

The Log Book of Harry Beanham
by David Bernardi and others
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Marusho/Lilac Motorcycle Register

Ralph Walker
1542 North Jefferson Street
Arlington Virginia 22205
USA
(703) 237-0859

e-mail: see web site

Web site: <http://www.MarushoLilac.com>

The Log Book of Harry Beanham

Introduction

On Saturday the 21st of March, 1998, the Hamilton & Miller Pty., Ltd., auctioneers, sold about 30 motorcycles belonging to the late Harry Beanham. Included were a Brough Superior, some Indian Scouts, a Rudge Ulster, some V-twin BSAs and Enfields . . . and five Lilac LS-18/1s.

These were the only Japanese bikes in the auction. Apparently Harry, whom you will learn more about in the following pages, had taken a shine to this model – quite a compliment coming from such an experienced and well-regarded old hand.

The Lilac motorcycling community had known about this cache of bikes for some time. Now we know a great deal more about their history since two of the successful bidders, Colin Horn and David Bernardi, have kindly forwarded information about the auction, the Lilacs and, of course, Harry Beanham, for inclusion in the Marusho/Lilac Register.

In addition to Colin Horn and David Bernardi, Reg Challenger and Brian Greenfield of the Vintage Motor Cycle Club of Australia (NSW), Ltd., have kindly allowed us to reprint their thoughts on Mr. Beanham, which originally appeared in the auction catalog.

Unfortunately, I am unable to credit the 3 ancient black-and-white photos of Harry which are included.



The 'Log Book', which furnishes the title for this article, is a historical document which gives us a window into the workings of the Lilac machinery and the machinery between Mr. Beanham's ears. All of us have these books and scribbles, but somehow his are more noteworthy, since the man who penned them was so extraordinary. And if you are presently working on a Lilac, Harry, even thirty-five years later, may actually save you from a few missteps.

*Ralph Walker, editor
Arlington, Virginia, USA
February, 2000*

Harry Beanham 'ALL PARTS', our Past Patron

Harry Beanham was the Patron of the Vintage Motor Cycle Club of Australia (NSW), Ltd. The Beanham group assisted financially with the cost of producing the club journal Drip Feed, a fact which Harry did not want widely known. The following brief history has been reproduced here with the kind permission of Trevor McGowan of the Club, and the authors.



This is not a definitive history, but my recollections of a character whose *persona* will be permanently etched in my mind for all time.

Harry began life in poor circumstances in the industrial suburb of Surrey Hills, Melbourne. He served an apprenticeship as a pattern maker, an extremely skilled trade — for some reason or other a poorly paid one considering the expertise needed to practice the craft. He worked in conjunction with Phil Irving making patterns for the Crankless engine partly designed by Irving and he gets a mention in Phil's memoirs. On receipt of his first pay packet, Harry purchased 2 pen knives, very desirable items for a boy in 1917. One of these he used all his life, the other he kept as a spare in its original box; no doubt it will surface in the Final Sale. His father was a keen motorcyclist: Funny thing how the motor bike gene is passed on. There are countless examples of bike-riding fathers, sons and grandchildren.

A year or so back, very early copies of the English monthly *The Motor Cycle* started to appear in the front showcases in Munro Machinery, one of Harry's many business enterprises. Though the prices asked were quite steep, in my case no money changed hands, Harry, forever the trader, swapped other things with me. I took several 1905 and 1910 editions away and the very next day a few more appeared, and I asked him why he did not sell them as a complete set. His answer was "they are worth more singularly". These old books were marked on the cover with his father's name, so they had been in the family since Harry was a toddler.

On moving up from Melbourne in 1929 with his brother, Harry opened his first motorcycle spares shop next door to Dumbrell Smith and Hayes, who also were bike wreckers in Wentworth Avenue, roughly on the corner of Hunt Street and, if memory serves me correctly, it was later used as a motor cycle showroom by Fred Syme. Next door was Les Alcock the Auto Electrician, who was the bike magneto and generator specialist of the day, and, would you believe, met an untimely end by electrocuting himself fiddling with his own domestic electricity supply at his home.

Harry then moved across the road to the "Barnett Glass" building, the tyre wholesalers, and rented a small shop on the corner of Foy Lane and Goulburn Street. This is where Paddy Ryan worked for Harry, evidently seeing how lucrative the bike wrecking business was. Paddy set himself up in partnership with Roy Honey over in Hunt Street to trade for many years as Ryan and Honey, before the inevitable split of the partnership, and Paddy shifted to Parramatta where the third generation Ryan continues to this day.



As the Beanham "All Parts" business bulged at the seams, more space was required so the business moved across the road opposite and still in Goulburn Street to much larger premises. My lasting memory of this period was the large Sunbeam car he drove to work each day and parked outside, no Brown Bombers then eh! The headlights on this car were about two feet wide, quite an imposing vehicle and at times it served as a mobile creche for his daughter. At the time I was running a sign-writing business and a valued customer was Harry Beanham. He never quibbled about a price or bill if you gave him a fair go. His manner was so "olde worldly" that some tried to take him for the proverbial ride, not many were successful as they met their match with H.B.

Harry Beanham was a man of many talents; an accomplished musician and ballroom dancer, and spoke 6 languages and, though not fluently, had an understanding of them all, and enjoyed being the dopey bystander when people doing business with him chatted away in their own lingo. At one stage his passion was photography, and this was the key to his business empire. After the war, like most other commodities, photographic paper was unobtainable. He got hold of a huge quantity of Army surplus photo paper that was a bit short of bromide to produce first class prints, so he cut it up into commercial sizes and packaged it up with a little packet of extra bromide. This sold like the proverbial hot cakes, enabling the Camera Company to be set up which, at one stage,

was in a decent size shop in Pitt Street, opposite the "People's Palace" and ably managed by the well known motorcycle, speedway and car photographer, Byron Gunther.

The Beanham empire continued to expand with the purchase of an ex-Navy munitions store in Munro Street, North Sydney. Now a choice bit of real estate, this was filled with wartime lathes, drills, mills etc., which were just as hard to come by as photographic paper. Once again Harry had cornered the market. A small shop was set up just along Campbell Street, from Hazel and Moore's. This was a treasure trove to the do-it-yourself mechanic, chock a block full of aircraft stainless BSF nuts and bolts, alloy rivets and all manner of ex-aircraft tools, etc. A most desirable item were the wartime platinum-tipped spark plugs much sought after by the speedway riders and tuners of the day. As an aside, my eldest brother was in the RAAF from 1935 to 1963 and his job after the war was disposal of war surplus materials. One buyer would pay 4 pence each for platinum plugs and would take as many as could be provided. This puzzled the "erks" packing them up until they worked out that if a bit of oxy heat was played on the tips of the plugs, after about a hundred, a sizeable pool of extremely expensive platinum was on the bench, enough to buy a beer or two and a few packets of smokes for the ensuing week. This was exactly the nice little earner the dealer had worked out, melting out the platinum and selling off the bodies for scrap steel.

After getting an offer too good to refuse for the Goulburn Street property, "All Parts" moved up to Regent Street, Chippendale, another Beanham Group property. The business appeared to thrive under the control of the V.M.C.C. member Joe Kadar but, towards the end, traffic and parking made Regent Street difficult to gain access for motorcyclists and, besides, the passing trade had moved west as Paddy Ryan had foreseen many years previously. In the meanwhile, Harry continued to beaver away from the Balfour Street premises of Munro Machinery, though at one stage, they relocated out in the western area of Sydney

A few years ago, after being skittled on his L.E. Velo by a yank running a red light, Harry took the decision to wind down some of his activities. Properties were sold in Sydney, Melbourne, Adelaide and Brisbane and the doors were closed at Munro Machinery, though he was still inside working away. The word retirement was not in the Beanham vocabulary, so a short time later he made a comeback at 90, opened up Balfour Street again and arrived each day for work. Only problem was that you had to see him before 3 pm as he made sure he caught the 4 pm train home to North Sydney. He had some sort of Freudian passion for L.E. Velocettes, perhaps because they were so unobtrusive, and had one in Adelaide, Melbourne and several in Sydney. When business called in any of these states, Harry would screw off his NSW number plates, put them in his pocket along with a biscuit or two, catch the train to his base in the other state, put the NSW plates on an L.E. and tootle off to his business appointments — all very convenient and economical.

How could one forget this elderly gentleman resplendent in blue bib and brace overalls with brown plastic sandals (rumour was that he purchased 2 gross of these sandals as a job lot), rolling up at a department of Supply Auction and discreetly tugging his ear when the right lot came up and silently sailing off on the L.E. having just purchased half a million dollars worth of machinery. How could one ever forget when Harry came to our earlier club days in the paddock at Leppington, again on the L.E., but this time resplendent in his white full overalls, (but, of course, with the obligatory plastic sandals), having earnest conversations with other club members and retreating at lunch time to the shade of the nearest gum tree to eat his home-made sandwiches out of his usual brown paper bag. No greasy snags for him.

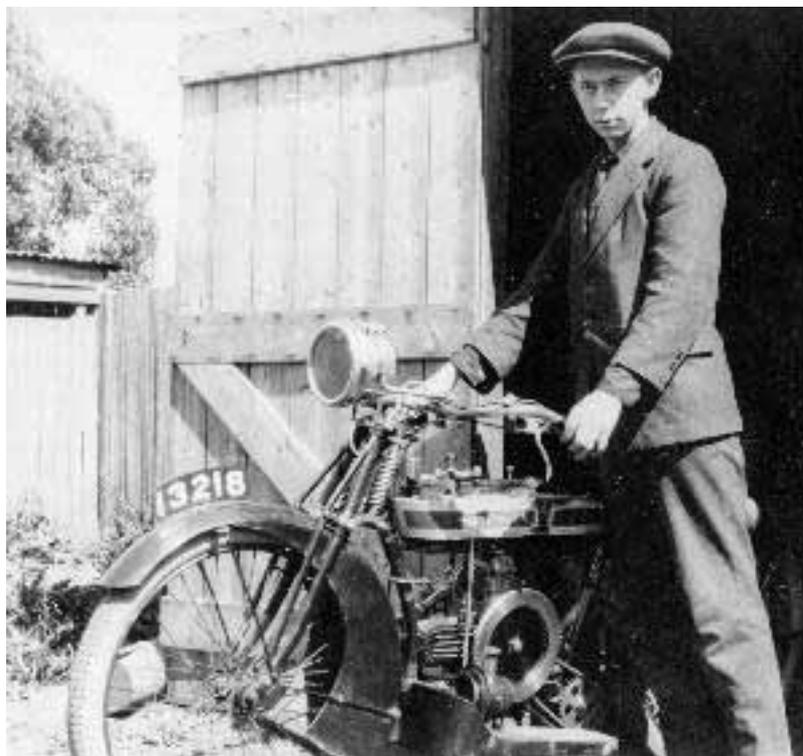
Names that come to mind of the Beanham Group of Companies are: Munro Machinery; Camera

Co.; Irvines (Brisbane); Gearco; All Parts, Sydney, Melbourne and Adelaide; Beltons; Diecut Piston . . . no doubt there are many more of which I am unaware. Harry Beanham must be the original neo-Luddite. He had his own unique accounting and pricing system that seemed to come out of the days of the abacus and clay tablet, but it worked. No need for computers, modems etc., that consistently churned out bills for non-existent accounts, or counter staff who could not add up. To visit Munro Machinery was like being in a time warp as members will recall by what used to turn up at the Vintage Club Annual Auction. It's hard to imagine that a Harley engine still in the original grease and packing would exist 50 years on, but that's what came out of All parts several years back. I recently purchased a pair of Spitfire pilot's Mk V goggles still in the original box, unopened.

In latter years, Harry played the stocks and shares market and each and every day a period was put aside to swot up on the ups and downs of the economy.

Vale: [Ed. Note: 'Vale' means 'Farewell'] Harry Beanham at 94, a truly unique Australian character. a Motor Cyclist from the boot straps up, and no doubt after the Great Creator made the pattern for "Harry the Pattermaker", He destroyed the mould. He carried out his life and departed in the same manner which he rode his beloved Velocettes: silently, with no fuss, bother or pretensions, and steadfastly maintained he would only attend one funeral, his own, as was the case . . .

Reg Challenger
Brian Greenfield



Harry Beanham's Lilac log book

These entries were transcribed from a small exercise book kept by the late Harry Beanham. Entries for a Standard Truck, a Norton ES2 and two 600cc Zundapp flat twins are in this book. But of special interest are the entries for 3 Lilac LS-18/1s owned by Harry. I have tried to transcribe the entries as accurately as possible; however the handwriting is rather poor and the layout is haphazard. Where I couldn't decipher the text, I have inserted question marks.

David Bernardi
Sydney Australia
January 1999

Entry for Lilac Engine No. E1-7976, Frame F1-0-8251



(newspaper cutting)

"Lilac 250cc. Reg. Clutch needs adj. Best offer 665-2579"

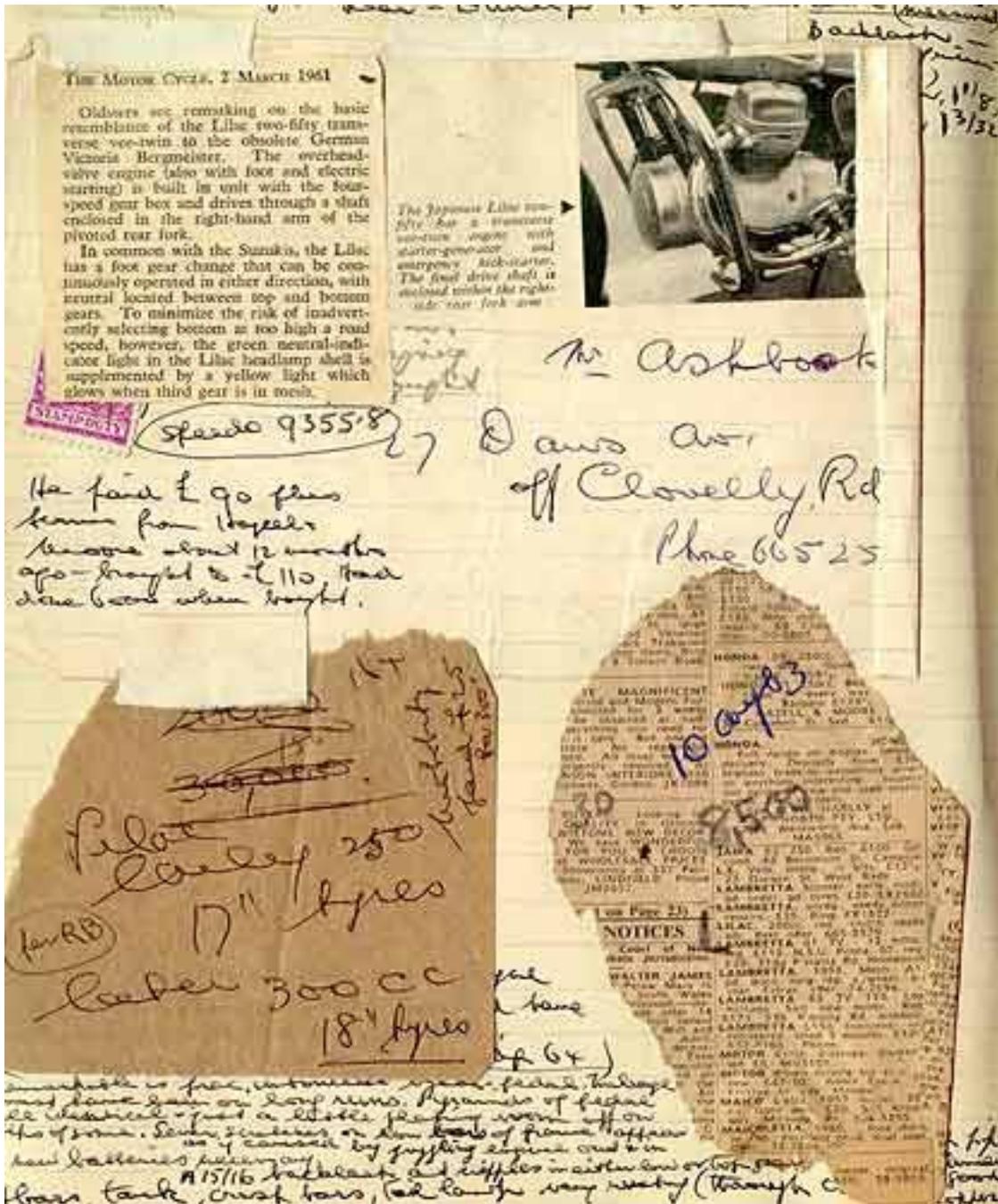
(purchase receipt)

"10 Aug '63. Received the sum of £22-10/- by cheque from Mr. H. Beanham being full payment for Lilac motorcycle Rego ER 414."

Mr Ashbooke
27 Daws Ave
(off Clovelly Rd)"

(notes on receipt)

"Clutch not disengaging when bought. Speedo 9355.8. He paid £90 plus services from Hazel & Moore about 12 months ago - brought to £110. Had done 6000 miles when bought."



Book Entries

Front tyre original Japanese 1/8" deep each side of centre rib. Rear - Dunlop 1/4" tread at centre (both measured). Backlash at edge of rim (measured) - Top gear 1 1/8", Low gear 1 3/32".

Remarkable is practically untouched brake pedal. Mileage must have been on long runs. Pyramids of pedal all identical - just a little plating worn off on tips of some. Severe scratches on low bars of frame appear as if caused by juggling engine out and in. 2 new batteries necessary. 15/16" backlash at nipples in either low or top gear. Handlebars, tank, crash bars and tail lamp very rusty (through chrome). Exhaust pipes and silencers good (copper?).

12 volt system Pos to earth. Black indicator on battery wire taken as negative. Works O.K. but later noticed instruction book shows negative to earth. (466 - other Lilac is NEG EARTH)

Speedo 9355.8 to start. Engine and gearbox loosened in frame, then separated (in frame) to dismantle clutch. 28-29 March '64 (Easter).

Going again 5th April. (Had engine running before dismantled - but not rideable because of clutch.) Refaced old clutch plate with new ferodo facings - 12 rivets instead of 6 as originally. Cut square hole in aluminium of flywheel housing to poke out loose (broken off) parts of old facings - these had taken up all the space needed to allow clutch release movement. This hole will serve as a vent - everything was rusty - possibly condensation. (only 1/16" hole in bottom of housing - easily clogged - enlarged to about 1/8" in case any oil needs to escape (there was no oil in the housing). Clutch plates were so rusty that seems possible bike has been submerged at some time - *i.e.*, where bits of facings touched, clean - but where exposed scale of rust up to 0.005" thick leaving deep etching when scraped off. Made special clamps to compress clutch - found that housing studs can be used also to start compressing (gearbox in the way, even though taken off at universal and pulled back. Then found that by removing the battery bracket, the gearbox can be pulled well up and out of the way - so do this (battery box) first thing if ever have to work on clutch again.

Machine is a pleasure to work on - everything is engineered - minimum of bolts. Tank nuts welded to tank, only 3 bolts hold engine, 4 hold clutch housing (and gearbox) to engine etc. Exhaust pipe flanges and packing very good. Contact breakers very accessible. No sign of butchering - practically nothing has been touched before (gearbox probably never off). Generator and contact breaker absolutely as new. Tank bolts and engine bolts security wire amateurish - indicating not original - though original assembly may have been in Australia. If not for renewed rear tyre and speedo showing 9355, would have estimated only 2,000 miles.

Apr '64 Speedo 9355.8. Sump drained, was at less than 'low' - very watery and black. No metal spots visible in sun - but enough grit (carbon?) to cover [Ed. Note: Scribbled area about 10mm square]. Has magnetic plug - effective but magnet is recessed, very difficult to clean off. Practically no sludge except in top of plug. Filled within 1/2" of 'full' mark with 1917 MobilOil A. Drain plug hexagon as new - may never have been taken out - Yes - fibre washer missing so must have been.

Rode to 62 on 10th April '64. Had to snake up Dunkirk St. hill in 1st - clutch slipping.

26 Sep '64 Speedo 9484. Experimenting with rubber blocks behind clutch plate (inserted through hole in clutch housing). Appears as though may be successful. (Has been idle at Munro St. since April - battery kept charged)

[Note from David Bernardi: I bought this bike from buyer T.A., who purchased it at the Beanham Auction. He was expecting to put petrol in the tank, pump the tyres up and ride it home. He ended up pushing it about 2 km home with flat tyres in the searing Australian heat! He had it for about 6 months in which he cleaned it up a bit. He realised that it was going to be a lot of money and work to fix the bike up and, as I was keeping in regular contact with him, he offered the bike to me for half what he paid for it. He also bought the log book from which these entries were transcribed, and passed it on to me with the bike. To date (Jan 99) I have not touched this bike, and am not expecting to for some time as I plan to complete E1-7852 first.]

Entry for Lilac Engine No. E1-7738

Lilac (ex Vic Poole) £45- 1st October '64 (he allowed £51-10 trade in, showed me). Previous owner paid £87-10, then spent £60 with Hooper (Davidson & Napier) on big end etc. Hooper fitted Honda pistons (not least smoke, so probably rebored). Has bad rattle when throttle open at 35 mph - like detonation - stops when throttle closed. Noticed this when rode along Anzac Parade before decided to purchase.

[Ed. Note: We do not know the frame number for this Lilac, nor where it is today, but it was not included in the 1998 auction.]

Entry for Engine E1-7938, Frame F1-0-8072.

Speedo 18560.0 at Goulburn St. (after a 5 mile test ride). Front tyre, Bridgestone, 3/16" tread, Rear Mitz???oshi (?), 1/16" tread (both used). Backlash at edge of rim - Top gear - 1 1/4", bottom gear, 1 3/16" (measured). Not rusty (as other) - Tank, bars etc as new. Reg no. FE441, was registered till Feb, but took without rego.

Steve McLae did 30,000 miles on his (later said 6,000). Says must keep oil level high enough to splash lubricate. Oil pump pressure is lost because of loose fit (when new) of front engine bearing. Never smokes much, even with crankcase level being high. Opined that if, as mine, slight smoke, must be getting enough.

11th Oct '64. Speedo 18570. Knock partly caused by one spring missing from advance/retard - found at bottom of housing. Rebuilt broken end and fitted. Advance/retard was also sticky - would fly into advance suddenly (and probably too soon because of only one spring). Brushed with kero then lightly oiled.

11th Oct '64. Checked rear drive oil, plenty coming out of level hole. Gearbox was about 1/4" too low - added Castrol D. Crankcase oil level O.K.

18th Oct '64. New Clutch wire.

19th Oct '64. Still has rattle (at times), but not so loud. Does not rattle when pulling hard uphill - no matter how fast - only when shut off - which would point to loose big end or gudge. If pre-ignition or early ignition, would be the reverse.

20th Oct '64. Rear wheel out (small puncture). Tube is good. As simple as Velocette to take out. Have to tip bike less if pass in and out LH side - wide brake shoes somewhat obstructive. Brake is a work of art - big wide shoes (linings perfect) - circular trap to catch any oil from bevel and drain away. The (8?) small bolts holding splined wheel centre to aluminum hub were slightly loose. Bent keeper back and tightened them all.

2nd Jan '65. Speedo checked from Munro St. EXACT (1.5).

8th Dec '74. Speedo 18771. Started in 5 or 6 kicks without cleaning points or plugs. Rode to Bay St - 100%, though seems under geared and noisy after Velocette LE. No sign of rattle mentioned in '64 - but had battery guard well tightened (cause of rattle in other Lilac). At open throttle seems to hesitate (dry up) in surges. At Bay St., took plugs out, one had 3/16" gap and the other 1/16". Put in two new waterproof KLGs (long reach, but not as long as previous). Electric system needs attention - charges only for short periods - blinkers and lights erratic - bad contact somewhere.

[Ed. Note: This bike was sold in the auction to an unknown buyer.]

Entry for Lilac Engine No. E1-7852 [Frame F1-0-8081]



Cyl angle is 66° (measured). Complete engine only ex 116 [Ed. Note: 116 Goulburn St. Sydney, the address of Allparts Motorcycle Parts and Accessories]. No. **E1-7837** (GRWCD with pipes no silencers) [Ed. Note: Harry bought this engine as a spare with the 7852 bike from Allparts on 15/12/1967].

Lilac Ex 116 \$30, 15 Dec '67. Chq 006ESA. 116 paid \$25.

Speedo 8438.7. Speedo is exact. ????? checks 1.5 to Munro St.

New Dunlop rear, Front Bridgestone, as new. Batteries NG - dry - and so sulphated could not have been used for years.

Brake pedal - 2 center rows - tips worn to $1/8$ " square (other rows each side are 'rounded' to points about $1/32$ " square).

Started 26th Dec '67 after checking oil ($1/2$ way and clean). Started 4th or 5th kick on LH cylinder only. Discovered RH contact points not breaking - all screws and nuts loose - and bell crank has been brazed up. Screw slots all ruined (one $1/2$ broken head on LH points). After adjusting and tightening, ran well. This is the only apparent tinkering on the machine - nothing else of ignition has been touched - and appears as though wiring inside lamp has been disturbed. Lilacs have means of advancing or retarding the breaker for each cylinder individually. Put about central position without checking otherwise.

30 Dec. '67. Speedo 8446.7. RH barrel off. Hard knock (as thought) when accelerating on road - but proved to be (RH) battery cover, only held with one screw, vibrating. Also was smoking badly on RH cylinder - caused by oil return hole through head and barrel down to sump being blocked with gasket goo. In almost perfect condition - big-ends each about 0.004" slack - can just see and hear the movement (turning crankshaft by adv. & retard plate). $1/16$ side rock of conrod at small-end. Checked the crankpin holding bolt - was dead tight. Piston, rings (plenty of radial depth) bore, gudgeon, bush, all practically new and original. Cleaned carbon (say 0.005 thick & hard) off

head and piston. New valve cover gasket - pep on upper side. Tappet adjustment was correct - did not alter. Real pleasure to work on - no snaps or inaccessible nuts (if have metric spanners) - the carb induction screws being the least accessible. Oil drained (nothing foreign) & DELO SAE30.

Oil appears to be fed into exhaust pushrod passage, from where crankcase pressure blows it up to rockers. Terrific circulation of oil, as found when return hole blocked & cover gasket blown. 2 new Vesta plug. One of originals (Jap) had nearly 1/10" gap, other 3/64". Oil levels gearbox & rear drive checked - OK.

Sun 18 Feb '68. Speedo 8587.7 (???) Caltex 30 (Delo) to within 1/2" of top of hole - was 1/2 way on stick - 1 quart brought to this level. Ran on stand to see if such overfilling showed up anywhere - but no - nothing from breather & exhaust no difference. Metal panniers fitted - came with machine but boxes had been taken off at 116 (frames were on the bike). Put a piece of nail in each lock so they can be turned with screwdriver (i.e. nail holds tumblers back).

20 Oct '70. Speedo 8778. Has been stored under canvas at 62 for 18 months. 2 new GS batteries (I filled & charged 15 Oct). Started easily. Tank 1/2 full so top 100%. Roughly cleaned (had put ????? oil & kero on most chrome parts). Checked oil - well over max mark.

6 Apr '71 Speedo 9245. Found at last cause of smoking at speed - breather not operating - valve must be wrongly timed - hole is clear. Pipe put into crankcase filler hole. Had ???? checked LH oil drain from rockers - quite clear. Question - is timing chest running dry. Will ???? put a hole in front of it and pass breather pipe in and out of chest. (From wrecked Lilac at Balfours - breather valve has 3 positions - is a flat valve of 2" diameter - rotated by camshaft & can be easily wrongly timed)

9 Apr '71 Speedo 9269 No. 2 - 5/16" holes are between crankcase and timing case. Put breather in top of timing case. The pipe from filler plug through a 24" long & passed up and under saddle. Still spewed out a lot of oil - wired bottle to exit - an egg cup full in 24 miles (i.e. failure). Filled to full with Golden Fleece OM270, with filler gauge not screwed in. Pair KLG WFE80 plugs fitted. Vestas OK - except Lilac dies on one cylinder after burst (going over bridge [Ed. Note: The Sydney Harbour Bridge]) - no pinging - but probably pre-ignition all the same (could be flake of carbon heating up). Fitted windscreen ex LE Velocette ????????

Close plug points necessary - evidently fairly high compression. Had opened new plugs to 1/32" - hard starting and exact symptoms of blocked pilot jet - OK when throttle opened - spitting, stopping etc. when closed. Now perfect - close to 1/64". The big headed horizontal screw is throttle stop - tapered point fits in cut in throttle slide.

May '71 Speedo 9421. New throttle wire - other one jammed somewhere inside - causing flat out revving (3 or 4 times) in effort to free cable - plus no key in switch. Needle was 3 from top - now 5 from top - trying to stop tendency to spit when throttle opened suddenly (really a matter of cutaway).

30 Jan '72 Speedo 9999.3. Sump drained. At "low" and quite sludgy, but nothing foreign. Filled Mobil A. See above (?) - heavy oil could be cause of clutch slipping when cold - hoping light oil won't cause slip when it gets onto clutch. A cup full of Mobil A also in gearbox - up to level (maybe over).

1st Mar '72 Speedo 10072. Clutch chamber plugged and filled with kero up to hole - washing clutch. Success - clutch perfect (550 miles later)!

23rd Dec '72 Speedo 10620. New battery. GS as before. Old one sulphated badly in one cell, causing motor to cut out when lights on and not revving.

4th June '72 Speedo 10625. Not used last 6 months. New speedo inner cable - noticed outer cover broken in the middle - not noticed speedo stopped - even so, doubt if many or any miles missed. Well oiled.

29th Jan '73 Speedo 10700. Above cable broke again - bend too sharp (outer) where joined with plastic tube. Took complete cable from 1st Lilac (**E1-7976**).

3rd Feb '73 Speedo 10800. Filled to 3/8" over with plug resting (= 3/4" over screwed in). Was 3/8" down (resting) - "Max" screwed in. Golden Fleece OM270 = 50 SAE. Took a 1/2 pint OM270 to fill gearbox.

?? May '73 Speedo 11400. RH rocker cover off as thought heard slight 'dry' sound - but all in order. Could have adjusted tappets 0.002" or so but doubtful if necessary, so left alone. Checked lock nuts. Rather much sludge (grease consistency) in corners.

2 June '73 Speedo 11592. Distinct rattle on over-run at 30mph. Possibly big end. Also battery often won't turn over to start - cold weather?

24 June '73 Speedo 11595. LH barrel off - LH big end good - RH over 1/64 pl . . . = 3157 miles.

(Note from David Bernardi: And that's how I got the bike in April 1998. LH barrel and piston off and missing, covered in oily dirt and rust, and a crankcase full of the thickest blackest muck I have ever seen in an engine. The big end was shot (both crank pin and RH conrod ruined). The breather problems mentioned were the result of a broken breather drive, not a mistimed breather as Harry surmised. Not mentioned in the log was the drilling of a drain hole in the side of the clutch housing to try and drain out the oil which was obviously pouring in from a leaking rear main or gearbox seal. (Probably the gearbox as he kept having to top it up.)

The HARRY BEANHAM AUCTION
SYDNEY AUSTRALIA March 21st 1998
Results of Lilac Lot Sales, reported by Colin Horn

A 1920s unrestored Brough Superior SS100 with a racing SS80 motor sold for A\$47,500.00, about US\$35,000.00 - outrageous. A couple of Indian Scouts, a Rudge Ulster, V-twin BSAs and Royal Enfields etc - about 30 motorcycles in all, the only Japanese bikes being the 5 Lilac LS-18/1s. An old gentleman at the auction told me that several hundred of these model Lilacs were imported by Mahler's of Sydney. This is different to what I have heard. I heard that they were all imported through Melbourne. I'll find out one day. . .

Two of the Lilacs were from Munro's and the other three were from AllParts.

All five LS-18/1's were in good original condition, as ridden in for a trade-in. Thirty years in a dirty old bike shop has taken its toll, but all were eminently restorable with little missing. I have summarised the Lot Numbers sold in the following table:

It was an exciting day, and was right on my doorstep Needless to say I spent all next day sorting and packing away these treasures.

Lot	Contents ~ Purchaser	Aust. \$	Miles	Frame	Engine
2	Bike Unknown	\$ 900-00	8,776.0	F1-0-8072	E1-7938
10	Bike Buyer T.A.	\$ 600-00	9,486.0	F1-0-8251	E1-7976
17	Bike Buyer M.P.	\$ 700-00	21,623.0	F1-0-8221	E1-8030
24A	Bike David Bernardi	\$ 450-00	11,595.6	F1-0-8081	E1-7852
24B	Bike Colin Horn	\$ 450-00	1,312.7	F1-0-8023	E1-7917

I am sure the low mileage on this lot is not genuine. The speedo cable is too short, pulling a kink down near the front hub. In my view this was the best buy. It even had the air filter retaining device, a mystery that has puzzled a few Lilac owners I have met. It is no more than a rubber ring which locates on the filter housing and seals on the back of the filter. And it has perfect front blinker lenses and a good tail lamp.

260	Motor/gearbox, Fuel Tank, Forks, Two sidecovers, small bits David Bernardi	\$ 20-00			E1-7837
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261	Motor/gearbox, Colin Horn	3 sidecovers, tank, box of bits \$ 50-00			E1-7861
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262	Motor bare, tray of bits Colin Horn	\$ 20-00			E1-7826
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No opposition. Motor E1-7826 had no timing cover with number. This was in Lot 260, so I assume it probably came off the motor in Lot 262

441	3 Sidecovers, clutch, many bits Colin Horn	\$ 50-00			
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A chap wanted a few Indian parts in this lot. We were standing together, and he nudged me, saying " For goodness sake SHUT UP! You can have the Lilac parts." So he stopped at \$70, and I paid him \$50 for 95% of Lot 441. It had several pushrods, a clutch, several sidecovers, etc., and mountains of Lilac fasteners.