

## Mogspares to go online Can you help?

Charles Smith.

**Mogspares is now a sizeable and complex operation. Have you experience of implementing an internet shop? Are you a member of a club that has a website shop that you would recommend?**

We now support members with nearly 1000 different parts. We issue over 400 sales invoices per year, pay over 100 purchase orders and expense claims. VAT needs to be applied correctly to the sales invoices for the UK and export data needs to be applied to the 40+ non-UK shipments. All of this is controlled mainly by manual paper systems along with a few spreadsheets. The price list is on the website but, especially for non-UK members, these are difficult to understand and as they are also manual, they are often out of date. I don't normally get involved with the shipments, but recently I dealt with

an overseas order that took me over a day to process. The sales officers are spending a considerable amount of their time just handling orders. We need radically to simplify and automate our operations.

Some clubs, such as the Velocette Owners Club, have put their spares scheme totally on-line. Members select the parts they require, just like any other internet-based sales site (Amazon is the major example). They select their preferred shipment method and pay online. The system creates all the paperwork, books the shipment, provides tracking data, accurate VAT accounts.

I've been told by several people that Velocette ship all their orders in just two hours a week!

I want to avoid bespoke software. On the shop side I'm looking at Shopify, Ecwid and other configurable eCommerce systems. For accounts we are looking at Xero and QuickBooks.

**Please contact me if you can help.**

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After some unavoidable delays during machining the **MX cylinder heads** are finished and available to order from Roger Orford. They are lovely and I acknowledge our thanks to those who have helped with these. John Rowland originally organized production of the pattern work for these over thirty years ago. Our thanks to the team at MFC (Doncaster) for refurbishing the pattern work and organizing the supply of castings and also to Design Automation (Adlington) for their patience and perseverance with the 3D modelling work required and then machining of the castings. These have 14 mm spark plug threads (open them out to 18 mm if you must!) and a combustion volume of 95 cc which will give a compression ratio of 6:1 with standard MX pistons. These are being offered only in pairs as they are a bit different in external appearance to originals and also to keep the cost to members as low as possible. They are £701.50 (+ VAT) per pair from Roger Orford; three pairs are already spoken for!



*New MX cylinder heads*



*Original and new MX heads*



I hope that we might soon be able offer new MX cylinder barrels. There is a definite need. However they are very much more complex to produce and we need to complete other Matchless engine casting projects before we can start to look at barrels.



The other nice newly produced item this month is the **gearbox thrust end cap (LH thread)**. These are redesigned with a 60 mm AF hexagon in place of the four slots (or lugs on the early ones). They are produced from billet cast iron rather than from castings. We intend to have some plate spanners made for these shortly. They are available from Bob Derricott at £37.95 (+VAT).

Other smaller items newly available from us this month

**Matchless rocker spindle bush (rear)**. These are 1/8" shorter than originals to accommodate the oil seal at the open end without obstructing the main oil feed gallery, which happens when the original length bushes are pressed further in to make room for the seal. Available now from Roger Orford.

**Drum sprocket oil seal**. These 52 mm OD metric double lipped seals fit perfectly inside the pressed steel housings, originally fitted with felt rings, in the drum sprocket and also on the 2 speeder rear hubs. They are £2.25 (+VAT) each and can be ordered from Bob Derricott (Transmission sales)



**1/4" BSP magnetic drain plug**. These fit both JAP and Matchless crankcases and help protect your engine from damage due to ferrous particles. There are cheaper ones but they have *extremely* weak magnets. Ours are as supplied for fluid power systems and have strong magnets. Our part no. RE90M are £9.55 (+VAT) each and available to order from Chuck Berry (JAP sales).

Steve Hughes, on behalf of Mogspares

Dear Julian

Mention of the recovery of an Enigma machine from a U-Boat (article page 4 April *Bulletin*) got my attention. Was Mr Blewitt allowed to keep the machine? I have made a big effort to learn all I can on this subject. In recent years I have built my own copy of an Enigma machine. Two friends and I occasionally give demonstrations as Bletchley Park re-enactors. The next one is at The Armed Forces Day on Saturday 24<sup>th</sup> June on the seafront at Lowestoft in Suffolk.

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