

## SVW Review Compendium by E.A.Gailitis updated 24 October 2021

I own a 1937 MG VA Tickford, engine #1254, wet clutch, body 0864S, orig reg DLJ 917.

I developed this document as there is a lot of valuable information in the SVW Reviews however I needed the memory of a saint to remember all the articles, so I issue this document in “Topic” order and “Review” order, so articles are easier to find. I also added the location on Facebook of some key information too but as FB is searchable, this is only more of a reminder that the SVW Facebook site is awesome.

Note that later articles on the same topic will provide more up to date information and I recommend all articles on a particular topic are read.

The focus here is mainly MG VAs, especially WET CLUTCH, and have included other interesting articles of reference eg SA Wet Gearbox change and also articles for NZ SVW members as that is where I reside. By that definition it is subset of articles but has all the VA technical articles. It is possible someone in the Register may pick it up and expand on it and add SA and WA references as it is very handy to use the SEARCH facilities in pdf or Word format files. I use that all the time eg searching for Torque figures etc.

I am open to improvements; I will keep it up to date annually or when others suggest to me that I have missed a great article etc.

I have also a folder of other publications, much like the one Jim Andrews did in Review 21, Pg 18 and it covers many other sources (Safety Fast, The Automobile, Practical Classis etc.). Contact me on [elmar@gailitis.com](mailto:elmar@gailitis.com) and I will share my VA Information Repository with you on my Google Drive if you are a member of the UK MGCC/SVW Register as I have copied their material.

#	Review	Pg	Topic	Comments
FB	2019		Engine	Stainless pipe for water transfer pipe on side of engine
FB	2019		Engine	VA Rocker shaft Brackets, See Bas de Voogt's web site, <a href="http://www.basdevoogd.nl/MG%20VA%20ROCKER%20SHAFT.htm">http://www.basdevoogd.nl/MG%20VA%20ROCKER%20SHAFT.htm</a> Alison Jackson (Peter Ratcliff) “The washers so into the slots on the side of the pedestals. Some are full washers to engage in the slots in the rocker shaft and some have a sector out so that they can be used where the shaft has no cut out. Of course, some pedestals have no washers at all.” 6 <sup>th</sup> Jan 2020.
01	1976	13	Engine	VA oil pressure, dry clutch but good to read, Ref Blower Pg 84, modifications for oil head take off, modifications to pressurise whole system, 1/8” BSP threads, oil pressure relief valve pressures, also see Blower Pg 84&122 re pass and oil pressures. Pg 13 has oil filter part numbers and supplier. Diagram on Pg 18.
01	1976	13	Engine	Diagram of oil piping flows, oil pump spec
01	1976	15	Engine	VA oil pressure, 60-80 psi at 30 mph, 10-12 psi at idling when warm,; 60-100 psi when cold all revs
01	1976	15	Engine	Oil Pressure – Remove unpressurised system that puts oil in rocker cover and pressure whole system – Diagram 2, Pg 18. Blower Pg 84 & 122 re oil pressure and bypass pressure. Radial clearance on teeth should be 6 thou

				MAX, check top and bottom pump bearings, oil pressure relief springs from C.K.Spares, UK
01	1976	16	Brakes	Part numbers of similar, dust covers different but Wheel Cylinders KL71430 or KL71433 (Lockheed) Master Cylinder SSB752
01	1976	16	Electrical	Wiper Motors very similar to those of Land Rover, Austin Gypsy and Mini Moke
01	1976	16	Engine	Engine Mounts – Rover 2000 engine mounts are very similar, P/No 553975
01	1976	16	Engine	Pg 16a – Fan belt R150
01	1976	16	Threads	Nuts and Bolts Engine – Metric Fine with BSF threads, studs often are BSF Clutch set screws are cycle threads Body threads are BSF
01	1976	18	Engine	Oil piping and pressurising diagram for article on Pg 13
02	1978		Electrical	Starter Motor - Wet clutch 10 teeth, dry 11 teeth, 5" shaft length NOT 5 ¼" see Pg 10
02	1978	02	General	VA Article – restored VA by Gordon Vogtherr
02	1978	04	Engine	Oil Pressure relief Valves from C.K.Spares
02	1978	08	Body	A Question of Colour – Martin Brent
02	1978	10	Electrical	VA Starter Motor – Wet and Dry, wet clutch 10 teeth on Bendix Pinion, Dry has 11, 5 1/4 " shaft, watch out for 5". Replaced wet clutch starter with dry clutch Bendix
02	1978	14	Wheels	Care of Rudge Whitworth Wheels
02	1978	17	Screws	Threads, Screws and Pitches - Cylinder Head studs 10mm x 1.5mm pitch
02	1978	17	Threads	Good article on threads used, Ron Williams, Metric, MG, ISAO, UNF, ANF, BSF, UNC and BSW pitches and sizes
02	1978	18	Engine	Main bearing NOT? hard to find
02	1978	19	Gearbox	Gearbox rebuild, FULL ARTICLE on how it works, parts and rebuild
02	1978	19	Gearbox	Overhaul
02	1978	23	Engine	<b>Early VA Shell Bearings</b> Conrods - early VA MG679/26 are metallised on rod Mains are shell MG679/33 Front and Rear, MG679/34 for centre <b>Later Engines from TPBG 2622</b> Con rods have shell bearings Part numbers Glacier Bearings Main bearings M3148 Conrods B6131
02	1978	24	Engine	May be shell bearings by Glacier Main Bearings M3148, Conrod B6131
02	1978	26	Body	Colours and colour codes on Pg 27 with "modern" codes <b>Duo Green</b> is Light Green - Willow Green, Modern code GN33 Dark Green - Westminster Green, Modern code in GN32
02	1978	26	Body	Duo Green <ul style="list-style-type: none"> <li>Light Green – <b>Modern BMC</b> is Willow Green, <b>BMC Code</b> is GN33</li> <li>Dark Green – Westminster Green, GN32</li> </ul>
03	1980	04	Engine	Cylinder Head "long bolts made up" by G Vogtherr Helicoil all head stud holes = G Vogtherr Helicoil for stripped sump bolt 8mm x 1mm

03	1980	07	Steering Box	Fill with BP F600 Thixotropic liquid grease, will pour but not drop
03	1980	16	Engine	History of MG Engines
03	1980	24	Engine	Noisy valves between 2,000-3,000 revs, early engines 0.010 inlet, 0.015 exhaust (NOT 0.015 all around)
03	1980	26	Chassis	Service Information Sheet No 61 Steering Angles, SA, VA and WA Service Information Sheet No 64 Front Wheel Tow-In SA, VA and WA
04	0000	00		<b>Not Produced or maybe a numbering mix up</b>
05	1995	14	General	VA Experimental cars – Bas de Voogt
06	1997	35	General	VA Memories – Paul Campbell BAP 689, 1938 VA Tourer
06	1997	54	General	Tracing your History – Bas de Voogt
06	1997	58	Brakes	<b>FULL ARTICLE</b> – Pg 58 to 65, SVW Cars and their differences with regard to brakes – Martin Brent. Full article on how the original Star Adjuster worked on the VA, pedals, pipe and lengths, Hoses, Master and wheel cylinders, linings and shoes, drums, handbrake etc.
06	1997	59	Brakes	Pipework if Bundy tube (Steel with Copper lining)
06	1997	60	Brakes	Heat shield from exhaust
06	1997	61	Brakes	Brake Shoes, bonding preferred over rivets. Chamfer both ends, skim drums for flats and bends
06	1997	63	Brakes	Torque reaction stays must be set up well to spec distances
06	1997	63	Brakes	Rear Bearings, double lipped 6208 bearings to stop oil leaks
06	1997	64	Brakes	Back to Copper
06	1997	65	Brakes	Tools to fit shoes and springs
07	1998	03	Engine	Toothed fan belt “Gates 700” via Gordon Vogtherr
07	1998	03	General	History and modifications to MGVA Tourer – Gordon Vogtherr. -replaced all <b>SKF bearings with 2RS</b> where applicable, meaning sealed both sides -transistorised SU fuel pump, not great an mods noted to make it work better -brakes – silicon fluid - Lucas Mirrors both sides -Luvax vane shocks overhauled
07	1998	04	Body	Mirror Lucas 160 with left hand arm, right hand for drivers
07	1998	04	Brakes	Soak rubber caps in silicon before fitting
07	1998	04	Electrical	Hella blinkers light range, 18W bulbs minimum watts
07	1998	04	Performance	¼ mile sprint 23.4sec (Gordon Vogtherr), normal cruising is 60-65mph.
07	1998	04	Shocks	Luvax, vane reconditioning, ‘Graham Brown’
07	1998	05	Wheels	Wheels, Tyres, Bearings - Originally factory fitted with Dunlop 3” x 19” rims. Now we fit 475/500.19 tyres and look pinched. Modified wheels to 3.5” x 19” 550.19, used to oversteer in a corner, now neutral - Gordon Vogtherr
07	1998	18	Electrical	Article on rear lights on SA but useful for VA, good photos
08	1999	10	Body	Tickford Tool Kit, Pg 10-13, <b>FULL ARTICLE</b>
08	1999	10	Body	VA Toolkit with diagram and key to all parts
08	1999	12	Body	Tickford Toolkit
08	1999	20	Chassis	Setting up front axle, KPI-King Pin Inclination, wedges etc
08	1999	22	Brakes	VA brakes assembly, “C” clips
08	1999	23	Performance	81.5 mph & 79.43 mph
08	1999	25	Engine	Original Water pump

09	2000	18	Engine	<p><b>FULL ARTICLE</b> on VA and W12 engines, compatibilities, heads, valve springs etc – Bas de Voogt</p> <p>TPBG engines usually green, later ones with dry clutch are red</p> <p>Later engine MG logo LHS cylinder block</p> <p>Later engine (from 1510) had a different oil filter and oil piping, layout visible on engine nearside</p> <p>Wolseley head combustion chamber is 1/8" greater than VA hence lower compression ratio. W is 5.8 and VA is 6.5. Do not skim the W head by 1/8". Also W had 2 valve springs per valve, VA has 3.</p> <p>Early Heads 12M3&amp;W2 (W2 low compression), Morris 12/4 Series 3 and Wolseley 12/4 Series 2</p> <p>Later Heads W3&amp;G1 (W3 higher compression as is VA), W3 = W Series III, G1 = MGVA</p> <p>TPDG engines are 'fast' spec, 14HP and 73mm bore</p> <p>Oxford Taxi engines based on VA, probably different casting though, 75mm bore, 1802cc, 2000 produced 1947 to 1953.</p> <p>VA 69.5mm is 1548cc.</p>
09	2000	25	Body	Cutting and fitting running board strips
09	2000	25	Body	Cutting and fitting running board strips
09	2000	27	Shocks	Luvax shock absorbers
10	2001	20	Electrical	All LUCAS Part Numbers all electrical parts Disti, Coil, Ammeter, battery Control box, lights, starter motor, ...
10	2001	21	Fuel Systems	Fuel return to tank to keep fuel cool if issues
10	2001	22	Differential	<p>Ratios</p> <p>Std 5.22 Ratio 16.29mph/1,000revs 41.95mph</p> <p>4.77 17.89 46.5</p> <p>Max torque – 892 LBS @ 2600 rpm</p> <p>At 55mph, 3376 rpm 5.22 std diff</p> <p>55mph, 3073 rpm 4.7 diff</p> <p>NOTE: Valve recession only occurs over 3,000rpm</p>
10	2001	23	Engine	<p>Rocker cover ports and note on broken foremost support bracket for rocker shaft – see Bas' Site</p> <p><a href="http://www.basdevoogd.nl/MG%20VA%20ROCKER%20SHAFT.htm">http://www.basdevoogd.nl/MG%20VA%20ROCKER%20SHAFT.htm</a></p>
10	2001	23	Wheels	Tapered front wheel bearings
10	2001	24	Chassis	Jackall Hydraulic Jacks - <b>FULL ARTICLE</b>
11	2002	04	Brakes	Hand brake mechanism
11	2002	04	Engine	Complete VA Chassis rebuild article
11	2002	04	Engine	Crankshaft crack tested and polished, high pressure block flush including engine upside down
11	2002	08	Chassis	Running gear set up
11	2002	08	General	VA Police Cars
11	2002	22	Chassis	<b>FULL ARTICLE - Rocking and Rolling Part 1</b> – John Bannister Tyres, wheels, spokes, spinners alignment, balancing, steering, suspension, steering box, braking
11	2002	25	Body	Alloy end caps for running boards and supplier
11	2002	25	Body	Alloy end caps for running board, Woolies Trim Supplies in UK
11	2002	25	Electrical	Oil leaking from starter motor in wet clutch engines, use modern seal inside starter motor, also replace external cork seal with modern one
11	2002	25	Engine	ALWAYS strip the sump oil pickup and oil strainer
11	2002	27	Gearbox	<b>FULL ARTICLE</b> - VA Interchangeable parts with Morris and Wolseley
12	2003	04	Differential	<b>FULL ARTICLE</b> on axles ratios – Peter Ratcliffe, Pg 4-7

12	2003	04	Differential	<p><b>Factory spec 9:47</b> Ratio 5.22 mph per 1,000rpm 16.3 (26.23 kmph) mph at 3,500rpm 57 (91.73 kmph)</p> <p><b>New specification 10:47</b> Ratio 4.7 mph per 1,000rpm 18.1 (29.16 kmph) mph at 3,500rpm 63 (101.39 kmph)</p>
12	2003	05	Engine	"SVWs engines are smooth up to 3800 to 4000rpm but are unhappy above there for any length of time. Majority of owners cruise at 50-60mph for a VA..."
12	2003	06	Gearbox	5 Speed Sierra Gearbox, (Keith Barclay in NZ has done that, Sth Island), MGVA38 Wolseley 18/85 axle gearing 4.8 ratio producing 8% more efficiency over a std VA 5.22.
12	2003	12	Engine	Compression 125-130 PSI Tuning = Rich mixture, retarded IGN ?
12	2003	13	Engine	Valves, cotters, seals assy (oil seals below cotters) Head stud holes, disformation, chamfer stuff holes Tune to weak mixture to minimise carbonisation
12	2003	14	Radiator	<b>FULL ARTICLE</b> – Overheating – Part 1, Terry Beresford in NZ. VA Tourer and radiator specialist.
12	2003	21	Chassis	<b>FULL ARTICLE - Rocking and Rolling – Part 2</b> – John Bannister, Torque cables (mid point up/down 0.75" to 1", ie mid point 0.5" down), brake fluid, bleeding, footbrake adjustment, hand brake adjustment.....
12	2003	25	General	<b>FULL ARTICLE</b> – John Dutton, SVW Production 1935-1939, production figures, VA's Oct 1936 to Oct 1939, up to 120 a month at peak, 2408 made
12	2003	25	Steering Box	Rotate cog if worn
13	2004	04	Gearbox	<b>FULL ARTICLE</b> – Bas de Voogt, VA saloon from manual to 1976 Marina engine and auto Gearbox (VA did not have original motor in it although owned by Bas). Issues sorting starter motor and steering box, sorted it.
13	2004	07	Body	Retrimming VA interior
13	2004	10	Radiator	<b>FULL ARTICLE</b> – John Dutton, Overheating – Part 2
13	2004	18	General	<b>FULL ARTICLE</b> – Bas de Voogt, Rebuild of VA 2582, Saloon
14	2005	04	Differential	<b>FULL ARTICLE</b> – Complete instructions for changing the Crown Wheel and Pinion (CW&P)
14	2005	10	General	<p><b>FULL ARTICLE</b> – Police Spec VAs.</p> <p>My MG 0864S DLJ917 was bought off Richard M and he repainted BPM 59 from white to red. I have the white and red photos in my collection. I passed the following to the SVW Register... from Richard M.</p> <p><i>"I bought a 1939 VA tourer in about 1966 for £35 which had a police spec engine I found out and I think it had been owned by a Police Inspector. We worked on that, painted it red and sold it about 1 or two years later for £150 after getting it through its MOT test that one was BPM 59 I remember that it was bought by a dad for his son, so I think he probably wanted to play on it himself really!"</i></p>

14	2005	18	General	SVW Cars in films: <i>Rebecca 1940, MG SA Tourer</i> <i>The Blue Lamp 1949, MG SA Tickford</i> <i>Loveletter</i> <i>Drummonds</i> <i>Shoreditch 2003, MG SA</i> <i>Tawny Pipit 1944, MG VA</i> <i>The Ach of triumph 1948, possibly an MG SA</i> <i>To Catch a King 1984, MG SA Tickford</i> <i>ALSO</i> <i>Columbo TV Series 17/9/1972, episode "Etude in Black", VA</i> <i>Saloon, see SVW Review #17, Pg 31</i>
14	2005	25	Brakes	DOT7 Silicon brake fluid ?, rear axle hub oils seals PAYEN C178
14	2005	25	Wet Clutch	Wet clutch flywheel Pressure plate Oilways, replaced cork with "New 53 Langite" by Ferodo, available through Payen Gasket Co, now part of Federal Mogul, Shore hardness of 50-70 (can tajke up to 200 PSI).
14	2005	26	Radiator	Castrol XL corrosion inhibitor, pH 8.3, no antifreeze value but good anti corrosion properties
15	2006	02	General	Factory Production Data pulled from skip by Martin Brent, first member of SVW Resister?
15	2006	10	Engine	HP calculation formula. $HP = (D2 \times n)/2.5$ where D = diameter of cylinder in inches (1" = 25.4mm) and n=number of cylinders, D2 = D squared. Cheaper UK Tax if under 18HP.
15	2006	11	Shocks	Wolseley diagram and explanation, similar to VA
15	2006	26	Radio	Masteradio 297 and 101 297 – 7 valve, 2.2 Amps, 16 ½ Guineas 101 – 6 valve, 2.3 Amps, 13 ½ Guineas
15	2006	28	General	<b>FULL ARTICLE</b> – Graham Page – "My life with NEV 11", 1938 VA Saloon
15	2006	31	Engine	Oil pressure 40 lbs hot, 50/6- 750 rpm, always > 40 lbs and less than 60 lbs as per factory spec
15	2006	31	Steering Box	Penrite Steering Grease in gearbox – helps stop leaks
16	2007	09	General	MG VA's in Police, visit to location by Paul Campbell
16	2007	13	SVW Index	SWV Review – Technical Summary Index by John Bannister *** <b>Excellent Cross Reference</b> ***
16	2007	25	General	1936 Olympia Motor Show article on Pg 24, advert with VA specs and price pds280 on Pg 25
16	2007	28	Electrical	Headlights – restoration advert
16	2007	29	Wheels	Clunk Clunk, Splines from Bill Gardner's VA Information File (1989)
17	2008	11	Engine	MG SA B&W Great clear photo of a well appointed engine
17	2008	14	Engine	VA Engine Failure <b>NOTE:</b> Inlet Manifold manifold Venturi being loose ? Venturi secured by a ¼" bolt in middle of inlet manifold. Had fallen off into inlet and then into head/car/valves?
17	2008	15	General	<b>FULL ARTICLE</b> - Keith Barkley's purchased MGVA38 in Hamilton and drive it to Wanaka, issues with main bearings, overhauled in ChCh. Conversion to 1707cc. Conversion to air shocks, Tyres etc. Has 5 speed Ford Sierra Gearbox, conversion, NZ Invercargill.  Balance complete engine, flywheel, clutch assy.

17	2008	16	Body	Keith Barclays VA Tourer, ex G Vogtherr, MGVA38, Central armrest between front seats
17	2008	16	Engine	Keith Barclay – see full article Pg 15 New engine oil & filter change at 1,000km Pg 16 Carb air filter wire mesh replaced with oil impregnated modern synthetic rubber sponge filter. In line fuel filter added
17	2008	16	Gearbox	Conversion to Ford Sierra g'box, NZ Invercargill Reg MGVA38, Mention of Safety Fast article in Feb 2008, "Take Five" re 5 speed gearbox. Joy to drive.  35mph in 5 <sup>th</sup> gear and still pulling on the flat 60mph 2,900 revs not the usual 3,700rpm Cruising at 55 and 60mph
17	2008	19	Colour	Duo Green photo of MG SA
17	2008	24	Engine	<b>FULL ARTICLE</b> – John Bannister - <b>Engine Overheating in SVW Cars</b> . Note bypass water valve operation and DO NOT REMOVE thermostat without blanking off the bypass or else rapid overheating.
17	2008	24	Radiator	If <b>thermostat</b> permanently removed, must blank off water bypass, see photos, thin aluminium plate with gaskets.
17	2008	25	Engine	Chemical flushing of engine especially if it had no thermostat Blank bypass hole if NO thermostat. See photos. Fit 12mm solid (not soft, causes distortion) insulating spacers between cylinder head to carbs. Fit heat shield between exhaust and carbs, see Les Bognuda on this too
17	2008	27	General	Sussex Police VAs modern article
17	2008	28	General	David Count's ex Police VA Saloon EPP 474, #1765 (others were EPP 471, 472, 473 reg May 18 1938), New Dundee, Ontario, Canada. Table of Police survivors on Pg 29
17	2008	31	Fuel	Breather pipe essential to release air when filling, blank off return. Insert brass conical threaded elbow into the venting hole, seal with Teflon tape, then solder copper pipe, thence plastic fuel proof tubing to be fixed above the tank filler opening in inner guard. Make new pipe to tank as well, bend pipe, remove angle in original.
17	2008	32	Chassis	Springs, shocks, greasing tool for springs, spring grease Wynn's Viscotene spray can – Bas de Voogts article.
17	2008	32	Shocks	Telescopic/Luvax, modern airshock parts for VA – via Bas de Voogt, see his web site too. <b>Front</b> Koni 80-1349, extended length 386mm, compressed 257mm Damping force @ 0.33m/sec in Bump 450N; rebound 900N Koni 80-1350 is heavier alternative, extended length 386mm, compressed 257mm Damping force @ 0.33m/sec in Bump 750N; rebound 1050N <b>Rear</b> Koni 80-2584 (Fiat), extended length 416mm, fully compressed touching bumpstop to avoid bottoming out internally is 285mm Height of bumpstop is 17mm
18	2009	06	Body	Assembly of Wilmot Breeden stabilizing bumper
18	2009	16	Body	<b>Front seat runners positioning for tall people</b> , also need to consider passenger front side as well and rebuild battery box cover.
18	2009	17	Publications	"The Motor" 3 May 1938, 1938 MG VA Saloon Rallying

				Also reference to the MG Brochure that you could have any colour as long as you paid!
18	2009	20	Body	Hans Faber's SA Saloon, Duo green. Colour photo Great colour photos of under bonnet detailing
18	2009	26	General	History of Bill Brehaut's car, MG VA Tourer in NZ
18	2009	37	Engine	MG SA Valves with both top hat seals & ?? O rings below cotter pins ?
18	2009	37	Engine	MG SA "Hepolite Oilmaster Ringset" 4 rings per piston 1 - 2 Compression 3 - Duoflex scraper 4 - Usual scraper (latterly not used in MGs)
18	2009	38	Engine	MG SA, Oil leaks in Starter Motor, seal 42x55x8mm as oil can leak along keyway. Do the same in wet clutch VA!
18	2009	38	Engine	Head planning and stone ground to remove any 'lifting' around stud holes
18	2009	41	Electrical	Headlights - restoration advert, back page?
19	2010	03	General	G Vogtherr, NZ, gave "The Sportscar" magazines 1936 to 1939 to SVW Register, will give to MGCC Archives
19	2010	05	General	Francis Adam's Edition !
19	2010	17	General	G Walls line up at Gladstone Pub 2-5 February 2010, I am standing with the white "Pickford"
19	2010	22	Engine	<b>DRY CLUTCH</b> issue, oil leaking from rear seal on crankshaft, the Scroll and Backplate. Replace with modern lip seal in a steel stepped carrier-ring. Also had the Crankshaft Scroll Flange machine and polished to match the insider running diameter of the seal. Seal must be made from "VITON" to withstand the high temperature and high surface speed. Seal used was 120mmx140mmx13mm, code TC-120-140-13... VITON. Note comment on care to align with in-line boring of White Metalled Main Bearings, may not be an issue if you have Shell Type Main Bearings.
19	2010	23	Engine	*** NOTE *** Conrods bearings lubrication on early long stroke engines
19	2010	23	Engine	***Important*** Each conrod bearing cap is UNIQUE to that engine, <b>NOTE: the oil hole for the spray lubrication is off set, NOT in the centre as all modern bearings. Drill extra offset oil lube hole.</b> John Bannister had an engine failure, maybe caused by this!
19	2010	23	General	Swastika Story on forged conrods with Swastika stampings, SDF, Smethwick Drop Forgings Limited.
19	2010	26	General	Police cars incl BPM 59, I bought DLJ 917 from the same guy. BPM 59 was last registered in 1971-via Kithead Trust. SVW Register has more information on car, I have it to them 😊. Also see Pg 28
19	2010	34	Body	Children in Cars Not Fitted with Seat Belts, UK Law
19	2010	36	General	<b>FULL ARTICLE</b> , 1937 MGVA Tourer restoration over 25 years, 1971 on. Note paint work and specs.
19	2010	37	Body	Paint types/PPG etc
20	2011	09	Engine	Keith Barclay re 1707cc conversion and Ford Sierra gearbox experiences to date on his car
20	2011	10	Body	Wind deflector for Tourer, MG storage bags
20	2011	12	Engine	<b>FULL ARTICLE</b> Paul Campbell, VA1737, ex Police VA, dry clutch, <b>Part 1</b> VA Police Specification 1548cc to 1708cc TPBG 54 BHP to TPDG 61.7 HP estimated

				<p>1548cc = 69.5mm bore x 102 stroke, capacity 1548cc, 11.98 HP, Power 54bhp  1708cc = 73mm bore x 102 stroke, capacity 1708cc, 13.22HP, 61.7bhp (est)</p> <p><b>NOTE:</b> Photo of offset hole in bearings</p> <p>Colour photo of spin on oil conversion, P13</p>
20	2011	14	Engine	VA Police Specification Full Specification/work list
20	2011	15	Engine	When changing oil and filter or new engine, there is no oil in the system, turning over with no plugs, no IGN, about 80PSI, running in, Cold FIRST start. <b>NOTE</b> good large earth wire required to get cranking amps.
20	2011	17	General	VA Tickford with Desmond Wakeman
20	2011	22	General	1937 VA Tourer VA784, potentially an ex Police car, ELF 576, has 1938 engine
20	2011	22	Registration	Original Registration Book, then RF60 Registration Book Late 1970's a V5 form was introduced
20	2011	35	Engine	Remove VA engine in situ without removing the interior
20	2011	39	General	Des Wakeman re his VA Tickfords
20	2011	41	Body	Full Article – Trim VA Tourer and good photos incl air shocks
20	2011	45	Body	SVW Garage with photos of Peter Ratcliff
20	2011	46	Engine	<b>FULL ARTICLE</b> Engine Oils – Paul Campbell
21	2012	04	Clutch	<b>FULL ARTICLE</b> on MG SA <b>WET CLUTCH</b> – <u>Great for VA Wet Clutch replacement, especially points 30 onwards.</u> How to remove, note the 90 degrees and also how to reinstall, print off article to use. Pt 44 – Improved speedo connection for SA, does this apply for the VA? Pt 45 – Clutch travel
21	2012	04	Wet Clutch	SA Wet clutch installation, good advice for VA
21	2012	10	Engine	<b>Part II</b> – ex Police VA Gets Spec Engine – Paul Campbell, Tuning, issues re pushrods, running in, a little disappointed that it did not seem to have 65bhp, <b>Part I in 2011 #20</b>
21	2012	12	Body	<b>FULL ARTICLE</b> –Electroplating. Four page excellent article.
21	2012	17	Engine	Torque Settings for SVW Engines <ul style="list-style-type: none"> <li>• Cylinder Head 50 ft lbs (68nm)</li> <li>• Main Bearings 65-70 ft lbs (88-95nm)</li> <li>• Big Ends 30-35 ft lbs (41-47nm)</li> <li>• Little ends 25-30 ft lbs (34-41nm)</li> </ul>
21	2012	17	Engine	<ul style="list-style-type: none"> <li>• VA Water Pump will fit an SA but not the reverse</li> <li>• Removing engine and gearbox together is easier if clutch pedal removed</li> <li>• Air cleaner – use stainless steel scourer for cleaning saucepans to replace filter wire</li> <li>• VA Head bolts. 6 nuts outside rocker cover, 5 inside – advice how to tighten head bolts with valves in situ, not sure though as 3/8" drive and 16mm socket needed so torque will probably be wrong.</li> </ul>

				<ul style="list-style-type: none"> <li>Use of 12V computer fan on SU float bowls for cooling.... [hmmmm, divert heat is better!]</li> </ul>
21	2012	17	Steering Box	Adjustments
21	2012	18	General	Index of SVW Articles – Jim Andrews
21	2012	24	Body	Green duo green SA saloon photo
21	2012	36	General	SVW Napier Art deco, Jenny and I are in photos, #10 and #11
21	2012	44	Engine	Oil filter conversion to modern, read carefully. Good photos. [NOTE we can now get K&N filters for the original oil filter container. Use the K&N PS-7037 in the VA, you need a nitrile rubber gasket 60mm dia x 4mm]
21	2012	46	Engine	Priming newly built oil pump and oil cooler modification (?) <b>Important</b>
21	2012	46	Engine	Wet clutch oil filter conversion advert, note the dry clutch and wet clutch conversions are different.
22	2013	09	Engine	<b>FULL ARTICLE</b> – John Dutton, Camshafts, well written article on grinds and manufacturers, lots of specifications
22	2013	19	Shocks	VA Shock conversion – Bill Brehaut/Bas de Voogt <ul style="list-style-type: none"> <li>Used SVW Spares kit. All details and shocks used.</li> <li>Monroe Gas-Magnum model V2048, compressed 270mm, fully extended 400mm, 1 3/8” bores.</li> </ul>
22	2013	30	Body	<b>FULL ARTICLE</b> – Dashboards, Walter Prechsel in Germany. Products for dash colourisation list in Pg 32, Great photos, wood, veneers used
22	2013	44	Brakes	Convert front brakes to dual leading shoes
23	2014	05	Body	Duo Green VA Tourer photo
23	2014	08	Chassis	<b>FULL ARTICLE</b> – John Bannister – Rocking and Rolling Part 3 - Castor angle, King Pins, ½ shafts, springs, leaf shackles, steering box, wire wheels, shocks, Brake Fluid (see # 11 and #12 for Parts 1,2).
23	2014	16	Body	Fitting seat belts to Tourer
23	2014	29	Electrical	<b>FULL ARTICLE</b> – John Dutton - Regulators and dynamos with circuits and testing
23	2014	46	Chassis	Tyre & Wheels Safety - good general article
24	2015	07	General	Art Deco Weekend in Napier, NZ. G Vogtherr's car VA Tourer, MG 1938, Pg 8 now owned by David Mackersey
24	2015	13	Body	Memories of VA Saloon, great colour photos of interior fittings
24	2015	13	Body	VA interior colour photos, detailing for dash, knobs, dials, chrome etc
24	2015	25	Body	Duo Green cars in colour centre page spread, SA and TA ?
24	2015	27	Engine	VA Cutaway display engine
24	2015	29	General	NZ Pre 56 Rally, Greymouth, NZ, great story and photos
24	2015	34	Electrical	SVW LED Lighting, Charlie P-J, sidelights
24	2015	36	Electrical	LEDS – Pros and cons
24	2015	37	Electrical	+ve to -ve earth conversion
24	2015	38	General	<b>FULL ARTICLE</b> - The Trend of Aesthetic Design in Motor Cars by Cecil Kimber, 1937-ish.
25	2015	05	General	NZ, Gordon Vogtherr and his car, MG 1938
25	2015	11	Body	Duo green VA BHC
25	2015	17	Body	<b>FULL ARTICLE</b> - VA Woodie – Peter van den Heuvel, awesome article and pictures
25	2015	33	General	<b>FULL ARTICLE</b> – Cecil Kimber – Research by Jon Bates
25	2016	27	Chassis	<b>FULL ARTICLE</b> - VA steering box overhaul and Vintage MG Parts, adapter for easier use.
25	2016	35	Electrical	Dynamo and Regulator conversion advert
25	2016	36	General	All Factory Production Changes, all SVW- Jim Andrews

25	2016	45	Chassis	Useful article on SA Handbrake mechanism, same as VA, pretty much I think
26	2017	04	General	<b>FULL ARTICLE</b> – SVW Register 50 <sup>th</sup> Anniversary from day 1
26	2017	09	General	SVW Reviews – Editor’s list 1 through to 26, Awards and Trophy
26	2017	17	General	Australian Members and their cars <ul style="list-style-type: none"> <li>• Ron Taylor VA Tickford, 2 x SAs</li> <li>• Alan Purss SA Saloon</li> <li>• David Robinson SA Tickford</li> <li>• Moss Upton SA Saloon</li> <li>• Ellen SA Saloon</li> <li>• Bob Simpson SA Saloon</li> <li>• Peter Gostelow WA Tickford</li> <li>• Robin Page VA Tickford</li> <li>• Gary Hickling SA Saloon Special x 2</li> </ul>
26	2017	35	Chassis	Springs – <b>FULL ARTICLE</b>
26	2017	35	Chassis	<b>FULL ARTICLE</b> - VA Springs John Bannister and Jim Andrews
26	2017	36	Chassis	Springs grease – use water pump grease as it is waterproof
26	2017	39	General	Air Vice Marshall Keith Parks MGVA Tourer in Malta article Blackburn Beverley crash totalling a VA or SA
26	2017	41	General	<b>FULL ARTICLE</b> – Rebuild of 1937 MG VA Tourer
26	2017	49	General	More Police VAs
26	2017	51	General	<b>Full SVW Reviews Index – Jim Andrews</b>
27	2018	19	General	Bristol Beverley Crash, also see #26. Additional two pages of research of the crash.
27	2018	21	General	Air Vice Marshal Sir Keith Park (a NZr), VA Tourer, more details over two pages
27	2018	23	Engine	VA Oil system, floating oil pickup in sump holed and repair
27	2018	24	Brakes	Original VA brake adjustors – using the Star Adjustor – John Bates
27	2018	24	Engine	VA Sump removal in situ in car
27	2018	26	Electrical	Full VA colour wiring diagram in centre spread, 2 x A4
27	2018	45	Engine	<b>VA Main Bearing failure</b> – oil hole in main bearing not bored out when re-metalling perhaps
27	2018	46	Engine	VA Main bearing cap nearest to oil gallery and camshaft. Stud has access to allow oil to pass, must clean thoroughly
27	2018	47	Engine	Later balanced crankshaft into early engine is possible and done. All modifications clearly written.  Also see Review #25, 2016 re VA Engine changes and also Bas de Voogt’s web site <a href="http://www.basdevoogd.nl/va_production_changes.htm">http://www.basdevoogd.nl/va_production_changes.htm</a> 13 Feb 1939 TPBG1790 New Sump 13 Feb 1939 TPBG1891 New Crankshaft and Cylinder block
27	2018	48	Engine	Crankshaft and conrods dynamically balanced, then for flywheel, clutch and rebalance whole assembly.
27	2018	49	Engine	VA Pressure relief valve, better piping for engine and installation of pressure gauge, importance of oil pump priming, W12 relief valve is better than VA if you can get one. Charlie P-J
27	2018	52	Body	Article about Tickford Body Works
28	2019	5	General	Register of Cars Surviving Update, VAs 341 from 2407
28	2019	7	General	SVW Touring in NZ, Martinborough to Cromwell

28	2019	11	Chassis	King Pin replacement – Jim Andrews and Paul Campbell, full detailed article
28	2019	17	General	HISTORY-Early Days of the SVW Range-John Dutton
28	2019	38	Chassis	Petals modification for big feet-Rick Jones NZ
29	2020	5	General	Factory Build documentation article-Gary Perry
29	2020	17	General	Coach built Bodies article-Keller, Tickford, Abby etc
29	2020	20	Clutch	Cork vs Kevlar clutches, full tech article – Tony Slattery, I did the conversion on my car.
29	2020	34	Clutch	Jim Andrews - Excellent Technical Article on differences of Wet and Dry Engines
29	2020	42	Engine	Carburettor body lug repair-Rick Jones
29	2020	49	General	When is the Centenary of the MG-John Bates
30	2020	45	Electrical	NZ Update – Ian Clements VA completion, Elmar’s chassis prior to engine and gearbox installation. Air shock conversion, Bishop Cam modification.
30	2021	15	Engine	Jim Andrews - Follow on from 2020 article on wet and dry clutch engines <ul style="list-style-type: none"> <li>- Engine types and numbers</li> <li>- Cylinder Head type numbers incl. advice on skimming <ul style="list-style-type: none"> <li>o 12M3&amp;W2, M12/4 Series 3, Wolseley Series 2, 93mm thickness, can be machined to 90mm</li> <li>o 12W3&amp;G1, Wolseley Series 3, MGVA, 90mm thickness, CANNOT be skimmed</li> </ul> </li> <li>- Engine casting block numbers <ul style="list-style-type: none"> <li>o MG, MOWOG</li> <li>o 19193 – Morris Engines</li> <li>o VAs are 19001 (probably early Wet Clutch block), 19263, 19408, 19435, 19466, 19485, 19494</li> </ul> </li> </ul>
30	2021	17	Brakes	Charlie Plain-Jones – The Great British Brake Off – How to clean up brake fluid-soaked brake shoes
30	2021	17	Engine	Lee Jacobson – Lee and his son Jason make gaskets. Excellent article on gaskets and their manufacture and notes about new technology and older gasket material etc.
30	2021	21	General	About the Francis Adam Awards for Register Member for outstanding services, and 2020 winner.
30	2021	22	General	About the David Washbourne Award for written material in SVW Review.
30	2021	23	General	Ratcliffe Cup – “the car I would like to take home” at the annual SVW Event. Winners since 2001.
30	2021	26	Engine	MG 1 ¼-2 ½ Litre Quick Check-Over Data Sheet, centre spread.
30	2021	29	Engine	Paul Campbell – VA Lockdown woes – diagnosis and eventual discover of electronic ignition failure, erratic operation. Large good article!
30	2021	31	Body	Duo Green SA DHC pictures.
30	2021	35	Body	SVW Woodies – 3xVA and 1xSA
30	2021	45	Electrical	Replace LUCAS C45 dynamo with Power-Lite RAC006T.