

\* GENERAL MEETINGS: THURSDAY'S 7<sup>TH</sup> OCT. AND 4<sup>TH</sup> NOV. \*



# Vintage Motorcycle Club of Victoria (Inc) EXHAUST NOTES



Price 7/9

October - November 2021 No. 602



ROBERT PARKER 1941 BSA WD M20  
2021 MARYBOROUGH RALLY





### **Lindsay Wheeler's New Project - 1924 FN M50**

I am sure that many of you have dreamed of owning an early 4-cylinder motorcycle. I have marvelled at the beauty of the early 4-cylinder ACE's, Pierce's, Henderson's, Indian's and FN'S for many years but really never expected to own one.

Recently I was lucky enough to acquire a "Project" 1924 FN M50. It has good "bones" but I am missing several key parts. Most of you would recognize the distinctive shape of the earlier shaft driven 4-cylinder FN's that were produced between 1907 and 1923 but I suspect many are not even aware of the FN M50 that was produced between 1924 and 1926. Only about 780 motorcycles were produced before FN withdrew from the 4-cylinder motorcycle market. The single cylinder FN M60, produced during the same period was almost as fast and was much cheaper to manufacture.

I am aware of three other FN M50 motorcycles in Australia although only one of these is road ready. John Pettigrew from Shepparton has rallied his bike over the last 15 years or so and it has spent periods on display at the Shepparton Museum.

### **Key Characteristics**

4-cylinder 750 cc engine (bore x stroke of 52 x 88 mm)  
 Valves controlled by 2 camshafts  
 Ball type bearings on crankshaft and camshafts.  
 Automatic lubrication with patented view finder  
 3 speed gearbox  
 Rigid assembly engine, clutch and gearbox.  
 Engine/gearbox rests on three points on the frame.  
 Chain drive (previous FN were shaft driven)  
 Magdyno and electric lights as standard  
 Pulley rim brakes on front and rear

Patented centre stand.

Choice of standard or balloon tyres (28" X 3")

Hand grip fuel and air control

Leaf spring on front forks.

### **Initial reactions on seeing the bike.**

Prior to purchase I had not seen one of these bikes close-up. The bike was in parts and my first observation (other than pure excitement) was how solid/large and heavy the frame, engine and gearbox were. One immediate thought was that I might not be able to handle such a large bike and that I should consider fitting a sidecar (still a possibility). Also it is just as well I have long arms because the span, tip to tip on the handle bars, is 87 cm!

More detailed review highlighted how basic the engine oil system was. Simple pump around system returning oil to a pan above the sump from where the crankshaft and top end of the engine is lubricated by simple dipper/splash system. One of the engines I have has additional lubrication points added including one to the rear crankshaft bearing. Close inspection also revealed that the barrels were from an earlier model FN although they seemed to fit okay.

I decided to purchase it even though several key parts were missing. These included the very special magdyno, fuel/oil tank, clutch, most brake parts and the front and rear wheels. I expected that it might take several years to find the missing parts and that some would need to be remanufactured. Even now I am not confident that I will ever find the correct magdyno. For some reason there are many more engines in existence than magdynos. I have a fall back and that was to run with only a magneto.

[\*Continued Page 15\*](#)

# Exhaust Notes



**The Journal of the  
Vintage Motorcycle Club of Victoria (Inc)  
Reg. No. A0006534S**

This Club, which was founded in 1964, meets on the first Thursday of each month at 8 pm in the VDC Clubrooms, Factory 8/41 Norcal Road, Nunawading 3131. Melway 48 G11.

The Club caters for motorcycles manufactured up to 31st December, 1942.

Membership enquiries are welcome.

Visitors will be given a cordial reception at our meetings.

**Vintage Motorcycle Club of Vic. (Inc)**

**P.O. Box 236**

**Box Hill 3128**

**Web-Site: [www.vmcc.com.au](http://www.vmcc.com.au)**

**ISSN 2207-9238 (Online - Email Copy)**

**Facebook: [Vintage Motorcycle Club of Victoria](https://www.facebook.com/VintageMotorcycleClubofVictoria)**

## Contents

Rob Parker BSA Photo by Cooper Brownlee ..	1
Lindsay Wheeler's FN M50 .....	2
Contacts and Contents .....	3
President's, Editor's Reports .....	4
Ian Richsteig's Experimental Norton .....	5
VicRoads Announcements; Accessories .....	6
Chiltern Rally Details .....	7
Bellarine Rally; Chiltern Entry Form .....	8
Book Review; Frank Pratt's Shop .....	9
Grandfather's 1916 Ariel .....	10
Vale Bob Muss; Seat Cover; VicRoads Regs. ..	11
Events Calendar; Beaumaris; Cannonball ....	12
Buy, Swap, Sell .....	13
Advertisements; Federation News .....	14
Lindsay Wheeler's FN M50 .....	15
Cannonball USA .....	16

**EXHAUST NOTES  
PRINTED BY MINUTEMAN PRESS,  
ROWVILLE Phone 03 9763 4108**

Original articles in "Exhaust Notes", excepting those marked as "copyright reserved" are copyrighted to the Vintage Motorcycle Club of Victoria, Inc., but may be reproduced without charge by any club with similar aims provided they are not used for profit and recognition of the source is quoted.

### PATRON

Lindsay Urquhart

### LIFE MEMBERS

Dave Provan† Pat Walsh† Jack Nelson†  
Wal Maynard† Chas Pobjoy† Joy Pobjoy†

Wes Vickers† Heather Vickers

Dave Dumble Phil Long Val Long

June Jacobson Noel Knappstein

Gil McDougall Vin Minogue

John Street John Cox

Neville Babb Alan Greenway

### PRESIDENT & CLUB PERMIT SIGNATORY

Mick Guilfoyle (03) 5966 7424

Email: [xlch74@iprimus.com.au](mailto:xlch74@iprimus.com.au)

### VICE PRESIDENT & CLUB PERMIT SIGNATORY

Ken Miller 0418 555 287

### SECRETARY

John Fletcher (03) 9758 1152 0403 886 513

### TREASURER

Barry Curley 0408 107 919

Email: [barry.curley@bigpond.com](mailto:barry.curley@bigpond.com)

### COMMITTEE MEMBERS

Darren Cartwright 0421 505 613

Andrew Cox 0408 309 221

Matthew Gellert 0408 738 765

Peter Growse (03) 9755 3310

Denis Reed-Smith 0430 978 077

John Street 0417 558 214

### CLUB CAPTAIN

Denis Reed-Smith 0430 978 077

Email: [denisreedsmith@gmail.com](mailto:denisreedsmith@gmail.com)

### SPARES MANAGER

Alwyn Babb 0423 780 373

### MEMBERSHIP SECRETARY and LIBRARIAN

John Street 0417 558 214

Email: [johnstreet1954@gmail.com](mailto:johnstreet1954@gmail.com)

### EXHAUST NOTES EDITOR

John Cox (03) 9435 9904

Email: [editor@vmcc.com.au](mailto:editor@vmcc.com.au)

### VEHICLE EXAMINERS & CLUB PERMIT

### SIGNATORIES

Neville Babb (West Suburbs) (03) 9398 5250

Andrew Cox (Mornington Penins) 0408 309 221

Robert Douglas (North East Vic) 0428 378 759

Michael Guilfoyle (East of Melb) (03) 5966 7424

Phillip Long (Geelong) 0400 801 224

Ken Miller (South East Suburbs) 0418 555 287

John Street (North Suburbs) 0417 558 214





## PRESIDENT'S REPORT

Greetings and welcome to this month's President Report. Obviously not too much to report being in an extended lockdown so please bear with me here.

First off we acknowledge the life of longtime member Bob Muss who passed away recently. Bob will

be missed at Club meetings where he was a regular participant and always up for a chat. Bob had been suffering an illness for some time.

Australia Post is not accepting some international post at the moment. Lori Faber from Faber Cycles in the USA has informed me that Australia Post is not accepting First Class Mail, only accepting Priority Mail and that is the more expensive option. Not sure how this affects mail from Great Britain and elsewhere but it would pay to check before ordering from abroad.

The Indian Pacific Cannonball 2022 Classic is scheduled to run from the 14th October until 27th October 2022, this event originally was to be run in 2021. It will be an awesome rally starting out in Busselton, WA and finishing in Merimbula NSW. Classes are: 1930 and earlier; 1931 to 1948; 500cc and under; 750cc and under; Open; Single Cylinder; Twin cylinder and more than Two Cylinders. Awards will be the Tony Blain "Best and Fairest"; Hard Luck Story; Best team and Best Presented Support Crew. Entries are now open. If you are interested phone Kendal Maroney on 0410 649 199.

At the time of writing this report, the Cannonball Motorcycle Rally USA is being run. Starting at the Canadian border in Sault Sainte Marie, Michigan and finishing in South Padre Island, Texas. From the Canadian border to near the Mexican border through the USA with six classes for veteran and vintage bikes. It will be a fantastic event. The oldest bike this year is a 1909 Indian and the latest bikes are 1929. With a full entry list of International and domestic motorcyclists there is no stopping this event.

The Australian Chapter of the AMCA has re-scheduled their Motorcycle Auction to October 31st in the hope that by then people will be able to personally view the hardware. With bikes including AJS, Velocette, Indian, Harley and Honda up for auction as well as parts. Visit the AMCA Australia web site for details. I hope this event goes ahead.

Looks like the Victorian Government has changed its strategy in managing the Pandemic. Broad lockdowns look set NOT to be the preferred management tool in the near future. As Covid vaccine rates reach 70% to 80% some time towards the end of the year, these new strategies will come into effect but not however, without increased danger of infection. These new freedoms it seems are best savoured with a full vaccine status. How this affects our functions and events remains to be seen with a rescheduled Heathcote rally and possibly a rescheduled Kilcunda Rally on the cards as well as our other scheduled rallies that are up and ready to go just as soon as the gate is open!

Stay safe, regards.

*Mick Guilfoyle*



## EDITORIAL

A big thank you to Jonathan Hill, Lindsay Wheeler, Ian Richsteig, Dick Prisgrove, Denis Reed-Smith, Cooper Brownlee, Mick Guilfoyle, Warren Young, Sue Guilfoyle, Wayne Berry, Ken Miller, Brian Tyler, Doug Cowey and Mark King for input, reports and/or photos.

With renewals of memberships which were due on July 1st, it has been somewhat disappointing and time consuming for me, as I have endeavoured to contact by email and in many cases telephone to **seventy** members who had not renewed by mid August. Two renewals via bank direct credit did not have names included. If you deposited with description **CBA Subs** or **952** please contact me to have your membership reinstated.

In some cases listed phone numbers and email addresses are redundant meaning we can't contact you. In one case Australia Post delayed delivery but mostly members have forgotten to renew. A number of members sent emails have not bothered to respond. Unfortunately, this edition of Exhaust Notes will be the last one sent to unfinancial members. Also if your bike is on a Club Permit through our club, your membership must be current.

Please realise your Committee are all volunteers and in my case completing this Newsletter when there are no meeting minutes or rally reports to help fill it and having to chase up and find content as well as chasing late renewals has been a large constraint on my time.

*John Cox*

**NEW MEMBERS** Welcome to Ian Cook who is a Douglas enthusiast and Adrian Foott who is restoring a 1934 BSA.

Mick Guilfoyle's sister, Sue sent us a photo of a sign at Balladonia Roadhouse, Western Australia of Norm Cunningham and Ted Cracknell's Perth-Sydney motorcycle record on a Harley Davidson outfit on 1926 -1927.







## **BUILDING AN EXPERIMENTAL NORTON** by Ian Richsteig

In 1940, Norton Motors of Aston, Birmingham, were a major supplier of solo motorcycles and outfits to the British war effort. In fact, they were second only to the major B.S.A. conglomeration in the

total number of motorcycles supplied during the Second World War. Norton were supplying large numbers of 500cc Model 16H side valve solos and low numbers of 633cc Model Big 4 side car drive outfits. The Big 4 was supplied to a specification which required a top speed of 40M.P.H. By late 1940 the War Office approached Norton for an outfit capable of 55M.P.H. on the road. As the 633cc engine supplied in the current Big 4 was the largest engine Norton manufactured, this necessitated Norton purchasing a side valve v-twin engine of 1096cc capacity from J.A.P. in London.

### **This is the story of a project to recreate a replica of this particular experimental Norton.**

The project started to coalesce in the early 1990's at a club meeting. I was talking to Triumph aficionado, Les Francis. I mentioned to Les that I was trying to restore the rear sidecar drive shaft on my Big 4 as most were cut off before the outfits were sold to the general public as the army believed that the public could not handle an outfit with a locked sidecar wheel and no differential.

Next club night, I was surprised when Les gave me a small box. Inside was the original dog clutch gear set for the Norton he had borrowed from his mate Jack, in McLaren Vale. Doug Sherlock, asked what I had and after inspecting the gears, said to get a lump of 4140 alloy steel and he would machine up a couple of sets of gears for me. When I returned the borrowed gears to Les, to return back to his friend in S.A., Les came back with a message that Jack had to sell all of his Norton parts. I said that there were a few parts that I was interested in. Jack advised that it was all or nothing and that I had six months to make a decision. So, with car and trailer I made the trip to collect everything. After unloading at home, other priorities took over.

Included in the cache of parts brought back was a complete side car drive Norton Big 4 including the sidecar and chassis. This was restored and over the next couple of years and the resulting restored outfit being in demand for Anzac Day displays at the Sir Gustav Nossal High School in Berwick. While this was happening, the W.D. Norton 16H solo was restored and also used for displays at the Nossal High School and recently at the Emerald Library for Anzac and Remembrance Day displays. The Nossal High School principal asked if any other machines could be displayed, which initiated the commencement of this project.

As Norton was only a relatively small producer prior to the war, consideration was made as to how they would have done the conversion. I thought that as much of the current Big 4 cycle parts would have been used where possible. Firstly, an engine was needed. The original Norton experimental outfit used a J.A. PRESTWICH L.T.Z. type 1096cc v-twin side valve engine, but these engines are not very easily found. They were used in the Brough Superior 11-50 motorcycle. As luck would have it, a visit to "The Motorcycle Emporium", a business run by

*Exhaust Notes Oct.- Nov. 2021*

David Gittus, in Maldon, Central Victoria, resulted in me finding the engine.

With the engine sourced, the next step was to try to fit the engine to a suitable prewar Norton diamond frame. Looking at the dimensions of JAP engines in the library book highlighted significant differences between the 750cc and 1096cc engines. The 750 cc was a 50° engine, but the correct LTZ 1096cc engine was a 60° v-twin. The rear crankcases were also different widths. Strangely, it would appear that the 50° engine would seem to fit into a Norton diamond frame but the extra 10° of the L.T.Z. motor would require modifying the frame. In the back of my shed was an old frame that was missing the front down tube. This would allow the rear of the engine to be correctly mounted to ensure the alignment with the gearbox could be achieved. Fitting the correct Norton prewar rear engine plates ensures the gearbox is mounted correctly in the frame. Now the width of the two spacers could be made to widen the L.T.Z. rear crankcase to the same width as the standard Norton engine, and the engine could now be fitted to the slave frame. Careful measurement showed that the frame would need slight stretching to allow the front downtube to clear the front cylinder. The obvious answer was to take the engine and gearbox fitted to the damaged frame with the front downtube missing and a genuine W.D. Big Four frame to the acknowledged frame expert, Bob Martin in Fern-tree Gully, and ask him to modify the genuine frame to take the engine correctly fitted with the front downtube in place. Bob achieved this and now the engine fitted the standard frame and gearbox.



### **Engine fitted into frame**

The next issue to be resolved was that the original single cylinder petrol tank wouldn't fit with the v-twin engine in place. This was easily resolved by commissioning a new tank to be made. With the girder forks and wheels fitted, the now mobile machine was taken over to master craftsman Bernie Willet to fabricate a new tank to make allowances for the now fitted v-twin engine and the different carburettor positioning.

Next stage was to set up the primary drive. The L.T.Z. engine, like most J.A.P. engines, uses a cush drive on the engine sprocket, but Norton always had a cush drive fitted in the clutch. So, the main shafts were different. I wanted to use the standard Norton clutch as well as to be able to use Norton engine sprockets to get the chain alignment and gearing correct. Another club member suggested I speak to the late Neil Street AM acknowledged JAP engine expert. After discussing the project, the engine was left with Neil and shortly afterwards, the engine now had the drive side flywheel fitted with a new mainshaft to take standard Norton engine sprockets and a new big end bearing fitted.

*Continued Page 8*

## VicRoads Announcement

from John Lewis - Principal Advisor VicRoads

VicRoads is now making same number club permit replacement number plates and same number club permit slimline replacement plates available. Because of systems limitations they are only available for order on-line for permit holders who have a MyVicRoads account.

Replacement and slimline club permit plates cannot be ordered at VicRoads' Customer Service Centres (CSC). Slimline club permit plates are only available for new issue club permits at CSCs.

Currently, only H or CH plates are available in the slimline format. M plates and SR plates will be available shortly, and I will advise when they are available.

[Fees for same number replacement club permit plates and same number slimline replacement club permit plates](#)

Plate	Type	Single	Pair
Standard Size (Replacement)		\$35.60	\$71.20
Slimline (Replacement)		\$125.00	\$185.00
Mixed (standard + slimline)		n/a	\$160.60

Fees for first issue club permit plates

Plate	Type	Single	Pair
Standard Size (New issue)			
(Veteran/Vintage/ <b>Motorcycle</b> /Trailer)			Not applicable
		\$19.20	

(Classic & Historic motor vehicles, Street Rods and Modified vehicles)

\$38.40

Slimline (New Issue) Not applicable \$185.00  
(Classic & Historic motor vehicles only)

## Accessories

It is believed the accessory wiper did not sell well. It only works somewhat efficiently whilst the rider is moving or when stationary only during a wind storm.



## Accessories (continued)

Stabilisation to remove flexing of handlebars in 1918. Unseen today.



Primitive airbag system. Deemed unsafe by Australian Design Rules.





# The Vintage Motor Cycle Club of Victoria Inc.

Reg. A0006534S

## CHILTERN RALLY

Friday 29th October to Monday 1st November 2021

For motorcycles manufactured up to 31st December, 1942  
and military machines up to 1945.



Mark King Doug Cowey

**ENTRIES CLOSE:** Thursday 7th October, 2021

**Accommodation** is the responsibility of each entrant.

In Chiltern and surrounding area: The Lydoun Motel

Lake Anderson Caravan Park

Ph 03 5726 1788

Ph 03 5726 1298

**NOTE:** *The Chiltern store is not open on weekends. Fuel is available at the Barnawartha store 9km from Chiltern.*

### Run Details

**Friday 29th October:** (Approx. 30 km) Traditional run to Barnawartha Hotel, via Indigo Valley. Leave Martin Park (centre of town) at 4.45pm. Regroup at Barnawartha Hotel, then return at your leisure to Chiltern.

**Saturday 30th October:** (Approx. 185 km) 9.00 am assemble at Martin Park for 9.30 am departure. Run is to Yackandandah for Morning Tea stop. Return back to Chiltern for Lunch stop at area beside Lake Anderson, near Caravan Park. Catered lunch available for \$12.50 per head (\$6 for kids). Leave Chiltern to Balldale Hotel for afternoon stop. Return to Chiltern via Rutherglen.

**Sunday 31st October:** (Approx 171 km) 9.00 am assemble at Martin Park for 9.30 am departure. Run is to Eldorado for Morning Tea stop and Fuel. Continue onto Myrtleford for Lunch Stop. Plenty of shops to buy your own lunch. Return to Chiltern via Stanley. Dinner at Telegraph Hotel, 6.30 pm.

**Monday 1st November:** Mystery Run. 9.00 am assemble at Martin Park for 9.30 am departure.

**Contacts:** Run Co-ordinators: Doug Cowey 0427 327 100 Mark King 0428 964 659



## REGISTRATION FORM

### CHILTERN RALLY 2021

Please complete **both sides** of this form and forward with cheque\* or money order\* or having made a bank deposit

\*(made payable to VMCC of Victoria Inc.) to: **Barry Curley**  
**36 Prior Avenue**  
**Gladstone Park Vic 3043**

Please enclose a stamp addressed envelope if a receipt is required.

	<b>Adult Cost</b>	<b>No. Attending</b>	<b>Child Cost</b>	<b>No. Attending</b>	<b>Total Cost</b>
Saturday Lunch	\$12.50		\$6.00		\$
Sunday Dinner	\$20.00		\$10.00		\$
Rally Entry Fee	\$30.00				\$30.00
<b>TOTAL</b>					\$

Name \_\_\_\_\_

Membership Number \_\_\_\_\_

Rally fees can be paid directly to:

Westpac **BSB 033-135 Acc. Number 930732**

VMCC Rally Account. ☐ Tick Box if paid this way.

Ensure your name or membership number is clearly included on the transaction



# BELLARINE PENNISULA RALLY

Sunday, 28th November 2021  
Run co-ordinator: Manny Vella  
Mob. 0408 524 701  
Run details:



## BUILDING AN EXPERIMENTAL NORTON

*Continued from Page 5*

### First mock up drive side.

All components were stripped from the frame and other required parts collected and dropped off for painting. A box of lustreless olive drab powder was obtained and all parts, large and small, were suitably painted and taken home. Assembly commenced with the aim of having the machine ready for the 2016 Anzac Display at Nossal High.

The crankcases were aqua blasted and coated with a clear Alodine® aerospace conversion coating to prevent the formation of any white corrosion products. New bearings were fitted and the flywheels fitted to the crankcases.

The bottom end felt good but crankshaft end float needed to be adjusted. Barrels were sent out for reboring and new pistons obtained to match. So that the bottom end could be fitted to the frame, the endfloat needed to be determined and adjusted. When the drive side crankcase was removed to shim the flywheels, my attention was drawn to a hairline crack in the cast iron flywheel. Apparently, a common problem with cast iron J.A.P. flywheels. The only option was to get new flywheels machined in steel. This was entrusted to an engineering shop in Bayswater North. The flywheels have been manufactured and the engine is currently being balanced to the correct balance factor so assembly can be recommenced.

*Ian Richsteig*

*The story will continue with further progress in hand.*



See our page on Facebook - Look up  
"Vintage Motorcycle Club of Victoria"

## MEMBERSHIP RENEWALS

Please ensure that you have paid your membership subscription for 2021- 2022. The renewal form was in the June - July Exhaust Notes and may also be downloaded from the club website:

[www.vmcc.com.au](http://www.vmcc.com.au)

A late fee of an extra \$10 applied after 6<sup>th</sup> August .



## EVERY PERSON ENTERING A MOTORCYCLE MUST COMPLETE THIS DECLARATION

All bike details must be completed in full

### Declaration

Please accept my entry and cheque ☐ money order ☐ enclosed; or **bank deposit\*** ☐ for \$ \_\_\_\_\_ to cover my entry fee and meals. I hereby acknowledge that the owner of the motorcycle entered and rider thereof and passengers while participating in this rally will do so on the condition that they have no claim against the VMCC of Vic or its agents for any damages or injuries incurred to the machinery or person participating, or any damages or injuries involving said entrant or their machinery or passengers with any other property or persons whatsoever, whether or not the same be caused or contributed to by any act or omission or negligence on the part of the VMCC of Vic. or its agents.

I also declare that I am the holder of a current motorcycle licence and the motorcycle I will be riding is either fully registered or on a club permit and is in a roadworthy condition. I freely acknowledge that I am bound by the foregoing special conditions and that all information supplied on this form is true and correct.

Name \_\_\_\_\_

Membership Number \_\_\_\_\_ Additional Names \_\_\_\_\_

Address \_\_\_\_\_

Contact Tel \_\_\_\_\_ Next of Kin \_\_\_\_\_ Contact Tel \_\_\_\_\_

Email: \_\_\_\_\_

Machine Make: \_\_\_\_\_ Year \_\_\_\_\_ Capacity \_\_\_\_\_

Reg/Permit No. \_\_\_\_\_ Solo/Outfit \_\_\_\_\_

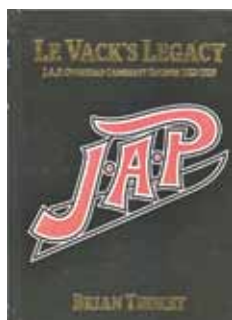
Signed \_\_\_\_\_ Date \_\_\_\_\_

*(If more than one bike and/or more additional names please attach separate sheet of details)*

\* Rally fees can be paid directly to: Westpac BSB 033-135 Acc. 930732 VMCC Rally Account. Please ensure your name or membership number is clearly included on the transaction. Also tick bank deposit 'box' above.

CHILTERN RALLY 2021





## BOOK REVIEW

Reviewed by Jonathan Hill

### “Le Vack’s Legacy – J.A.P. overhead camshaft engines 1922-1925”

The largest supplier of proprietary motorcycle engines in the world at the time, J. A. Prestwich & Co. (aka JAP), decided to go racing

with something unique in 1922. In a matter of weeks, a small team headed by designer Valentine Page, aided by Herbert (Bert) Le Vack as development engineer and rider, had produced a radical new design – the first British double-overhead-camshaft motorcycle racing engine. Never intended for sale to other manufacturers – this 250/350cc engine was a demonstration of their technical prowess. Not a manufacturer of complete machines, JAP obtained a degree of sponsorship from Coventry Eagle, New Imperial and Zenith in whose frames the engines were used.

With this amazingly advance engine fitted to a New Imperial frame, Le Vack stunned his fellow competitors at the 1922 Isle of Man TT. From then on the engine and its successors proved invincible – breaking numerous national and world speed records over a four-year period.

With the closure of the race shop, the brilliant Val Page – one of Britain’s best, but sadly often under-rated designers – went on to Ariel as chief designer and Londoner Bert Le Vack went first to New Hudson as design engineer and record-breaker before going on to Motococycle in Switzerland, where, tragically, he was killed in a road accident aged 42.

Yet the subsequent world recession and world war consigned these achievements to memory and eventually bestowed upon them an almost mythological status. JAP’s engineering archives were discarded and the small quantity of engines made might well have been lost too had it not been for a series of dedicated enthusiasts. “Le Vack’s Legacy” traces the fortunes of the small number of these JAP racing engines and parts that have changed hands across Europe for nearly a century.

Much has been written and illustrated about JAP o.h.v. speedway and V-twin engines, almost nothing about their unconventional double-overhead-camshaft single-cylinder brothers – until now. This authoritative new account finally puts aside the myths and sets the record straight.

Author Brian Thorby is to be congratulated on producing this excellent, well-written, well-illustrated book that adds yet another piece to the fascinating jigsaw of motorcycle history. A must for all collectors and enthusiasts alike.

Author: Brian Thorby

Foreword: Stewart W. Wilkins B.Tech. (Hons)

Published by Banovallum Books, an imprint of Mortons Books Ltd, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR

[www.mortonsbooks.co.uk](http://www.mortonsbooks.co.uk) Tel. 01507 529529

Hardbound, 170 x 245mm (portrait), 183 pages, with over 90 photographs and illustrations.

ISBN: 978-1-911658-78-8

\$91 (Australia), £50 (UK), \$75 (US)



Wayne Berry

## FRANK PRATT’S SHOP

The photo submitted by Rod Waite, which appeared on Page 9 of the last Exhaust Notes, has been identified by Wayne Berry. Wayne, the son of late member Alf Berry, is not only a keen motorcyclist but also an accomplished historian in matters of vintage motorcycling. Wayne says that the photo was taken in front of

Frank Pratt’s shop in Moorabool St., Geelong, just down from Myer St. Left to right are Peter Griffiths, unknown passenger, Frank Pratt on his Sunbeam, Alec Smith and Colin Rankin all founding members of the Sporting Motorcycle Club of Geelong which was established in 1932. The business was later moved to the corner of Moorabool and Myer Streets, and became Pratt and Osborne when Norm Osborne became a partner.

Peter Griffiths’ son is a good friend of Waynes and still has his Dad’s three wheel Morgan with a matchless V-Twin engine. Wayne’s dad Alf’s first job at Pratt and Osbornes was to rebuild the engine. Colin Rankin had a chemist shop in Geelong. Allegedly, Frank and Alec had a falling out over a woman. Alec married her and Frank later married the lady he boarded with. Frank is the only winner of Australian Grand’s Prix on two, three and four wheels. He could light a cigarette whilst riding and in the 1948 car Grand Prix he smoked whilst driving his BMW 328 (now in a German Museum) to the win.

Thank you Wayne for the background information and thanks also to Warren Young, who as a broker of real estate has seen most of the Eastern seaboard of Australia, on seeing the photo rang to say that it looked like the shops in Geelong’s Moorabool St. Well done Wayne and Warren.

Another photo of the era was taken on the 6th April 1930 of the members of Geelong Norton Motorcycle Club lined up outside Tom Maloney’s motorcycle shop on the east side of Moorabool St.



Motorcycle dealer’s in the 1920’s and 1930’s actively sponsored or encouraged the formation of clubs. Tom Maloney was a Levis, Rex Acme and Norton dealer so they started their Norton rally from his premises instead of from the National Hotel on the right of the photo. The adjacent business is Kerley’s auction rooms, which remains to this day.

M.M. Matthey’s Indian dealership on the south-east corner of Gheringhap and Little Malop streets which was diagonally opposite Geelong City Hall supported the Members of the Geelong Indian Motorcycle Club.

## Grandfather's 1916 Ariel by John Cox

Often old photographs of motorcycles elicit thoughts as to who is in the photo, details of the bike, the era, where the photo was taken and was it advertising, a press photo or a family snap, i.e. **Who, What, When, Where and Why!** However, unless there is labelling on the photo the details are mostly lost over time.

Fortunately, two of the photos my maternal grandmother kept were in with letters written to her in London from my Grandfather, Haydon McAuliffe, in Melbourne during the first world war.

The first letter says when the bike, was purchased:

100 Chapel St., Windsor

May 14th 1916

I have just bought a new motor-bike, it is a beauty the best English bike I could get they are worth 90 pounds here, but of course I put my old bike in as part payment; and by the time you get here I expect to have a side car, so if you get here by spring I will be able to take you for some grand rides around the country, I hope you are here to see the wattle bloom.

The second letter says when he purchased a side car.

June 25th 1916

I bought a side car this week so I will be able to take you for some good rides when you get out here.

The third letter establishes when the photo was taken outside his shop McAuliffe and Eaton, 100 Chapel St., Windsor on 8th July 1916 and the photo shows the bike is an Ariel as is his business partner Harry Eaton's.

July 9th 1916

I had a photo taken of the shop yesterday and if the photographer can manage to get one finished by tomorrow night I will send you one, if not you will get it by the next mail.



**Harry Eaton on solo Ariel and Haydon McAuliffe on outfit with their apprentice in the wicker sidecar**

The bike was used for pleasure as well as business, as a letter the following day says:

July 10th 1916

How do you like my side car in the photo, I will be able to take you for some good rides; I took my mother out yesterday she thought it was grand.

A much later letter which although undated was probably from October 1917.

I took my father out for a ride on the bike tonight, we went down to my sister's place, it is a very nice place they have just bought down at St Kilda; so they are very busy getting it straightened up for Xmas;

My grandmother arrived in Australia in November 1917 and married my grandfather three days later as it took three days to obtain a marriage certificate.

My Grandfather's partner Harry Eaton didn't marry but had a few relationships. Here is a photo of him and his then girlfriend with a later Ariel than his one in the shop photo.



**Harry Eaton on Ariel and girlfriend in sidecar**

In an earlier letter dated 28th August 1916 Haydon wrote:

We are still very busy at the shop and getting plenty of work, we are almost certain of a big job in a couple of weeks, it is 1200 lights in a big new hospital they are building here. We have also had the telephone put on since I last wrote, our number is 1094 Windsor.

So business must have been OK. The Ariel motorcycle was not ideal for an electrical business as my Grandfather told me they would stop a cable tram and load up the running boards with steel conduits and cables to get to a job, however the bike was still in use in 1921.



**Haydon and Maud McAuliffe with their son Maurice**



**A similar Ariel at Parkes in 2013**



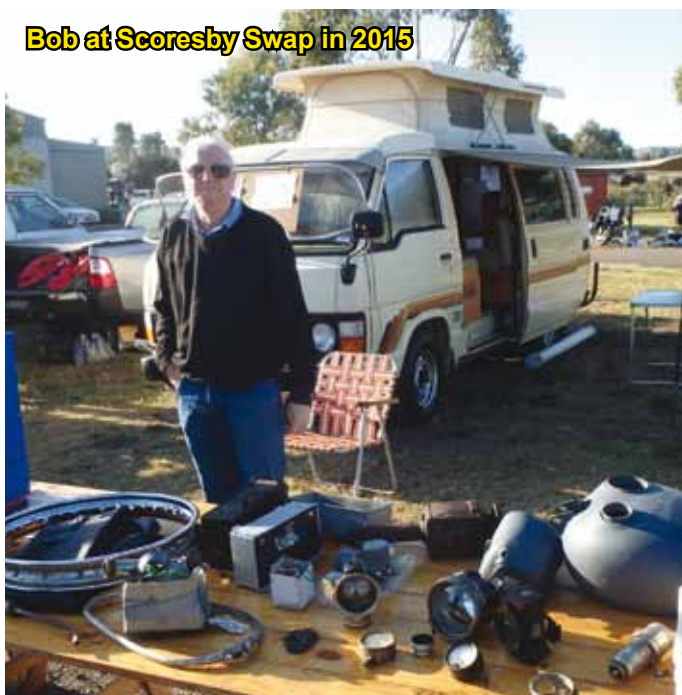
## VALE BOB MUSS



Bob Muss passed away on 8th August, he was 70 years old. Bob, who was single, was cared for by his niece Kelly. Over the last few years he had suffered ill health passing away with a heart attack. Our condolences to his brother Paul, sister Pauline and extended family.

Bob's bike of choice was the Ariel. He had a 1928 model and later ones including an Ariel Leader and a 4 - Square he was working on. He did not rally much in later years preferring to be involved with the Club through the meetings and at swap meets. He formed close friendships with members around the Frankston area regularly calling into Andrew Cox's factory and for social visits to Tony and Sue Edwards.

### Bob at Scoresby Swap in 2015



## Letter re Seat Cover

This is the second saddle I have had reupholstered in the past year by Mr. Les Arkery up in Morayfield in Queensland, \$240 + freight.

Not only do I think this is very reasonable, his craftsmanship is cracking.

Cheers,

*Dick Prisgrove*



Dick is restoring a 1925 BSA L25 3.5HP OHV Model.

*Editor*



## VicRoads 25 Year cut off date

After consideration of public comment from 11th June to 8th July, on 8th September the Minister for Roads and Road Safety decided to proceed with making the regulation that maintained the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years)

*Published in the Public Notices of the Herald Sun P. 64, Friday 10th September 2021.*



## Road Safety (Vehicles) Regulations

Exposure Draft: Subdivision 3—Club permit obligations

### 184 Club permit label obligations

(1) The club permit holder must ensure that the club permit label is affixed to the vehicle specified in the club permit as follows—

in the case of a motor cycle, in a suitable holder—

- (i) to the left side of the motor cycle so that the front of the label faces outwards from the motor cycle; or
- (ii) to the handlebar on the left side of the motor cycle so that the front of the label faces the front of the motor cycle; or
- (iii) to the centre of the front of the motor cycle in a position as near as practicable to the top of the steering head so that the front of the label faces towards the front of the motor cycle; or
- (iv) on or adjacent to the motor cycle's number plate in a way that the characters on the number plate are not obscured.



All upcoming events subject to COVID-19 restrictions and/or organiser and/or club decisions as to whether or not to proceed with the event.



## VMCC CLUB EVENTS

Date to be advised	HEATHCOTE RALLY may be held if it can be fitted into schedules.		
29th Oct. - 1st Nov.	CHILTERN RALLY	(See P. 7 - Entry Form Next Issue)	Doug Cowey and Mark King
14th November	BEAUMARIS CONCOURSE DISPLAY	(See below)	Denis Reed-Smith
28th November	BELLARINE RUN (LEOPOLD)	(See P.8)	Manny Vella and Ken Miller
5th December	XMAS BBQ NORTONS PARK	(Note 1 week earlier than 2020)	Denis Reed-Smith
11th-14th March 2022	MARYBOROUGH RALLY		Mick Guilfoyle and Robbie Griffiths

## OTHER EVENTS PLEASE CHECK VIA WEBSITES FOR CANCELLATIONS DUE TO COVID-19

**1st SUNDAY IN EVERY MONTH "Nine until Noon" Run** from Baxter Tavern (Melway 107 B4). Leisurely run of about 120 km. 8.30 am for 9.00 am start. Contact: Mike Munday Mob. 0407 933 225.

**3rd October** 20th Motorcycle only swap meet at Balhannah in South Australia.

**4th October** VVMCCSA 65th Anniversary Rally Ride within the Mannum Ride in South Australia.

**17th - 22nd October** 13th National Veteran Motorcycle Rally, Manjimup, W.A. Contact: Sharon Rudler on email [shaz.muzza@westnet.com.au](mailto:shaz.muzza@westnet.com.au) **CANCELLED** However, West Australians holding it as a local event.

**13th -14th November** Bendigo Swap Meet **CANCELLED**

**21st November** Wangaratta Swap Meet **CANCELLED**

**5th December** Llanelly Swap Meet run by Bendigo Historic Motorcycle Club.

The Indian Pacific Cannonball Classic has been postponed to 14th -27th October 2022. (See below)

## VMCC of Vic. Meetings at VDC Clubrooms subject to COVID-19 regulations

Annual General Meeting 8.00 pm Thursday 7th October. General Meeting ~8.20 pm Thursday 7th October.

Note: Committee Meeting in October has been cancelled.

General Meeting 8.00 pm Thursday 4th November. Committee Meeting 6.30 pm Thursday 4th November.

## BEAUMARIS CONCOURSE DISPLAY Sunday 14th of November



Similar to 2019 we have received an invitation to display our motorcycles at the 9th Annual Beaumaris Concourse Car and Bike Show along with other motorcycle clubs. There is a \$10 entry which goes to charity. However, it is possible that our Club may pay the entry fees in an endeavour to use the occasion to promote our club.

The display is on Sunday 14th November from 10.00 am to 1.30 pm. The organisers would like to get all participants to arrive at the shopping centre to park between 8.00 and 9.30 am.

The location is Beaumaris Concourse, Reserve Rd., Beaumaris Melway 86 D7.

You can look up [www.facebook.com/concoursecarshow](https://www.facebook.com/concoursecarshow) on Facebook to see photos.

They pride themselves on getting a range of makes and models and have had all examples of bikes and cars each year.

We did well in past years with John Mepstead, Darren Reed-Smith and Alan Greenway picking up trophies.



**14TH TO 27TH  
OCTOBER 2022**  
START BUSSELTON, WA  
FINISH MERIMBULA, NSW

Thank you to those that have filled in their entry form and paid there \$500.00 deposit. It's been a hectic few days since we sent out our invitations to all Expressions of Interest, on Sunday night 5th September.

In the invitations sent out, it was mentioned that we may need to limit numbers for the event. This is due to limited food services and accommodation and camping in some locations. As well as the ability for us to points score and run the event. To this end as we approach 75 entrants already, we need to slow things down a bit.

Entries received after Saturday 11th September 2021 have gone on the Event Waiting List and there will be no need to pay a deposit at this time.

Those people who have sent through their Entry and Paid their deposit will receive confirmation.

If you have not yet sent an entry for IPCC or deposited, don't despair. Please send in your entry form, but DON'T deposit! Your entry will be placed on a waiting list and if anyone drops out, or we can go higher in numbers. We will contact some waiting riders in due course.

This event is going to be amazing and a challenge for Bike and Rider. Bring it on Australia, and some amazing country awaits.

Regards

**Ian Gordon - 0418 630 592**

**Kendal Maroney - 0410 649 199**

**The Indian-Pacific Cannonball Classic  
Organising Committee**





## BUY, SWAP OR \$\$\$

All For Sale advertisements should state a price.

Cut off date for adverts for the next issue is the second Friday of the month preceding the issue.

Email: [editor@vmcc.com.au](mailto:editor@vmcc.com.au) or Phone: (03) 9435 9904

**DISCLAIMER** The views and or comments expressed in the publication of this newsletter are those of the individual contributors and are not necessarily endorsed by the current committee of the club. Whilst every care is taken to determine the safety of any technical information supplied for inclusion in this newsletter, it is printed in good faith and neither the committee nor the club accept responsibility for loss or injury incurred by the application of such information.

**WANTED** 26" x 3" beaded edge rim and 21" WM1 rim. Both 40 hole. Paint/chrome not important, but must be true and sound. Also wanted JAP circa 1919 770 front cylinder. Have rear cylinder to swap. Please contact Paul Mitchell. Email: [mitchpw@bigpond.com](mailto:mitchpw@bigpond.com)

**WANTED** to buy a complete veteran side car or even the chassis and wheel to go on my veteran Rudge Multi motorcycle.  
Please contact Murray Rudler on Mob. 0477 932 060 or Email [shaz.muzza@westnet.com.au](mailto:shaz.muzza@westnet.com.au)

**WANTED** I need to find a rocking pawl as on my Burman 'W' type 3 speed gearbox foot change assembly, (circa 1932). The one fitted is homemade and even a photo or tracing of an original would be of enormous help. I also need a gear similar to the one pictured and with 24 teeth, the manufacturer machined radial openings in the drum are poorly spaced. Will also consider part or complete 'W' type gearbox. I need a gear lever as well as pictured on a box, or a drawing of one. Please contact Barry Holland. Email [bsholl@bigpond.com](mailto:bsholl@bigpond.com) or Mob. 0437 954 159.



**FOR SALE** Our VMCC Club Spares have new metal round or rectangular club permit holders that bolt onto the frame. These are available at the meetings for \$10 each.

**FOR SALE** New style T-Shirts in stock \$20. They have the club logo and VMCC on the right sleeve. Also hurry going fast, Club Windcheaters with club logo \$30. Purchase at club meeting or contact: Ken Miller on Mob. 0418 555 287



Club Merchandise also available in Chiltern, North East Victoria. You can contact Mark King on 0428 964 659

**WANTED** 1924-26 FN M50 Parts.

Wanted any FN M50 parts. In particular I am looking for magdyno, front and rear wheels or hubs, gasoline/oil tank, Gear lever, Twist grip throttle, stand, drive sprocket assembly, rear brake lever and seat. Contact: Lindsay on Mob. 0477 057 732 Email [lindsay.wheeler01@gmail.com](mailto:lindsay.wheeler01@gmail.com)



**WANTED** 1924 AJS Parts. Looking for 1923-26 AJS 350cc gearbox, clutch and kick start or any parts. Contact: Lindsay on Mob. 0477 057 732 Email [lindsay.wheeler01@gmail.com](mailto:lindsay.wheeler01@gmail.com)

**WANTED** FN M60 Parts

Looking for front and rear wheels or hubs for 1924-26 FN M60. Also interested in any other parts. Contact: Lindsay on Mob. 0477 057 732 Email [lindsay.wheeler01@gmail.com](mailto:lindsay.wheeler01@gmail.com)

## Items for the next EXHAUST NOTES

may be emailed to [editor@vmcc.com.au](mailto:editor@vmcc.com.au) or sent to: John Cox, 17 Boulton Crt, Greensborough 3088 or you may phone John Cox on 03 9435 9904.

**Definitely and positively**, the deadline for the next issue is: **Friday 12th November 2021.**



### CLUB PERMIT RENEWALS

Please supply a photocopy of your application - (a copy of the section that you stick in the log book will suffice) to the club officer signing your renewal form.

See our hashtag on  
Instagram  
Look up  
[#vmccofvictoria](https://www.instagram.com/vmccofvictoria)



See our page on  
Facebook  
Look up



"Vintage Motorcycle Club of Victoria"

## LIGHTFOOT ENGINEERING

EST. 1981

14 Lightfoot St., Mont Albert 3127

Ph. 03 9898 3677 Email: [lighteng@hotmail.net.au](mailto:lighteng@hotmail.net.au)

[www.lightfootwheels.com](http://www.lightfootwheels.com)

Motorcycle Wheel Restoration and Rebuilding

- \* Stainless steel and zinc plated spokes and nipples made to order.
- \* Brake relining and machining. Bead blasting.
- \* Bearings replaced.
- \* Paint, powdercoating, all plating and polishing prepared and arranged.
- \* Components and ancillary items restored.

## IVAN TISHLER

BRIGHTON VIC.

Mob. 0407 858 029

OLD MOTORCYCLE AND SMALL CAR PANEL  
TIN WARE REPAIRS, RUST SECTION REPAIRS,  
PANEL BEATING, OXY WELDING, BRAZING,  
FABRICATION/MANUFACTURE OF SMALL TIN  
PARTS, MOULDING REPAIRS, ETC.

**30 PLUS YEARS EXPERIENCE**



## STAINLESS STEEL VINTAGE AND VETERAN PARTS

INVERTED LEVERS  
BOWDEN LEVERS  
INDIAN LEVERS  
BEST & LLOYD FILLER CAPS  
REPRO P&H HORNS  
COMBINED AIR/THROTTLE LEVERS  
MAGNETO LEVERS  
FULL RANGE OF PILGRIM PUMP PARTS



For Catalogue and Price List Contact

CHAS LIPSCOMBE 0402 751 132

[chas61sarah@gmail.com](mailto:chas61sarah@gmail.com)



## COB'S CLASSIC SPARES

Peter Smith

- Reproduction
- New Old Stock
- Used Parts

Email: [cob.smith@bigpond.com](mailto:cob.smith@bigpond.com)

Phone: 02 6553 9442 after 7pm

or 0415 372 108 after 7pm

For British Motorcycles Only

[www.cobsbritishcyclespares.com](http://www.cobsbritishcyclespares.com)

**COB'S WEBSITE HAS BEEN UPDATED. HAVE A LOOK AT IT.  
NEW SECTIONS ON PARTS FOR POPULAR BRITISH BIKES.**

## Federation of Veteran Vintage & Classic Vehicle Clubs

### Quarterly Delegates Meeting and AGM held Saturday 7th August.

This was scheduled to be held in Congupna (near Shepparton), but due to Covid restrictions was held as a Zoom Meeting.

**Trophy Donation** was approved for the **Vintage Motorcycle Club of Vic. – 55th Maryborough Rally** to be held over labor day weekend in March 2022.

**Picnic at Baw Baw** – Sunday 31st October – proceeding as planned, however recent discussions indicate this now a bit doubtful.

**Bendigo Swap** – cancelled this year. The agreement with the Showgrounds is also due for renewal and is being negotiated for a further 5 years. Plus, the agreement with the Bendigo Club for management of the swap ongoing is being discussed. To keep this date on the weekend of the Swap in November active and as an alternative to Picnic at Marong, the Committee are considering holding a single day event at the Bendigo Showgrounds, hiring the two large indoor spaces for a picnic day/display day. These spaces can hold 200 to 250 vehicles, so takes away concerns around weather. The Sunday market would also operate to add to the atmosphere. At the time of writing, Covid restrictions aren't looking too good, so a decision will be made closer to the day, around the time of the next Committee meeting and Delegates meeting.

**Golden Oldies Tour** - for Vintage vehicles (1919-1930), is still planned for next year - involving a week of leisurely touring with fellow vintage motorists, leaving from Picnic at Wunghnu (near Shepparton) on March 27th, finishing in Bendigo on April 3rd, 2022. Hopefully this will be one of the first Federation events to be held in the new year, during daylight savings and nicer weather.

Vic Roads Update - Department of Transport Review

**The ten year review of the Road Safety (Vehicles) Regulations**, which includes the Club Permit Scheme is still ongoing. The Regulatory Impact Statement was released on Friday 11th June, and was open for public comment until 8th July, so as expected, a tight time frame. However, there were many submissions made, a combination of Clubs and individuals. They are still working toward implementation in November. VicRoads advise the regulation making team at the Department of Transport is preparing to circulate the proposed changes (via a range of different media), but nothing official as yet, so might not be too far away. The biggest item is the proposal to move eligibility from 25 years to 30 years. *(It stayed at 25 years - see P.11 - Ed.)*

**The Annual General Meeting** was also held, and Federation had no trouble in filling all Executive, Committee and supporting roles. Federation is in a strong financial position, thanks to above average years of Bendigo Swap, and careful control of costs since Covid hit.

**Next meeting** is scheduled to be in Bendigo in October. *(Date not on their website as yet)*







*Continued from Page 2 Lindsay Wheeler's FN M50*

### **Acquisition of missing/additional parts.**

Prior to purchase I was aware of a second engine in Queensland that had a clutch (but no magdyno) and was able to purchase for a reasonable price. Someone had fitted a hand crank assembly into the centre of the clutch and driven in pins on either side to secure it in position. I had to carefully drill and hand cut the pins out. Luckily there doesn't appear to be any damage. I have also located a third engine that I will try to acquire. I had high hopes of picking up another complete engine with magneto but it turned out to be an earlier engine. Through other contacts in Europe I have sourced several brake parts (new and used), new front and rear brake pulleys, Bosch front light (shell only) and a magneto that seems to be identical to that used on the magdyno. I may be able to find a suitable generator and manufacture a lookalike Magdyno. If not then I can use the magneto as it can easily be fitted. I have also located someone who is going to manufacture front and rear hubs early next year.

### **General**

In between lockdowns I arranged a visit to see John Pettigrew's bike in Shepparton. It was good to see a complete and frequently rallied bike although several parts are not correct. While he has the correct Magdyno I was heartened to hear that it had never been installed and that he had successfully rallied the bike with a Scintilla magneto. After seeing the bike, I felt more confident about being able to handle it (as long as I get it restored before I get much older).

The frame and handlebars are in very good condition and some restoration work has been completed by the previous owner. Over recent weeks I have done quite

a bit of work on the guards. The rear guard is original but required a lot of repair and I was keen to stop any further deterioration. The front guard was not original therefore it required modification.

The engine and gearbox both require full restoration. The gearbox appears to be in good condition but I would be keen to find some spare parts just in case they are needed.

Key missing parts include: magdyno, front and rear wheels or hubs, gasoline/oil tank, gear lever, twist grips for fuel and air control, stand, drive sprocket assembly, rear brake lever and seat.

The photos in the WANTED section on Page 13 show two marked up photos of a restored bike showing parts that I am trying to source.

I would appreciate any leads that might help me source the missing parts or other owners.

*Lindsay Wheeler.*



**A RESTORED FN M50 IN EUROPE**



## 2021 CANNONBALL USA FOR PRE 1930 BIKES - 88 ENTRANTS



Bronze Trophy valued at  
\$3,000 for Winner

