

CRAN JARMAN'S 1926 A.J.S.

When Jarman won the 1936 D-J on this 10-year-old, 350cc-side valve machine, everyone was dumfounded. His race time was 6 hours 52 minutes. Even when one considers the fact that he had a handicap start of 1 hour 20 minutes that time was still pretty staggering, taking into account poor road conditions, possible farm gates, etc. There was always a degree of mystery about the bike and Jarman was extremely reticent about it, refusing to divulge any information regarding modifications that he may have made.

At his request the machine (by now in pieces) was given to the Heidelberg Transport Museum after his death. Towards the end of 1997 they approached me regarding its restoration, and I must confess to being very hesitant to undertake this. After viewing what they had and establishing that it was virtually complete, although without the petrol tank, I agreed to do the job.

Once all the pieces were in my possession they had to be stripped, cleaned and sandblasted where necessary. I found many of the components to be very badly worn which necessitated making many of the parts, as the old ones were simply worn out and virtually useless. My thanks to Colin Anderton for the loan of a petrol tank and vernier timing sprocket so that I could make these items, and his help on some of the technical details. Thanks also to Jim Williamson who let me have two old beaded edge tyres - to import new ones would have cost about R800 per tyre.

The A.J.S. was finally completed and tested by February 1998 and officially handed back to the Museum in March. The bike has been entered in the 1999 D-J, and did the pre D-J Hugh Ferguson Rally in February without any problems. I would like to think that Jarman might have approved of the restoration of his treasured motorcycle - although he doubtless would have been very critical of my efforts.

It is great to think that this A.J.S. will once again be competing in the D-J after a break of 63 years. The two-day D-J Rally will be a tremendous test for both machine and rider, the machine having the advantage of being one year younger!

Hew Hollard
27th February 1999

RAND MOTOR CYCLING CLUB

JOHANNESBURG
SOUTH AFRICA



Certificate of Merit

This is to Certify that

Mr.

E. Jarman

Riding an A.G.S. machine gained
First Position

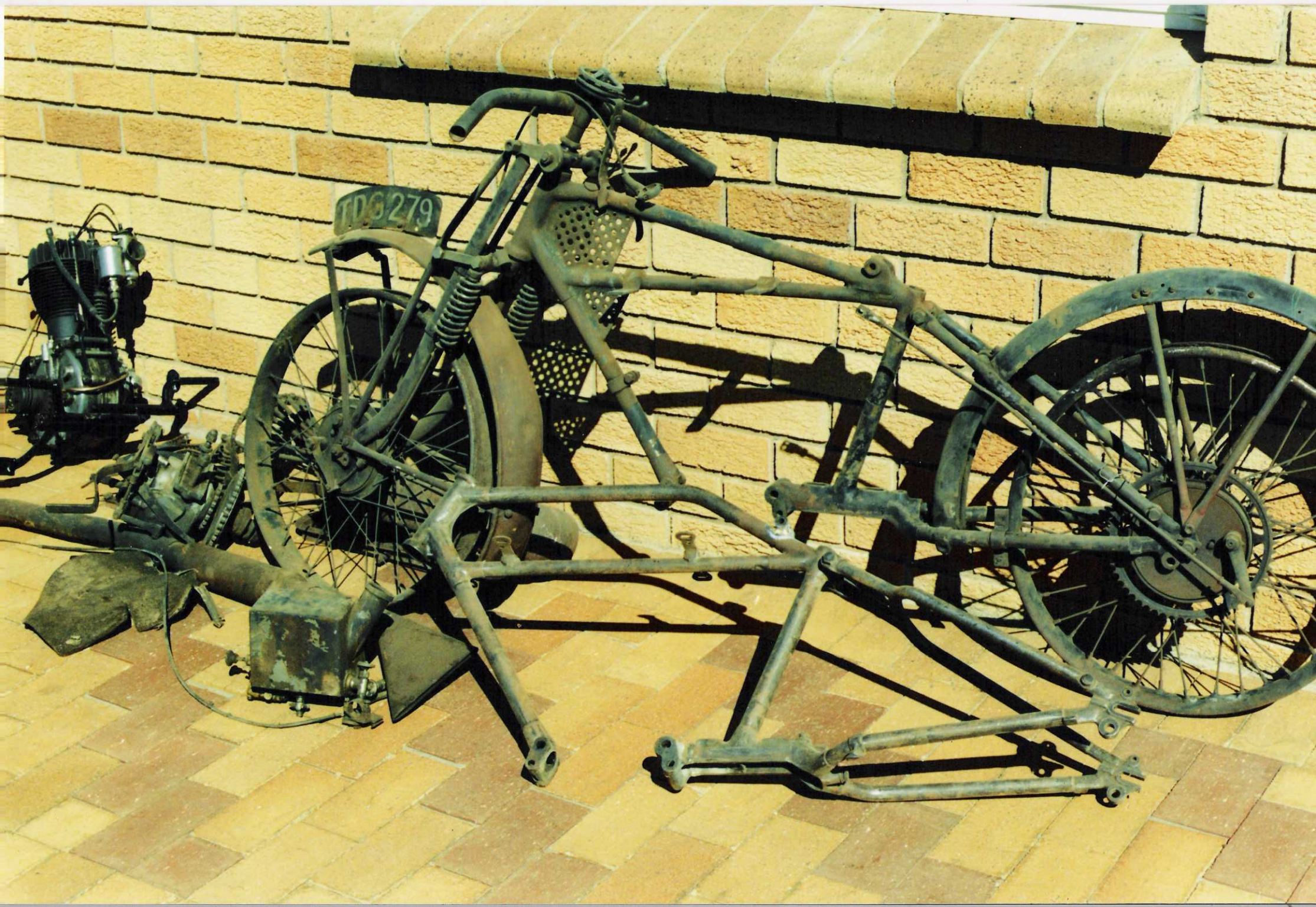
in the *Durban - Johannesburg* Competition,
Johannesburg, this *1st* day of *June* 19*36*

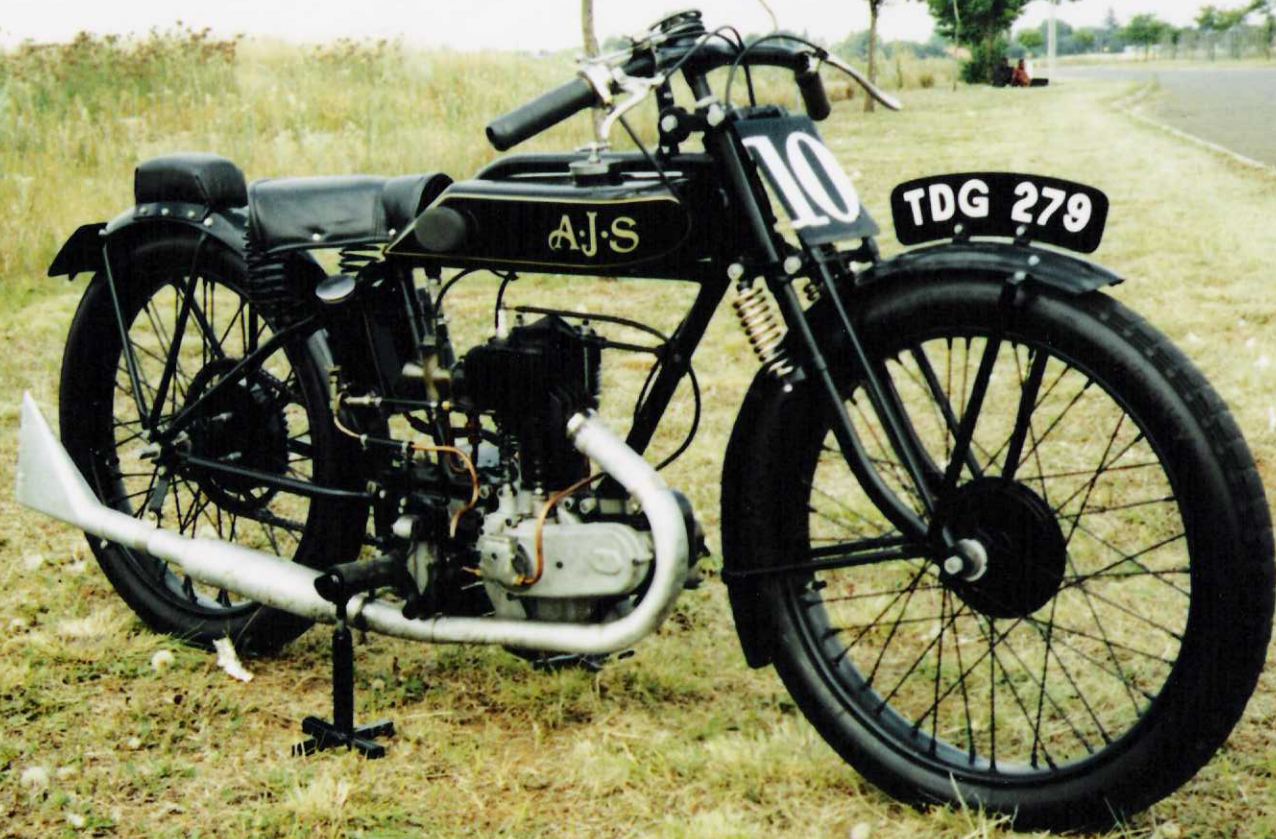
Arthur + Muma

Chairman.

Arthur + Muma
Honorary Secretary.







525 Alderberg Village
Somerset West 7129

30th April 2002.

Dear Stewart,

Many thanks for sending me a copy of Classic Car Africa showing the old A.T.S. on which Granley Jarman won the 1936 Dreyer and on which I finished 15th in 1935. I read the article with great interest and it brought back many memories of my early days in motor cycle racing. There are a number of things in the article which are not exactly as I remember them but this of course is really unimportant as there are surely no one who would be interested in these details. But as you appear to be one of the few people who would be interested maybe you would like to know a little of the history, apart from the fact that writing this, will be pleasantly nostalgic for me I hope you would not mind reading this bit.

Granley Jarman - in the early 1930's was a hero to all the school boys in Nigel where he operated the Nigel Motor Works

and where I grew up, after all I ran was a Dayton rider. In his first ride I ran a bike the 350cc ohv. A.J.S. mentioned in the article and this was a very potent bike being fitted with a close ratio gearbox and a foot operated pedal for changing gear. In 1932 he rode a 500ohv. A.J.S. which he brought from Jack's Motors in Ghr. and he finished 20th #. He latterly sold this machine to Jack Friedenthal who subsequently raced it for a while. In 1932 I passed out of Technical College only to find myself in the middle of a slump with no work available. For the next year or so found myself working part time in the Nigel Motor Works (Ivan's Garage) doing odd jobs, which seemed to be mainly polishing inlet & exhaust ports as I ranley main work was repairing motor cycles. I worked there, but I did not work to become a mechanic as I wanted to be an engineer, and the understanding was that I was free to go whenever I found suitable work, which I found and I moved to Ghr. returning every week end to visit my parents but always managing to finish up with I ranley either at his garage or his small holding outside Nigel.

One weekend Branley asked me if I would ride a bike for him in the 1935 Deyar. I of course was delighted and so off we went to a farm where Branley brought the old 1923 side valve A.S.S. for £40.0. The bike had been tanked in a large chicken run and so had to be stripped & cleaned by you know who. and then we put it all together again. Bran had the barrel rebored and an new piston fitted by Gaffes Motors, glb. then new chains throughout and I cannot remember if anything was done about the tyres, but I do remember one thing (and please remember I was a very unsophisticated 19-year old boy) and that is that little "bum cushion" perched on the back of the rear mudguard. even in its restored condition. I thought that if you were a racer you lay flat on the tank stretched out and that is why it is so far back. The reason for its size was that I could not afford a larger cushion which normally fitted just behind the ~~can~~ saddle. Bran said that I could not be flat for 400 miles and of course he was correct and so I furnished sitting on the mudguard between the saddle and the cushion as the saddle straps make half way through the

race. The machine bought from the farmer
 was fitted with a gear lever on the right hand
 side of the tank, so gear changing was
 a laborious intensive procedure. However I found
 that by blipping the throttle. (oh yes we did
 get a first gear) and using my left hand across
 the tank I could change gear and this way
 the machine performed better. In later year
 I used this method all the time for changing up.
 The original bike had a small tank with
 two compartments. one for fuel and one for oil. and
 oil was introduced into the engine by means
 of a hand pump. which protruded out of the oil
 tank, so lubrication was a very hit & miss
 affair, as one pressed the hand pump down
 until the smoke appeared out of the silencer
 so all was well for a few miles. when the
 procedure was repeated. During the race
 I ran out of fuel and oil and wasted a
 long time getting a lift to a store - returning
 and then continuing. I lost time for a
 variety of other reasons, and although the
 time lost was around 50 minutes if not
 longer I finished the race only 40 minutes
 behind Roy Hestrich who won on his
 Excelsior Maxman. After the race I asked
 Gran if I could ride it again in 1936.

but he said that he would be riding the machine himself, so my stint as a "test rider" was not over but just beginning. I was at that stage still rather inexperienced (noob) and Harold Stale offered me a ride on one of his 250cc two stroke flat top James bikes, on which I fared not to badly, coming 5th in the P.E. 300 and second in the Kurlen's 100 behind Johnny Salway. I was leading the Bluff 150 when my magneto packed up. By this time my stint as a "test rider" was over and I acquired a 350 Max Norton on which I raced fairly successfully at Natal Street where the Harlequin M.C.C. held their meetings. By this time Bepe had acquired a potent 500cc Max Norton and was blasting away all opposition. Natal Street was closed and the Harlequin M.C.C. decided to make their own $\frac{1}{2}$ mile circuit which did not suit the Nigel members of the Harlequins as we were using machines really not suitable for very short circuits. Cranley & I together with Bepe & Julie, Friedenthal decided to form the Nigel Motor Cycle Racing Club and I obtained permission from the Manager of the Nigel Sd Mine to make a track on mine property around an old dried up lagoon, and we finished up

8.6

with a very nice track of some 3 to 4 miles with the back straight being nearly one mile long. so we were all very happy and we had a lot of successful meetings there. After a year or two the mine leased part of the ground for agricultural purposes and we were without a track. However we found a sympathetic land owner who allowed us to make a track between Nigel & Heidelberg and so the Jimmie Guthrie Servant came into being. Ivanley & I were great admirers of Jimmie Guthrie of Norton fame. and we obtained permission from his widow in England to use his name.

The years rolled by and I left gth. with my wife & 2 small children to go to Kynana in the Southern Cape where we spent 13 happy years. (I was managing a sawmill there) & my association with motor cycle racing came to an end and I concentrated on my golf which I played since I was a small boy. I fared fairly well and won quite a few big competitions and the Kynana Club Championship and was also awarded provincial colours as I played for Southern Cape for nearly 10 years.

When Ivanley sent me the paper cutting showing you and Befe my reaction

#9

was one of great pleasure and brought back memories of how much comradeship & fun we enjoyed in those days.

Coincidentally my wife and I will be celebrating our golden anniversary this year and sometime during this year we plan to spend about 2 weeks in gth with David and I hope it will be possible for us to meet & have a chat about old times as there are still heaps of stories to tell.

My best regards to you,

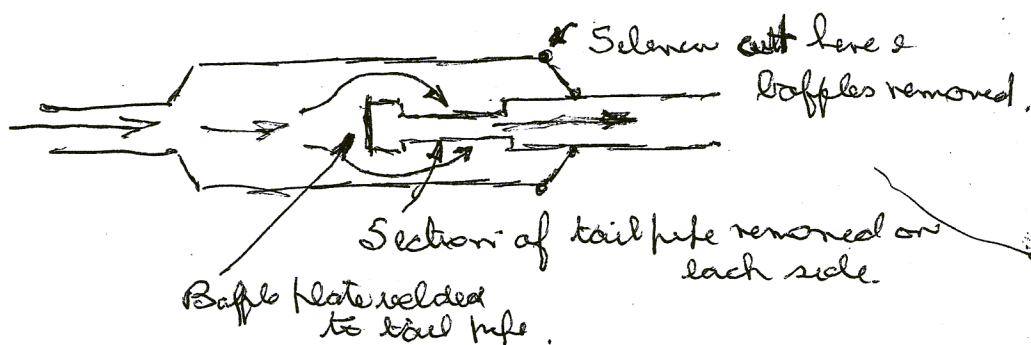
Yours sincerely,

Allan Wilson

P.S. On reading through this letter I note that I have made no mention of the difference between the machine I rode and the machine loan rate, - although they were the same there were a number of improvements.

Before going into that you may be interested in Stanley's mythical silence. The silence fitted to the machine in 1935/36 was as shown below and was an idea from Burbi Kinsey who made this up for me when I was in Dunbar before the 35 race.

#4



With this silencer any nod hooked up the tail pipe was stopped by the baffle plate welded to the new tail pipe. I think Branley had a really good chuckle telling that yarn.

The article was very interesting and Hus Holland has to be congratulated on a wonderful job of restoring the old bike and I am sure Bran would have loved it.

The photograph of the wreck was a trifle "stage managed" if I may so say. - for on examination of the frame it will be seen that the photo shows a frame from a saddle tank A.J.S. and the actual frame is the one lying on the ground with the engine. Note the top bar of each frame. I am almost sure that Bran used the cloverleaf gearbox the crankcase the fuel tank the oil tank and the cams from his rather potent 350 oh.v. Agony.

Looking forward to seeing you sometime.

Alan.