

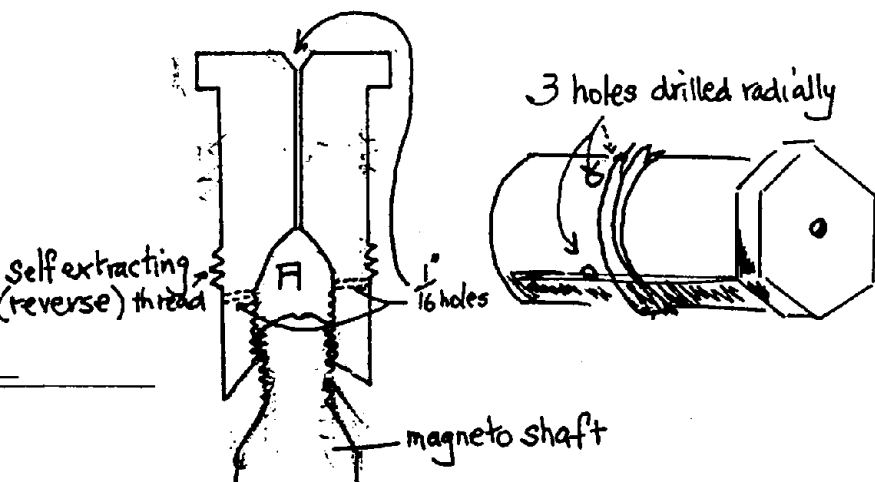
Whilst I am no longer a club member I wonder if you could be so good as to put my advertisement in the next issue of Jampot? I have allowed my membership to lapse because, in the immortal words of the advert. 'cruel bank manager forces sale' and no longer having my old AJS 18S I don't consider myself eligible for membership (don't let it worry you, George. - Ed).

Whilst rebuilding the bike, a 1957 AJS 18S, I encountered a few problems that do have an easy solution and perhaps you would care to publish the notes in the hope that they might help other members with similar problems.

The first concerns the tin chaincase. Yes, I've found the foolproof way of curing oil leaks!! I found that Dow Corning Bath Sealant and Adhesive does the trick. It is, in fact, the same chemically as Hermetite Instant Gasket but, being white is a more acceptable colour and also sells at a more acceptable price. Having cleaned the chaincases, I squeezed a generous amount of the material into the 'Vee' of the rubber band, when the compound is semi-cured (15 minutes or thereabouts) pliable but not rubbery to the touch I assemble the chaincase, slip the band round it, fit the alloy band, and then half tighten the clamping screw. Light taps with a hide mallet as prescribed in the manuals, help the band to creep whereupon I tighten the clamping screw to threequarters fully tight. If the material is left to cure overnight then on fully tightening the clamping screw I can obtain a perfectly sealed chaincase. It sounds easy, doesn't it? Perhaps other club members have tried this method and it would be interesting to hear their views. Any excess material can be wiped off just after the screw has been tightened to $\frac{3}{4}$ fully tight.

(Editor's note. To those in the know this is called 'glopping the chaincase' - and it works.)

The second problem I encountered concerned the ATD unit used with SR1 magneto. Having seized three of the wretched things, despite liberal applications of graphited grease at regular intervals it suddenly dawned upon me that the grease could never penetrate the internal bush around which the sprocket and bob-weight assembly rotates. Penetrating oil is messy and takes a long time to work its way into the bush. So I removed the self extracting hollow mag. spindle bolt and drilled some holes in it. See diagram.



When the mag chain cover is removed a few squirts of an oil can applied to the hole at the end of the bolt will fill the space (marked A) with oil which will be forced out into the bush. There is, of course, no need to disturb the ATD unit. When the engine is running, the rest of the oil in this space will be forced out of the holes at the sides into the mechanism by centrifugal force thereby lubricating it automatically. Perhaps it would be better to use a medium grease e.g. Castrolase in which case one could fit a grease nipple into the end of the bolt in place of the plain chamfered hole.