

It is good to have something new to announce each month whenever we can and this month is no exception. This time it is something relatively small but very often little things can mean a lot! I am pleased to announce that you can now obtain all your engine shims from us. When building engines or gearboxes I never seem to have enough of the correct size shims to hand for setting end float. They can be found online nowadays but they can be expensive to buy in small quantities and there are often punitive minimum order values and high carriage charges applied. We have bought them in bulk and can now supply you with the four common sizes required for JAP and Matchless. These will be supplied in packs of 4 shims containing 1 each of 0.1mm, 0.2mm, 0.3mm and 0.5mm thickness for each of these four sizes. Our part numbers and prices are as follows (excl. VAT):

½" ID (13mm) for Matchless and 50deg JAP camshafts	MS.12001	£0.80
¾" ID (19mm) for JAP front mainshafts and 60deg camshaft	MS.12002	£1.00
1" ID (26mm) for most JAP rear mainshafts	MS.12003/1	£1.20
1 1/8" ID (30mm) for Matchless and later JAP rear mainshafts	MS.12003/2	£1.40

All four sizes can be ordered from JAP sales (Chuck Berry). Matchless sales (Roger Orford) will also stock the two sizes required for Matchless engines (MS.12001 and MS.12003/2)

Some other new items that are in production and were due to be delivered this month are taking longer than expected for various reasons, so we have nothing further to announce this month.

Steve Hughes for your Mogspares team



Reading Ian Haynes account of his lost petrol cap made me reflect on the mod I did nearly forty years ago when rebuilding my Super Aero. My suspicious, untrusting mind imagined that some light-fingered scally might come and claim a souvenir so I soldered lengths of chain and T bars on all three filler caps. Now I don't know whether any scally tried and failed, but I have certainly had a good go at losing caps, most recently after filling up a few weeks ago. The system works well but be sure you keep the bar to the minimum required to prevent casual removal because the longer it is, the harder it is to get out if you really want to!

Adrian Murray-Leslie