



## J2 TECHNICAL ARTICLE

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From Octagon Heaven

Resource: MMM Register

### SPEEDOMETER CABLE

The speedometer cable case was originally nickel plated. There is no special routing of the cable as it come up from the gear box. One takes the route that places it so not to have sharp curves in the cable causing stress. Also one takes the route to keep it away from the legs as there is oil inside.

### REMOTE GEAR CHANGER BOX

The box under the remote gear changer was originally painted black. The oil that you may find in the box is from the remote control shaft lubrication. If it is about 1/4" or more, the oil will lubricate the ball on the end of the gear shift lever!

### ASHBY STEERING WHEEL

The ashby steering wheel was a four spoked (plated arms) with a series of tiny slots milled up the spokes. It was standard fitting on the Fraser-nash, and the aston Martin. The Brooklands steering wheel which was introduced in the 1930's was not available from the factory but some owners like it and purchased on as a bolt-on goodie.

### BRASS IDENTIFICATION PLATE NON-STANDARD

Some of you may have a identification plate fastened to the front metal piece which is vertical and supports the cowl. The tag if present would be found on the left side.

Mine has raised lettering (A11601). This may be a identification plate fitted to identify cars with petrol ration during the second world war or -----

may the car had been exported to Europe and fitted with this plate for identification as an imported car.

Know one has been able to tell me so far for sure except it was not standard factory fitted plate.

