

DODGES AND BODGES

- * Oil seals which aren't quite tight enough - or there is a slight grooving of the turning part within. . . . Very carefully remove the metal spring from behind the rubber lip, break the spring at the joint by 'unscrewing' it whilst applying a gentle tension. The tapered end will come free from the open end. Remove two or three turns from the open end. Twist the tapered end as many times as the turns you have taken off then push the tapered end back into the open end and, gently pushing, screw the spring back together until it is back to its original round shape. Carefully feed it back behind the rubber lip and it will have a new lease of life.
- * When replacing complete oil seals and bearings a socket of appropriate size can often be used to great advantage as a drift. If you do this please use a rubber hammer or a 'wood' cushion to prevent the chrome plating of the socket chipping and getting where it shouldn't.
- * When assembling parts with a gasket in between, if the gasket is made of paper or card, I always use a smear of grease on the gasket instead of jointing compound. I usually find this gives an oil-tight joint which can be broken easily and often re-used in the same way. On the subject of jointing compounds I can thoroughly recommend Hermetite Golden in the aerosol form. Although expensive it gives a beautiful even coating, which gives a far less messy (hence more economic) application than can be achieved by other means. If your dealer tries to persuade you that it isn't available in an aerosol ensure that he checks with his Hermetite representative because it CAN be obtained.

Three from Jon Larcombe.

- * A cheap air filter for anyone wanting to filter the washers from the air flow made be made as follows. Buy a Woolworth's wire tea strainer (14p). Carefully remove the mesh from the strainer and form it round the carburettor bell-mouth. There is plenty of overlap which can be held in place by a worm-drive clip. Not Concours - but practical.

Clive.

- * When soldering nipples and connectors to either electrical or control cables, place a piece of wood under the nipple, with a suitable sized groove filed in it. This stops the nipple rolling away across the bench. If it is, like mine, a metal work surface, it insulates the job and prevents undue heat loss.
- * For those interested in using their Ajays and Matchys for pre-65 trials, but don't have a trials box, the gearing can be lowered by machining the teeth from the existing rear sprocket, leaving a register some three sixteenths of an inch above the drum. Braze a flange on the rear of the register (see diagram). Bolt on sprockets can then be used - I have a 50 tooth from a Triumph Trident, which gives bottom and second gears very close to the proper trials ratios - but you 'lose' top:

