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I attended a private classic car gathering and rally on the Surrey/Sussex border in early September, which Tim Phelps helps to organise. Tim was in his SA Saloon (893) that was previously owned for much of its life by David and Rosemary Washbourne. Tim purchased the SA soon after David sadly died some ten years ago and has been working his magic ever since. I knew Rosemary had trepidations about seeing the SA again as it holds so many special memories. I therefore contacted Rosemary to make sure that my inclusion of a photo here would not be upsetting. She then asked for all the photos I'd taken on the day and she said she was very pleased and really likes the maroon coachwork over the black. Originally it was all black and I agree the choice of the two-tone colour scheme really suits it, combined with the new red leather interior. This was the first real outing for the SA since its rebuild and Tim would have done at least 150 miles on the day. Well done Tim for yet another superb pre-war MG rebuild.



I decided to change the steering box oil on my VA Tourer. I wasn't sure what oil was in it as it's one of those things that doesn't get changed very often, although I suspect it was 140 grade. There is no drain plug, but I found that a clear ¼" flexible tube was perfect for syphoning off the contents, which turn out to be roughly 150cc. The old oil was perfectly clean as there's nothing to make it dirty. On recommendation, I replaced it with Penrite Semi-Fluid Steering Box Lube (Millers do something similar). I had thoughts that the increased viscosity may have a damping effect on the steering (yet to be assessed). The grease is obviously too thick to remove without taking off the side plate, but I'm on the list to get a steering play control adapter (batch currently in production) that will replace the side plate; I can then decide on the best lubricant.