

# THAT'S A GOOD IDEA

Have you a riding hint—or gadget—that will interest other readers? A guinea is paid for each one published. Send yours today!

## SIDECAR FOR BABY

We run a sidecar outfit, and as my wife prefers to ride on the pillion, it has always been a bit of a problem to know what to do with our 18-month-old daughter.

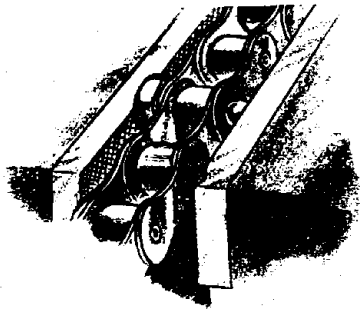
I found that by removing the sidecar seat I was able to fit baby's pushchair into the vacant space. The chair tipped backwards at a slight angle. But by fitting a retaining clip over the handle the whole thing proved quite stable. I know that when the baby is strapped into the pushchair no sudden braking will throw her about. She can also see out of the windows.—H. O'HARE, BIRMINGHAM.

## AJS OIL LEAK

My 1948 AJS 500 single often used to have an oil leak at the bottom of the push-rod cover tubes. I cured it by cutting two rubber washers, not more than 1/16 in. thick, from one of the old rubber sleeves and inserting them between the two steel washers which go into the cylinder head. The washers must not be too thick or the cover tubes may bear on top of the crankcase.—J. WARD, SHEFFIELD.

## RIVET EXTRACTOR

When I have to remove a link out of my chain I never use an extractor—I've been meaning to get one for some time, but never seem to get round to it. I find an old ball bearing and a nut with a big enough hole to let the rivet through. With the nut one side



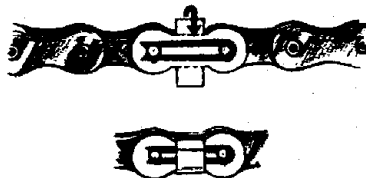
of the chain and the ball the other side, fitting into the small indentation on the end of the rivet, I carefully press them together in a vice. Once the rivet has moved below the surface of the chain it can be punched out by placing the chain across the top of the vice, allowing the rivet to pass between the jaws.—R. WAKERLEY, WICKFORD.

## IMPROVED TANK RUBBERS

If you find you are short of tank rubbers, a handy spare may be bought from an ironmonger in the form of a door stop rubber. These can be cut to the required thickness with a knife, and the hole can be opened out with a hot poker.—H. NEIL, RICHMOND.

## SECURE SPRING CLIP

To prevent a chain spring clip from coming undone, cut a small strip of metal from an old cocoa tin or something and slip it down behind



Locking the chain spring link with metal strip. See that the clip is properly fitted first

the spring clip, then bend the ends closely over the clip. You will never lose another one.—C. KNOWLES, AYR.

## POLYTHENE BAGS

I always use a suitable sized polythene bag to keep the bike's papers and handbook in the tool-box—this keeps them dry and clean. As I also carry a flexible pipe inside the handlebar, I have found the bag very useful for borrowing small quantities of petrol when I run out on the road. It is also useful for drawing petrol for cleaning my hands after roadside repairs.—M. VALDESPINO, JEREZ DE LA FRONTERA, SPAIN.

(Note: Petrol stations in Spain are not so numerous as they are in this country, and we don't advise carrying your log-book in the tool-box!—Ed.)

## CARRIER PROTECTION

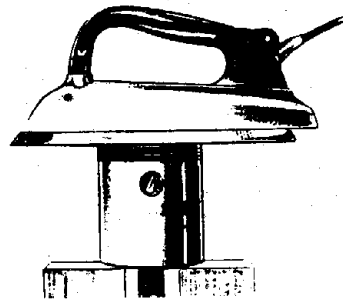
To prevent the enamel being worn off a luggage carrier, fit lengths of split hose-piping over the tubular sections of the carrier. This also stops the luggage being scratched.—R. MOON, STANMORE.

## VELOCETTE OIL PUMP

When replacing the oil pump on a Velocette MAC, screw two long studs into the securing holes before heating the crankcase. This allows the oil pump to be lined up without further trouble.—G. DELAMARE, HAWKSTONE.

## BOND HUB EXTRACTOR

To extract the rear wheel hubs on a Bond, you can use several pennies. Place these inside the hub cap and screw it back into position. The pennies are pressed between the cap and the shaft, doing the work of an extractor. Use the off-side cap for both wheels on Marks B, C and D—near-side on E and F.—M. KENNEDY, LONDON, N.W.8.



## PISTON HEATING

When removing the piston from the con-rod I no longer mess around with hot wet rags and so on to heat it sufficiently to remove the gudgeon pin. With a couple of wood blocks to support the piston, I borrow the wife's electric iron and place it on top of the piston. The pin comes out very easily, and I repeat the operation for replacing it.—S. BRINDLE, BRISTOL.

## SCENT SPRAY

Smearing oil over engine parts before re-assembly can be a messy job. I use one of those plastic scent sprays that you can get from most chemists for about a shilling. The oil can be squirted in either a jet or a spray according to the pressure of the hand on the plastic bottle.—A/B D. MORGAN, HM SUBMARINE "TIRELESS."

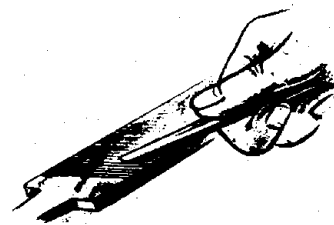
## VALVE GRINDING TIP

When I came to grind in the valves of my 1948 350 Ariel I found that I was unable to get the rubber suction tool to grip on the valve head.

However, I was able to tighten the chuck of a hand brace on to the exposed part of the valve stem. This did the trick extremely well.—D. ANTLIFF, MATLOCK.

## CLEANING FILES

My files often get clogged with bits of steel and aluminium. I clean the teeth with the aid of a short piece of half-inch copper tubing, which I



push along the grain of the file. The soft copper digs into the grooves and removes all the metal particles.—C. SCOTT, OLDHAM.

Another useful item that can be used for cleaning file teeth is the scouring-brush from a puncture repair outfit. This handy little tool is often thrown away.—Ed.

## BALLOON TRICK

You can check valve guide wear by inflating a balloon and placing the end over the upper end of the guide, with the valve in position. If it goes down very quickly the guide will be badly worn.—S. IRVING, FARNHAM ROYAL.