

**This is the essence of a Pre-war AJS and Matchless Egroup thread on the 1929 AJS 1000cc record breaker. Perhaps better than what ever tall stories you can read about the bike here and there. Regards, Christian Gyde**

**Jeff wrote:**

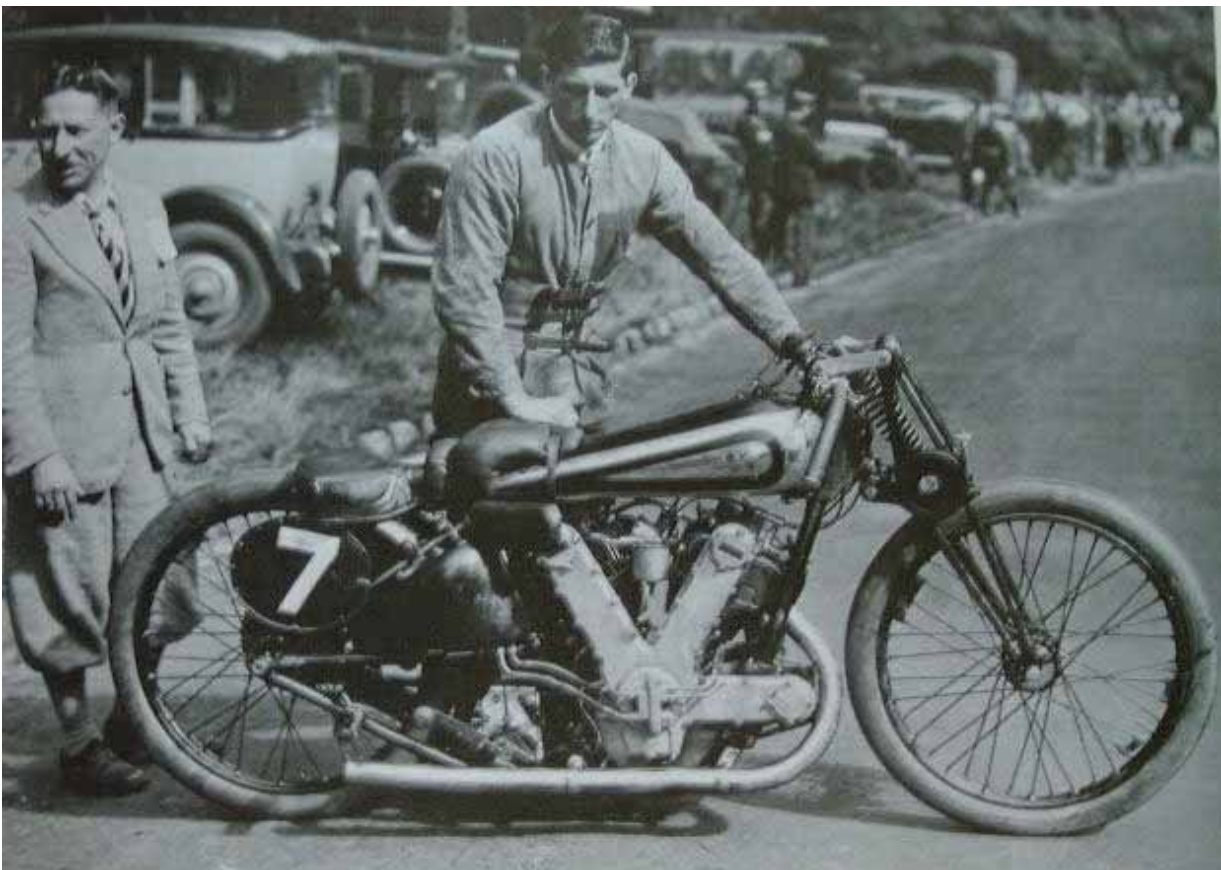
In the latest edition of Classic Bike magazine they have some pictures of bikes at the NMM. There is a photo of a 29 AJS supercharged V- twin. It looks to be an OHC engine. Is this a one-off machine or is it based on a production model ? Please excuse my ignorance but I've never seen anything like this bike before and find it quite interesting.  
Jeff

**Sharon wrote:**

Hi Jeff and anyone reading,

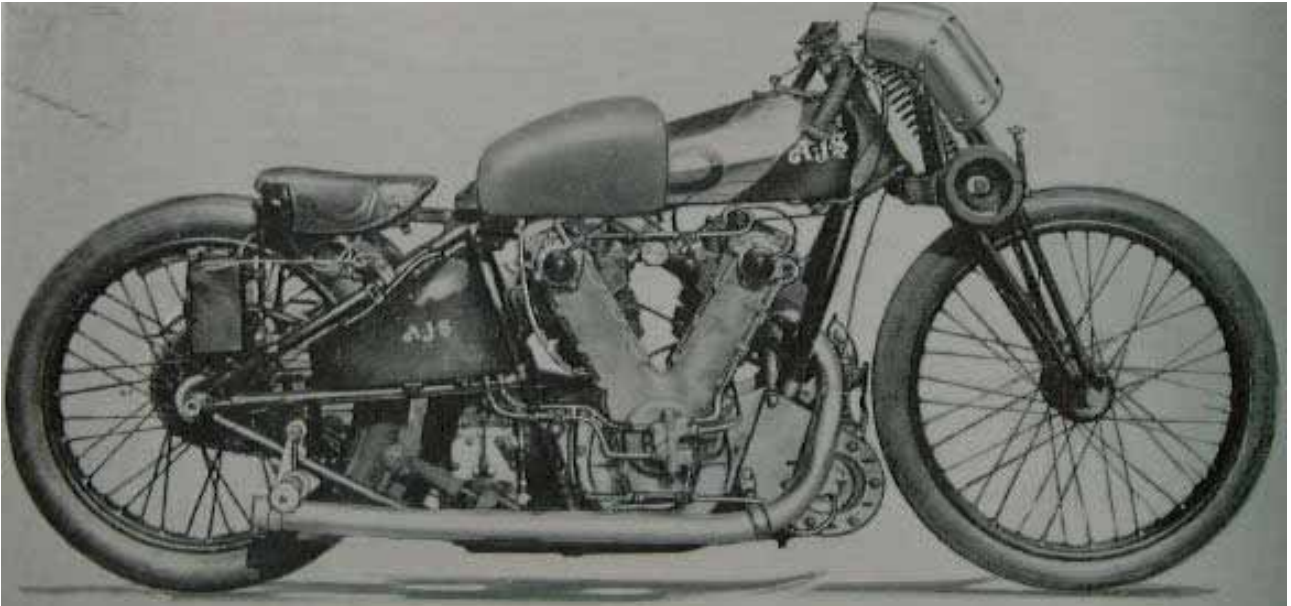
Find three photographs attached, Original period. Jeff during this period there was quite a number of OHC Super Charged V-Twins around many built for speed record breaking. The AJS in Question was a one off.

1 :- In the Summer of 1930 around the time it first appeared, O M Baldwin Rider, 990cc. The 50 Deg engine had cylinders turned from a solid billet of steel, the heads were Aluminium with bronze valve seats and guides, the single OHC valve gear was chain driven, the two cam shafts having separate chains, the inlet ports were located at the rear of each cylinder head a major change to the usual V-Twin design of the time. Basically the engine was designed around a pair of 500cc OHC AJS Racing motors joined on a common crankcase. A full Duplex frame. Three Speed Sturmey Archer Gearbox with ratio's of 3.2, 4.3 and 7.8 : 1. Unsupercharged at this point , ignition by Magneto, self aligning ball bearings in the front forks, it got a reputation as a "CAMEL" to ride and a very unreliable one as well, but attained 130mph all the same. It disappeared around this time to resurface in 1933.



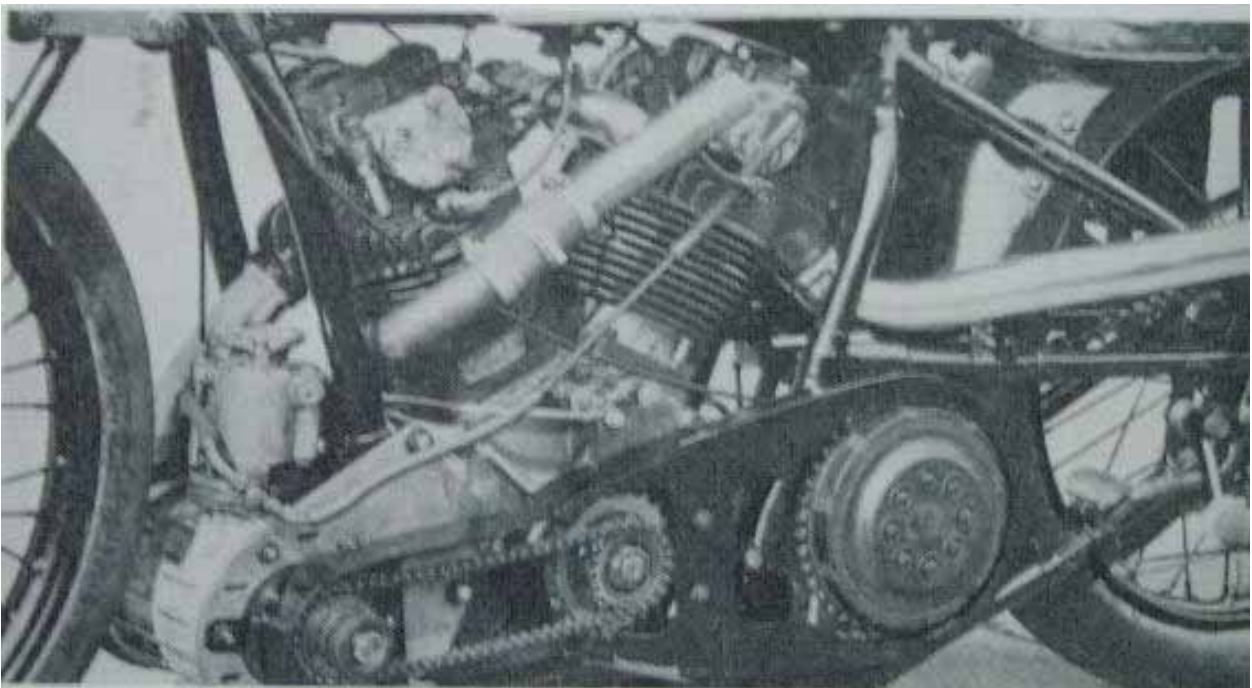
(Sharon contd.)

2. 1933 photograph now 996cc, a lot of work had now been done on the machine, it was now fitted with a massive Supercharger in the old magneto position and had a huge downdraught carburettor. Joe Wright rode it to 130MPH at Southport at a time when the record was 150 mph.



3. Close up of supercharger arrangement and now more conventional Plumbing etc.

This machine never achieved any success and resided in Australia for a long part of it's history. Jeff, I have kept the details short but I hope you find it of interest - did you know there was also a 1938 500cc Supercharged V-Four AJS (All Alloy Engine)



**George wrote:**

Jeff, I have not seen Classic Bike, but I think that it will be a one off built in 1929 for an attempt at the world speed record. It was based round 2 OHC 500 race engines and was originally normally aspirated. In 1933 a blower was added, but the bike never fulfilled it's promise.

Geo

**Rohan wrote:**

Did the bike survive the fire at the NMM ?

What did the mag article say about it ?

Anyone know the story of all the years it spent in Tassie ?

One of the prettiest bikes of its time ?? out-Broughed the Brough ???

Cheers,

Rohan.

**Jeff wrote:**

Hi Sharon & Terry, George and Rohan;

Thanks very much for the additional info on this very unique machine.

It may not have been a huge success but it certainly is a thing of beauty. Does anyone know who was responsible for the engine design? They made no mention of it being damaged and the photo is recent. All I can say is the small photo they have in the magazine made my heart go pitter-patter.

Wow! It never ceases to amaze me at what the old timers got up to. Very clever stuff and real art at the same time. It's funny but when ever a certain machine catches my eye it almost always has AJS on the tank. Must be something to it. :-)

I am familiar with the V-4 and of course the Porcupine and the 7R/ G50 series bikes. All of these are wonderful examples of creative minds at work. Truly brilliant. A 7R motor in a Rickman frame is at the very top of my post war wish list. It was exciting to see this V-twin as it appears to belong with these other machines. Just because it wasn't a winner doesn't mean it couldn't have been under different circumstances. By god it certainly looks like one.

Jeff, in what can only be described as soggy Southern California

**Bob wrote:**

When I started my apprenticeship back in the 50's I worked with a bloke who had ridden that beastie back in the late 40's, early 50's. He was a Tasmanian and did his apprenticeship with one of the local car dealers who was the local Jowett agent. One day the owner came in and got Bluey telling him he'd bought an AJS and as Bluey rode an Ajay also would he help him collect it.

Obviously Blue agreed (anything for a free ride) and off they went to collect it from the local aerodrome. He was a bit stunned when they got there to find what AJS it was. With help they got it started and once started all Blue could do was ride it back. He managed to get it into middle gear but said the clutch was incredibly heavy so he never got it into top, it was a very uncomfortable ride and you couldn't stop it. It was still fast enough in middle to leave the boss a long way behind.

He went on to say the boss eventually put a chair on it and tried for local Tasmanian speed records but without much success as the clutch was always a problem.

Some of the engine parts ended up in my home state in the 70's and I got a bit hopeful about getting the rest of it as I knew what it was by that time but I got warned off in no uncertain terms and was told it was the source of much dispute about ownership and I would be most unwelcome.

Eventually it came up for sale and returned to England. There wasn't a huge degree of local interest as it was built for a specific purpose and not really a rideable or rallyable proposition, basically just a show pony. (Okay, a lovely show pony)

Cheers, Bob

**Jeff wrote:**

Hello Bob;

Thanks for fleshing out the history on this machine. Based on the photographs I can only imagine that riding this beast home was not for the faint of heart. Old Bluey must of had some real balls. ;-)  
Perhaps it is at it's best on display, like some sort of sculpture.

Jeff in very soggy SoCal.

**Howard wrote:**

Hi All

Just a small part of the Tasmanian history re the Supercharged V Twin....it was owned by Trevor Jowett in Launceston, he had a motorcycle shop...Jowett Bros, 238 Charles Street, Launceston. They were agents for AJS & Triumph motorcycles.

Not sure when he died but I remember the bike being advertised in the Sydney Morning Herald many years ago for about \$4500A, I rang a friend of mine and he made enquiries but by that time someone in the UK had done a deal, I also think it was later sold to its present owner.

I later bought a 1925 OHV 350 AJS from the Jowett estate and just recently a 350 OHC OK Supreme from a chap here in Hobart who bought it years ago from Trevor....it has a nice dealers badge on its rear guard and they recommended Ampol Motor Oil!

Howard.

**Sharon wrote:**

Hi Howard,

We have a fair amount of Jowett's original shop literature dating as early as 1901 and to as late as 1940's along with a number of Brand New Old Stock Items from the shop and give away items like Dealership Badges etc.

Maybe you might be able to explain the following :- various bits of the literature although clearly marked with Jowetts address as per your email, also carries the following names and addresses ( the wording appears exactly as :-

WHOLESALE DISTRIBUTORS REPLACEMENT PARTS (Tas.) Pty. Ltd. 62 PATERNSON STREET LAUNCESTON And At 24 Mount St., BURNIE.

was this business also Owned by Jowett's as it was involved with AJS parts also, can You shed some light on the this further company and if there is ownership connections ?

**Bob wrote:**

Hi Howard,

I knew I had some more info on this bike and finally found it, an article in Australian Motor Sport that sort of confirmed what Bluey, the bloke I worked with had told me. According to AMS Eric Fernihough owned it at the time of his death in 1937 and the Jowetts (two of them) bought it then. They in turn sold it to a Mr Munro (Blueys boss and the local Jowett agent according to Bluey) He in turn took the local Tasmanian record at 119+ mph on it but had supercharger trouble and that was that. I have no idea how accurate the article is. Did the Jowetts sell the bike to Mr Munro or was he just the rider? Did they buy it back off him? I doubt we'll ever know. Sorry I can't date the AMS article, its a poor quality photocopy with the date of issue missing. It has a couple of photos but of too poor a quality to show anything of interest. I didn't really take in Blueys story at the time, it was before I even rode bikes (Bluey talked me into that) and who would ever have believed a serious factory made world record contender was residing in Tasmania anyway? It took years of little snippets of info here and there before I realised the bike truly existed.

Cheers, Bob



**Colin wrote:**

Hello all, the AJS was brought back to England by Geoffrey St John, who lived just down the road from me, in Cheltenham, Gloucestershire. He rebuilt the bike returning it to as close to original as possible. He later sold the bike to Vic Norman, who runs the Utterly Butterly stunt team using a pair of Stearman biplanes, again in Gloucestershire. Vic certainly owned the machine until recently together with several other bikes, so it may only be on loan to the Museum.

Colin

**Patrick wrote:**

Hi Howard & Bob

Found several articles circa 1960 re the AJS. One says that it started out with both exhaust ports facing forward. Had self aligning bearings on front forks. May 1933 after a lot more work had gone into it by Percy Brewster including blower, it was timed at 130 MPH at Southport the fastest motor cycle at the time in the UK, and ridden by Joe Wright. Hope I'm not repeating anything already stated as I had to clear my inbox to get the latest mails.

Regards, Patrick

**Bob wrote:**

Somewhere I have a 1930ish copy of either the Motor Cycle or Motor Cycling with a technical article plus one of those double page cutaway drawings of this beastie. It describes and shows it how it appeared originally. I'll hunt it out over the next few days and provide the reference. Being a Matchless man I'm not that interested in AJS stuff, particularly the stuff before Matchless bought them so it resides somewhere in the general reference library rather than the frequently referred to bits and pieces. Finding stuff there can sometimes take a bit of time.

Cheers, Bob

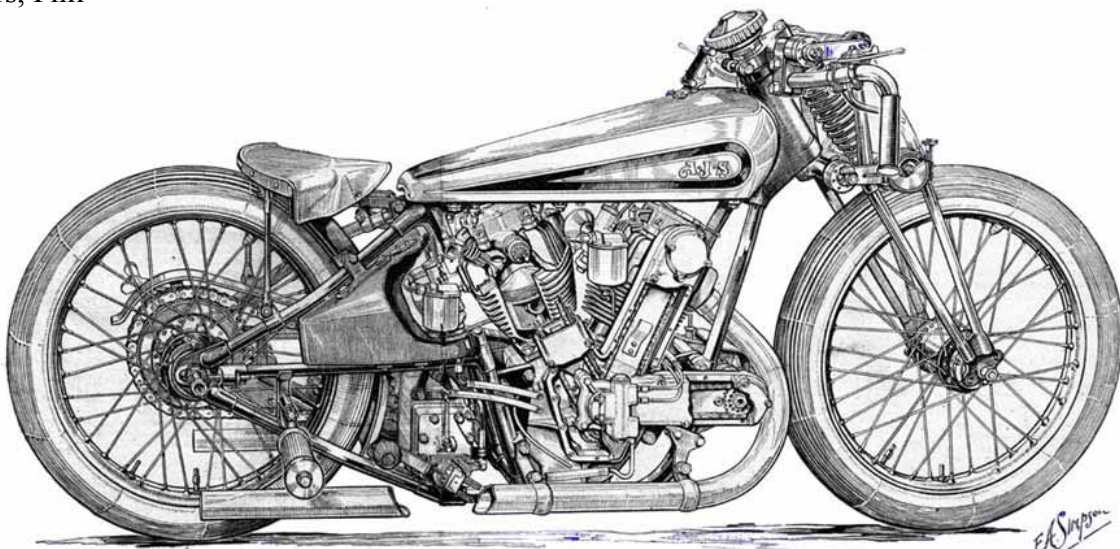
**Phil wrote:**

Guys,

Attached is the cutaway drawing of the AJS Record breaker "as was" in "The Motorcycle July 24th 1930", which I guess is the article Bob might be talking about. I scanned the two pages and reassembled only the drawing part. (I used it as my Computers wallpaper for ages) - in fact you can see the join.. just.

I have scans of the two page article, but they are a hugh file size, and I haven't worked out how to make them smaller yet. Anyhow Enjoy. Let me know if anybody wants the actual article and I'll work out how to make it small enough to send, or it can go in the archive.

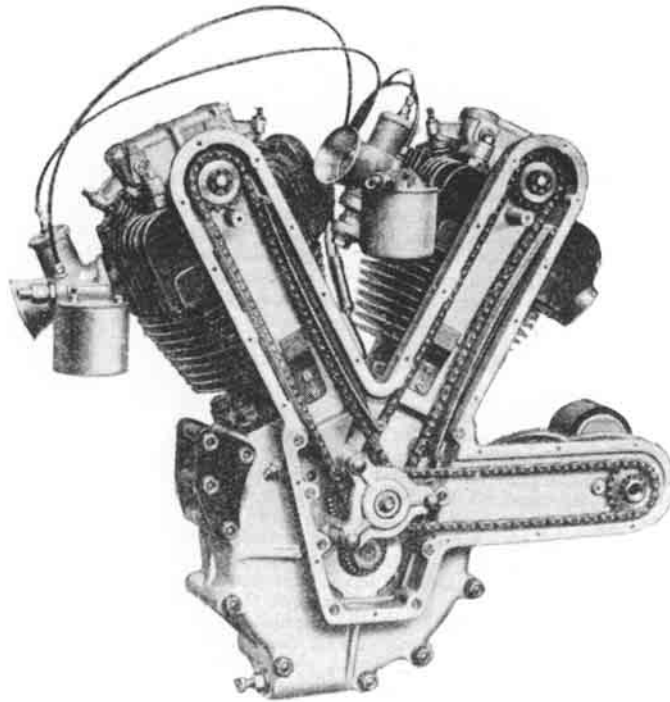
Cheers, Phil



**Christian wrote:**

Attached a scan of the engine before the blower was added. I think I read somewhere the bike should be with Sammy Miller by now?

Regards, Christian



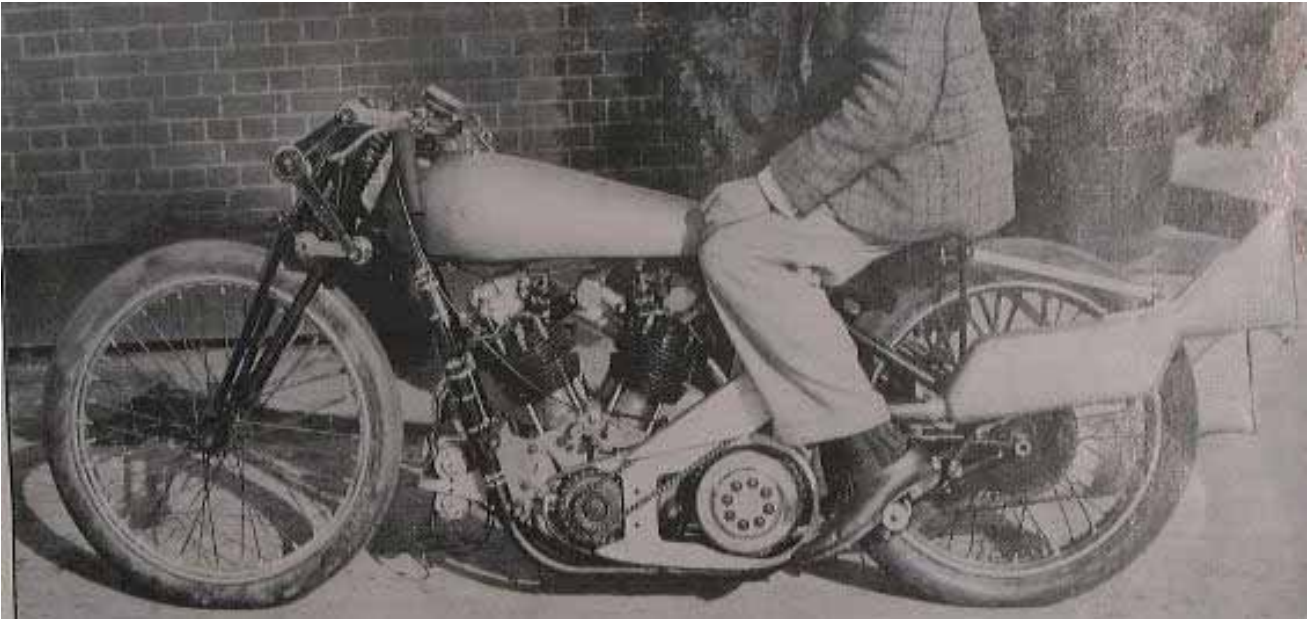
**Sharon wrote:**

Hi, Three more interesting photographs of the AJS Record machine.



1. May 1933, Southport Sands, Supercharger at front, Joe Wright riding 136Mph that day.





2. 1935 Chas Mortimer and 85UK Pounds AJS with damper on front forks, twin Magneto's at front, above gearbox supercharger, Brooklands cans.



3. During 1983 owner Geoff St. John.

Regards Sharon.

**Sharon and Terry wrote:**

Hi, the real AJS Supercharged story from 1934 to 1983.

For 85UK Pounds in 1934 this AJS was brought from Plumstead (Colliers) by Chas Mortimar Senior. During 1935 Chas sold it to Eric Fernihough. At this point the forward mounted supercharger was repositioned over the gearbox. After Fernihough's death the AJS was sold overseas, and October 1939 it was acquired by E & W.H. Jowett, the AJS agents in Launceston, Tasmania. In 1940 it passed to Reg Munro's possession also of Launceston. During that year it set

the National Record of 119.91mph in Reg's hands. For the next 40 years the AJS stayed with Reg, at some stage early on in Reg's ownership the blower was removed and used on a Miget Speedway Car not to be seen again. Then in February 1981, a small advertisement appeared in BRITISH MOTOR CYCLE PAPERS, inviting bids for the AJS in a kind of postal auction. The Advert had been inserted by Revell Munro, Reg's son. British bidder Gerald Batt, from Guildford became the new owner. After deciding the AJS was not right for him, he sold it to Geoff St. John of Gloucestershire, who had bid when first offered, but had missed out. From there Jeff transformed the AJS back to a restored running concern. Further history is also well documented in a number of Motorcycle Publications.

Howard, all Australian Newspapers can be viewed on Micro-Film and by other methods in many Libraries etc we have looked all through all the issues of the one you stated for the start of 1981 when the advert in the British MC Papers were first placed we can not find this advert at all !!!!!

Bob, there is people alive in Tasmania who were involved with this Motorcycle and the different owners, none can ever recall Jowett's ever selling cars of that name.!!!! What are the photographs that appear on your Photocopy reference? Can you remember what Bluey's full name was?  
Regards Sharon & Terry.

**Rohan wrote:**

Sharon, what is the source for saying the 1930 heads were aluminium? I'm sure you will correct me, but 1930 is awful early for aluminium heads?? I can't think of a another example that early. And they don't look aluminium in the pics.....

Interesting discussion.

Cheers,  
Rohan.

**Howard wrote:**

G'day all

Firstly re the V Twin Supercharged AJS.....I was sure it was advertised in the Sydney Morning Herald (I could be wrong!) It was certainly advertised or mentioned somewhere locally, I can remember phoning a mate about it, he had the funds to buy it and I am sure it was about \$4500. Re Jowett Bros in Tassie.... I will ask around.... Even though we have been resident here for nearly two years now I have not had much time to dig around finding much out about the states motorcycle history.

Howard.

**Sharon and Terry wrote:**

Hi Rohan, Rob , Patrick and all reading,

Good one Rohan, you certainly came up with a very interesting question? And you have received some interesting answers already.

I have a number of sources of information about the AJS SC V-Twin from writers who were actually around this motorcycle, and racing in the 1920's & 1930's to add to what has already been stated is the following from another source, they are very rare publications, I will write it in full.

"Just after clocking more then 130 MPH at Arpajon on its first Maximum Speed Record attempt outing ridden by Capt O.M.Baldwin, further runs had to be abandoned because of the tendency of



the piston of the rear cylinder to seize. The engine was a 50 degs. V-twin of 990c.c. (79 x 101mm.) with chain-driven overhead-camshafts. There were two carburettors; both inlet ports faced to the rear and the exhaust ports to the front. The cylinder barrels were of steel and the heads of light alloy with cast-iron valve seats inserted. The frame had a very large top tube, 2 1/2-in diameter, the wheel hubs were machined from solid steel, and the handlebars were in two halves.”

In the first description I posted, the writer stated "Bronze valve inserts and guides" - here it states "Cast Iron valve inserts". Maybe they experimented with both, but they both stated Aluminium/Alloy Heads.

There was one motorcycle builder who did everything a little different to all the others and he was using Aluminium/alloy heads from early on, water-cooled and aircooled and near all alloy engines during the 20's, Alfred Angus Scott.

This one from 1923, "One very interesting feature of the engine was the use of an Aluminium cylinder head with cast in bronze valve seats. This was not the first use of light alloy for cylinder heads of a motor-cycle engine, but was one of the earliest occasions on which it was used in T.T. Races. Other details are, a compression ratio of 6 to 1, exhaust and inlet ports of 1 5/8 in. diameter (at the throat),and aluminium piston with four narrow rings and weighing only 9 3/4 oz." The writer is talking about the 1923 AJS TT machines. From this we can gather there definitely was others - maybe he was referring to the Scott's?

In 1913 Peugeot built a 495cc Motorcycle with two cylinder four-stroke engine with two camshafts gear driven, with four valves per cylinder. It won at least one major race the 1914 French Moto Club Grand Prix run at Montargis, and I think the head on this one may have been Aluminium - maybe John or Christian may know more on this one. Sharon & Terry.

**Jeff wrote:**

Hi Gang;

Wow! When I started this thread I had no idea how much history this bike had. Really is amazing stuff. I wonder if the guy's that put it together ever gave any thought to idea that it would create so much interest 75 years later. Regardless of it's record it belongs in a very special group of technically innovative machine of that period. I hope that some day I get a chance to see it up close. Jeff in SoCal

**George wrote:**

Absolutely not. AJS were always a very innovative company and they realised the value of the world speed record. They thought they had the technology to build a world beater based on the very advanced cammy single. I think they were pretty disillusioned with it's lack of success especially at the time of the take over by Colliers. It was just another development cast aside or sold off to whoever could use it. It has certainly had an interesting history and is a credit to those who have owned it. On a related note, the National Museum have had the world record Triumph (Johny Allen's bike) - the inspiration for the name Bonneville - reconstituted from a charred wreck. No matter the rights or wrongs of how we got here, it is good to see we have not lost that one either. Geo

**Bob wrote:**

Hi all,

Gee, its amazing how many messages you have to go through if you don't look the group up for a few days. I hope I can remember to answer everything.

1-The cutaway AJS article is on pp118 & 119 of 'The Motor Cycle' for July 24th, 1930.

2-The Motor Cycle article specifically mentions the engine having alloy heads with cast iron valve seats and bronze valve guides but read note 4!

3- The Australian Motor Sport photos of the bike show the supercharger (a Power Plus eccentric vane type according to the article and driven at engine speed) sitting behind the engine and above the gearbox. No data available on boost pressure.

4- The AMS article further goes on to say the cylinder heads are aluminium bronze and no valve seat inserts are fitted. Compression ratio (unblown) was 10.5-1. Also says the cylinders now fitted are normal cast iron cylinders but at one stage had been fitted with barrels turned from solid steel.

5-For Sharon. Reg Munro was the Jowett agent, not the Jowett brothers, sorry if I didn't make that clear. Bluey (red head of course) was an auto-electrician and did his apprenticeship with him. I've racked my brains to think of his full name but haven't yet. It'll come when I least expect it. It's a bit embarrassing to forget it as the first car I ever drove was Bluey's MG "Y" type saloon. He was very proud of it. A long time ago I came across Reg Munro again in a magazine article on racing cars and from memory he was racing some form of rear engined small racing single seater vaguely similar to a Cooper but except for noting the name I didn't take a great deal of notice except to think he must have been involved in motorsport for a long time.

About the only other thing I can think to mention is that the author of the AMS article was Henk Elfrink and the article was published when the magazine was full size and not Readers Digest size like the very early ones. Pity the photocopy didn't include the date of publication.

Cheers, BOB

**Sharon and Terry wrote:**

Hi Rohan,

With the Supercharged AJS it is very important to pay attention to the dates and the changes made to the Engine and running gear.

AJS were experimenting very early with Aluminium/Alloy Heads as can be gathered by writings of the times, besides the Stevens Brothers had been making and experimenting with engines since the late 1890's - many engines even this early had Aluminium/Alloy parts and Bronze also. Lots of Early Racing cars also had light Aluminium/Alloy Heads made by Aircraft Engineers around WW1. That is another long story though. Bread and Butter production Motorcycles stayed with well tried practise but not the one off racing machinery.

With the AJS(SC'ed) when it first appeared it had forward facing exhausts from both cylinders and reward facing intakes. So during this earlier stage of its development and its first appearances, this is when my information sent into the group about the engine was first written by people actually involved with the AJS at this stage it did not have a SC and had Aluminium/Alloy heads with either Bronze Valve seats inserts or Cast Iron as stated in the period articles. When the AJS next appeared the engine had changed very much so, including the heads the intakes were now in between the cylinders. At this point the heads may have been of a completely different type of alloy than the earlier ones. Maybe there were many different sets of heads and cylinders for it. There is at

least three or Four just judging from all the different photographs of it over a period of years during the 30's.

Many UK motorcycle companies were experimenting with Aluminium/Alloys for Cylinder Head use in the 1921-22 period on their IOM TT entries as well as AJS, Scott as already mentioned for you here's another Velocette. Some companies did not have the Money to keep experimenting.

Bob's point number 4. is from a much later part of it's history after many changes to the original design. The First heads it appears with have large Vertical Fining the later heads have mainly all Horizontal Fining with some very small vertical ones on the drive side.

Sharon and Terry.

Hi all.

Following my collection of mails in this group regarding the big AJS, the document was read by NZ Bill Martin from the post-war group. It turned out that Bill knew the "Bluey" appearing in Bobs information about the bikes life in Tasmania. Amazing how small the world is these days.

Bill took the paper to Bluey, who then wrote down his story. I have applauded Bluey through Bill for taking the time to do so.

Regards,  
Christian

PS! Here is Blueys story:

### **1000cc. A.J.S. Special V Twin.**

#### **Account by David Dowd [Bluey] from 1948-1953.**

My association with the 1000cc. A.J.S Special V Twin is that one of the main players in this story was Mr. E.J. Walkem [Jock] who I did my apprenticeship with as an Auto Electrician. In 1948 Jock was a very keen motor cycle racer and had many fine machines in his workshop for the six years I was with him, one of my favourites being the KTT Velocette. A lot of names have been mentioned in the write-ups I have read but none of them have been linked correctly, so I will attempt to rectify this here.

Jock Walkem was a pilot during the War and was based at Deniliquin, when the War finished he returned to Launceston, Tasmania to start his Auto Electrical business. Reginald [Reg] Munro was also a pilot but was based in England for the War's duration, on his return to Tasmania he became the Flying Instructor for the Aero Club based at Launceston Airport some 14 miles out of the City. I always knew him as an Aero Club Flying Instructor.

One street up from Jock Walkem's workshop which is still standing at the corner of Canning & Wellington Streets, was Charles Street where the Jowett Brothers [Trevor and Wilf] who were the A.J.S. and Triumph agents in Launceston. I am not sure now as to the year they immigrated to Tasmania from England but I was told they had purchased the Big A.J.S. from the Fernihough [Eric] Estate. Reg Munro must have purchased it from the Jowett Brothers.

Incidentally the Jowett Brothers have no association with Jowett cars.

The Jowett car agent was Donald [Don] Gorringe and his Manager was Donald [Don] Goss.

We became quite involved with Jowett Javelins and Jock Walkem ironed out many of their problems, they were a lovely car to drive and well ahead of their time.

I became a very keen motorcyclist myself, my first machine being an ES2 Norton, from then on I owned A.J.S and Matchless machines.

Reg Munro must have agreed to let Jock have a long term loan of the V Twin A.J.S. as the first time I saw it Jock and I went to the Airport and there it was leaning against a wall in one of the hangars. It must have been a goer as Jock said to me do you want to ride it back into town, which I jumped at. I left the aerodrome



and away I went, [no Registration, Crash Helmet or anything like that] Jock followed in the Javelin but the Big bike took off like a rocket leaving Jock far behind until we got into town. I had a big problem with the clutch lever and found it near impossible to pull in.

In the following years a lot of work was done with the bike in the workshop and I was fortunate to be involved. I will always remember the beautifully machined surfaces on the Fly-wheel and Con rods when you wiped the oil off them, they were like mirrors.

On reading some of the material written about the bike, I have always remembered the barrels being Bronze [but I may be wrong] . The Supercharger was an unreliable unit, [unlike Rootes] and was discarded, strangely enough I thought it was a Shorrock, not a Power-plus.

Jock decided to have a go at some speed records and two very large Amals were fitted. In preparation for these runs Jock's wife Alcie, was not very happy about him riding it solo, so a non passenger sidecar was constructed. My small part in the preparations was to recork the clutch, a part I had a bit of experience in. The bike had a three speed Sturmey Archer gearbox.

The Launceston Motorcycle Club was a very old Club with many dedicated motorcyclists and opposing factions. Our group disliked B.S.A.'s for what reason I don't recall now. Beach racing was very popular in the early 1950's. [Incidentally B.S.A.'s usually won.] This Beach racing was done on a short circuit at Green's Beach at low tide, it is situated about 30 miles North of Launceston.

The Speed runs were held at Baker's Beach which had long straights. I am not sure of the figures now, but Jock did two runs before the Clutch gave out. The fastest run as I remember it was 113 M.P.H. but I stand to be corrected on this.

The bike languished in our workshop for some years, it usually being my job to wheel it out [usually at Christmas] for tourists to take photographs, the bike was seemingly known on mainland Australia. I did not own a camera, not many people did, if you did it was usually a Kodak Box Brownie, hence I did not get any photos myself.

The Sutcliffe's mentioned in the material I have been given, were keen motorcycle riders and rode Velocettes, but they had nothing to do with the A.J.S. to my knowledge. Another notable rider was Reg Hay and his wife Hilda, both who came to Tasmania from England. Reg was the official Starter for the Beach racing and I always remember him being very wary standing behind any Scott when he dropped the flag, as they had acquired a reputation for running backwards. Reg was a great Velocette enthusiast and owned a lovely Mac Velocette.

While I was with Jock we had a succession of many fine machines pass through, Manx Norton, the KTT. Velocette which I have already mentioned, and later a Vincent HRD. Rapide which Jock tuned up for speed record attempts.

As well as the bikes we had some great cars, from Riley's to S.S. Jaguar and M.G's, Jock also built a variety of Specials, Coopers were popular then, usually with a motorbike engine in the back, either Norton or Vincent, nice little single seater racing cars. Jock also built an all Aluminium 2 seater body on a wrecked Javelin and was very successful with this.

I also did a bit of flying with Jock as we went out to the Airport for maintenance to Aero Club planes predominantly magnetoes, which I did for several years, we had a D.C.A. license [Department of Civil Aviation.]

After I finished my Apprenticeship plus a year, I left Jock Walkems and journeyed to Melbourne where I worked in an Aircraft Factory at Fisherman's Bend. The Airstrip outside this factory was also used for Car and Motorcycle racing in the 1950's.

At this factory we were building English Electric Canberra bombers. From there I moved to Mt. Beauty [close to the border of Victoria and New South Wales.] It was while there I met and worked with Bob, I had just bought the MG.Y. Saloon. I owned a MG Y Tourer in Tasmania, a beautiful car [wish I still had it but have been told it is back in England.]

Returning to Tasmania I would see Jock and one of his later achievements, which I believe he still holds, is the record for the circumnavigation of Tasmania in a Power boat, no mean feat. Jock was later to die in a Power boat accident at Coles Bay on the Eastern side of Tasmania. His wife Alcie died in recent years.

Those were magic days with many happy memories of many great British motorcycles and many happy years of riding them.

I have since learned that another Automotive Electrician, who worked at "Repco" in Launceston, Tasmania [a notable parts supplier] rode the Big A.J.S. at Bakers Beach, his name is Graham Clifton and he received an official Trophy [which he still has] for achieving 123.2 M.P.H. this was the Eric Slater Memorial Trophy. The Bike was ridden solo for these records, certainly a great achievement back in the 50's.

Thanks for help from Bruce Carswell my old Foreman who helped jog the memory banks and helped with past reminiscences.

David Dowd (Bluey)