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### **Front Suspension Bump Rubbers**

Jim Andrews reports. On a run out to a local MG meeting, the steering on my VA Tickford felt different on the drive home than it did on the way out. A cursory check eliminated the possibility of a loose wheel or wheel bearing.

A few days later when greasing up the suspension, I noticed that the front offside bump rubber was missing. A second-hand rubber I had in stock was fitted and the steering felt normal again. Evidently, by having more free spring movement on the offside (the missing rubber) and semi restricted movement because of the bump rubber on the nearside it was affecting the steering geometry.

During my VA ownership I've always had the conical type fitted, but the ones supplied as replacements were a more solid rubber type with a small depression in the top. On checking my revised 1946 edition of the VA Service Parts List, the illustration is of the solid rubber type but it states "Front Axle Buffer Comm. Ch. No. VA1945", indicating it was changed at chassis number VA1945. I know from factory photographs that the solid type was fitted to the early cars, therefore is it possible that the illustration had not been changed to show the conical type?

I decided to carry out a check on the compressibility of each type by squeezing them in a vice - the solid rubber one compressed from 1" to 7/8" giving 1/8" compressibility; the conical one compressed more progressively from 2" to 1 1/4" giving 3/4" compressibility.

I was in a quandary about which type to fit. The solid type relies on the springs to provide resistance until making contact with the bump rubber abruptly, whereas the conical one provides some assistance to the spring resistance before progressively stopping movement.

I decided that I would remain with the conical type, but if I owned an earlier VA (before VA 1945) I may have fitted the solid type to maintain originality. From my experience it's important to change the bump rubbers as a pair so as not to affect the steering. The solid type is available from a well-known supplier of SVW spares and the conical ones are the similar to those fitted to the MG TC (requiring slight elongation of bolt holes), available from various suppliers.

