

* In reply to Reg Cooke's enquiry about the effectiveness of the machined pistons which Chopper of Hamrax sells I know of many members who are using them with no problems. The 1960-on pistons had an unusually thick crown flat top shape and the machining is done only at the sides of the piston to leave the correct dome shape. A considerable amount of checking and double-checking was undertaken before the modification was accepted by Chopper. Remember also that Chopper was a well-known spannerman with a modified 1954 G3LC Special that used to pull wheelies in third with a top speed in the nineties - who needs a Gold Star anyway ! Rest assured, Mr Cooke, when it comes to what can and can't be done with a Plumstead product, Chopper knows his onions.

Gordon Wake.

* A query from Keith Jackson.

I have recently had the good fortune to find a brand-new twin toolbox lid. It is in the original colour and has been in a dealer's stock since the sixties. Two interesting items are the transfer, which is vastly different in colouring to all the pattern transfers that I have seen - it starts with a brown tint and varies through reds to almost a pink - a very complicated transfer, but very much better 'quality' about it than the pattern ones - oh, for the youngsters, I'm talking about the 'M' in laurel wreath about two inches high.

My actual query is about the raised 'flutes' pressed into the lid as three lines either side of the fixing screw. On my new example there are fine silver highlight lines painted on the top of the flutes, just a little above the centre line. Were these standard to all models, or just the colour options - or did they vary by the year, etc. Does anyone know ?

* Two points arising from Reg Cooke's note in the May issue.

I have done over 4000 miles on BMC A series -.050" big end shells. They are nominally 0.0005" larger and 0.031" longer - OK so they will have to be turned back and rechamfered, the bearing material is tin with aluminium lining. Agreed this is not the copper-lead with lead-tin overlay that AMC specified (although that material is also available for BMC but only up to -.030" at present) but it is still better than rebuilding the pins with metal spraying - which can leave wrongly chamfered ends, sharp corners, etc. The BMC shells are available at 40thou, 50thou, 60thou and 80thou oversizes.

I have had camshafts reground although I have not yet had to fit them ! The work was done by a specialist cam treating company who work on old side valve cams right through to aircraft units. The profile is ground back to give the same lift and timing (including the quieting ramps, etc) and if the surface hardening has been penetrated the surface is hard chromed. Obviously this has to be specialist work.

John Allen.

* For anyone in trouble (like Rob's Rebuild) with sticking oilseals and bushes in the front forks, a useful method is to strip down the forks until you only have the inner tube (stanchion) and slider held together by the oilseal. (Both the slider extension and the damper rod having been removed.

Refit the drain plug and extend the fork leg to its full extent then fill it up with oil - old engine oil will do. Fit the bolt back into the top of the stanchion, stand the leg upright on a block of wood and hit the top of the tube a sharp blow with a soft faced mallet.

The resulting hydraulic pressure will ease the seal and bush out without any damage.

C. W. Murdoch.