lots of information in his Chairman's Chat, but it's worth my emphasising a couple of things. Firstly, all of our regalia is available through the MGCC website at <https://shop.mgcc.co.uk/>. Once you're there, enter 'SVW' where it says 'Search Products' and the full range will be displayed. Anything you purchase can be added to your cart and paid for by credit card, which is a great improvement over the previous ordering process.

Of particular note is the Salesman's Manual for the SA, VA, WA and TA models, which has been very popular and once they're gone we're unlikely to produce any more. The other innovation is the fact that anyone can now pre-order the next edition of The SVW Review, this year being edited by Malcolm Robertson in Australia. This is free to members of The SVW Register, £8 in advance for non-members and £10 post-publication. By pre-ordering you're reserving your copy and you'll be added to the distribution list and receive it at the same time as members wherever you are. We usually arrange publication in time for MG Live! and the annual SVW event, both of which take place in June.

Clothing with an embroidered Register / Centre logo was previously supplied by a company called Topsigns, but this arrangement has now come to an end. Main Club is looking for a replacement, which will hopefully be announced in time for you to stock up for the driving season.

Running Pins and King Boards

All the right words but not necessarily in the right order as Eric Morecombe may have said! Well, it does draw attention to find out what on earth I'm talking about.

The fact is that I've bitten the bullet and am replacing the old-style king pins that I had fitted last year with the later type, which my VA should always have had. The fact is that over the 50 years I've owned it, the king pins have always been the old type with the top race bearing rather than the bottom bronze thrust washer. The later type was fitted new from VA1254. The new bushes are now in place and I was lucky enough to borrow the correct stepped reamer from Jim Andrews to do it properly. By changing the king pins and setting them up correctly, replacing the front spring buffers, tightening up the suspension and checking the tracking, I will hopefully find that the driving experience is back to what it was in the past.



Stepped Reamer in use on new kingpin bushes.

Talking of the front spring buffers (part S 75/29 in the VA parts list), these are available from our regular SVW source but at a cost of £26.40 each, plus delivery. Mine were still the originals from 1938 and resembled an oily sponge with a crusty surface – think black meringue! Given the price of these I decided to see what I could make and came up with a 2” (5cm) door stop bought from my local hardware store that, using my rubber carving skills, I

managed to fashion into something that fits the mounting plate and looks and should perform as required – see before and after photo.

At the same time, I'm attending to the offside running board in the same way as I did the nearside two years ago. I've removed the running board and it's gone off for welding, sand blasting and priming. This time I found that the wood beneath the driver's door is in remarkably good condition, unlike what I found two years ago, although I still have to sort out the ragged bottom edge of the metalwork.

My target is to have everything ship-shape in time for **The Brooklands MG Era Day** on April 14th, a day not to be missed if you can make it.



Spring buffers old and new (fashioned from a door stop).

Chairman's Chat

This will be my last chat as Chairman, as I will be giving up the post at the AGM, to be held at the Holland event in late June this year.

I have very much enjoyed my time as your Chairman, and have had superb support from the committee members - I cannot thank them enough. The Register has developed through these years and is now I hope more accessible to both members and non-members through the Facebook page established last year. This has now over 110 members and is proving, together with the Yahoo forum, to be a more topical and vigorous vehicle even than our website.

We have also recently clarified some the roles of the committee members to ensure we have no gaps in the service we offer, except where owners may have expected a facility we do not offer! For example, many owners seem to believe that our spares secretary will be able to sell them spares. In fact the role has always been to research sources for hard-to-find spares, or to amalgamate a known need to give a manufacturer sufficient volume to justify supply. It has always been club policy not to sell spares to members, but to ease communication between owners and spares suppliers.

In 2019 the SVW Review will be edited by Malcolm Robertson, that well known owner and scribe from Melbourne. The printing and circulation will still be handled from the UK, and the advertisers remain mainly UK based, but we hope the international ownership will be reflected more fully by this change. Non-members will still be able to buy a copy as before, but from this year can order a copy in advance of publication at a favorable price.

Another significant recent change to the way we operate is to establish an online shop for our regalia as part of the MG Car Club shop. This will make it easier for owners to buy things from us, using a credit card if they prefer. We will still offer our regalia through our website for some time. Recent work to offer reproductions of original MG material related to the SVW range has proved very popular and it is mainly because of that, together with sales of

back copies of the Review, that the Register is in good health financially. We are always interested to hear from owners about what they would like us to offer from our shop. We have welcomed quite a few new members during 2018. Main Club usually, but not always, advises us of new owners of the cars, so do get in touch if as a club member you have recently acquired an SVW car but have not received a personal welcome letter from The Register Chairman, plus a copy of the current issue of the Review and windscreen sticker. Finally, I would like to pay tribute to a longstanding owner and member who sadly died last year. Jeff Gibson was a great supporter of the Register and his WA saloon graced many of our events. We all miss him very much.

John Dutton