

We are pleased to have a number of new or restocked items to announce this month. First we have a new batch of 2-speeder sliding dog clutches (MTBB-26) for which some have been waiting patiently. These are £70.50 each (+VAT) from Bob Derricott.



For Matchless MX engines we now have valve spring collars and spring seats for the first time, to go with the new valve guides, available from Eric Atkinson

MM.RE.261 valve spring collars £6.15 each and MM.RE.262 valve spring seats are £4.80 each (+VAT). These may also suit many of the JAP SV engines as the valves, guides and springs as the same as Matchless MX.



We have been waiting for the MX and JAP SV valve guides for a while, but they are in progress and will be available from Eric (for MX) and Chuck (for JAP KTW & LTZ) by the time you are reading this. Price is TBE but likely to be circa £15 each. These are plain guides without flanges as after much research we believe that only some of the early small port KT engines (not KTW) had flanges for the valve spring seats. Unfortunately, information on early JAP engine part numbers is sparse.



Back in stock again are our own flanged, reduced hex cylinder base nuts in stainless steel. These are 7/16" CEI but with a 5/16" BSW size hex which are suitable for all JAP and Matchless engines. The *raison d'être* for these is that it facilitates retightening the cylinder base nuts with the engine in situ on the car, which is impossible with the original nuts (and they also look good too). These are £4.89 each (+VAT) and for your convenience are obtainable from both Chuck and Eric.



We have had a small batch of gearbox-mounted speedo drive brackets cast in alloy using additive manufacturing processes by our associates in Stoke (a first for us!). These have yet to be machined and we also have to make the drive nuts and cable end adaptors for them, but orders for these are very welcome. It is unlikely that we will ever be able to have the complex internals for original front wheel speedo drive units made so this gives members a means of getting a working speedo in their 3-speed twins, the same as was fitted for the last few years of v-twin production (37 – 46).