

But I do have another, reputed "racing camshaft" which has other odd characteristics. The early opening and late closing is OK on all eight lobes, but the height of lift varies to the extent of almost 1/8th of an inch on some of the peaks. I have discussed this with Bill Elydenstein, who suggests that we might experiment with it with a view to using it. He says that there is every possibility that the difference of lifting one valve ^{higher than} the other may not be too critical. However, this does not help you. What is in the back of my mind is that if this camshaft could be used as a master camshaft, it might be possible to have one or two made up from it. The general cost, I understand from Leonard Rees, is £3 a lobe x 8 = £25 approximately. If you can further the question, your end, we are all waiting... It would appear that there are very few camshaft makers in the country and the answer always appears to be the same.

5. I do not know quite what you mean by working out the cam timing, but standard Aprilia camshaft timing, which you must know, is to get TDC piston with the "o" on the flywheel (or make your own), adjust the valves (i & e), usually the 3rd and 4th cam follower down the rocker box from the front, to 18 - 20 thou. clearance, until both cams are just "rocking", or showing the minutest of clearance; tighten up the camshaft at that point, always making sure that the pistons/flywheel do not move, at that is it. On the racing camshaft, it is more like 80 thou. before the cams are both "rocking", - at least it is on the ^{cam} we tried - other cams on this shaft would, of course, give a different reading.

6. 2nd Series wiring: I suppose you are in trouble with the horn-come-dipper-switch-cum-relay on the bulkhead behind the engine. I have a diagram, but it belongs to my very special 2nd series book which I loth to let go. However, I will do what I can.

7. Wheel cylinder rubbers: Do you mean brake cylinder rubbers? I do not think I can assist here. In fact, I also got onto Harry about these, without any joy.

8. Indeed, I used a new progressive 28/36 Weber at Shelsley Walsh! I have no complaints.

9. Fan: owing to the reduction in size of my radiator, which causes boiling after three laps at Silverstone, I removed the blades from the belt pulley, so have no fan, although it is used to drive the dynamo (this could be cut out, too.) At the moment I am using a Kenwood remote fan, without much effect.

10. I am sending you the valve springs - they cost me £3 a set, and are 10% stronger. You are welcome to them at this amount. I am also sending you the coloured 11-core wiring for the petrol gauge. You will notice that there are, in all, 7 colours, but some of them are kept together in twos, would round each other, which is some help. If you send me £3.50, which will cover transport, this will do.

I shall be glad to have one of your lists. Please do not sell the various bits which I bought with the petrol tank. I hope that my friend will be able to call, perhaps over Christmas and the New Year, when he next goes to Birmingham. You might even manage to leave the parcel in Birmingham if I can let you have the address.

Regards,

We brought our 11-core harness thro' the back seat metal base - follows the prop-shaft tunnel & took them up behind the dash.