

## South of England RealClassic Motorcycle Show Programme: Sunday 30th March 2014

Year	Make	Model	Club	cc
<b>1909</b>	<b>FN</b>	<b>2½ Lightweight</b>		<b>2¼</b>
<b>Classes Entered:</b> Pre 1950 Overseas Lightweight Sunbeam MCC				
<b>Bike Details:</b> Over 100 years old. Manufactured by the FN Arms Company in 1909, and used by the Belgian Army Scouts prior and during the First World War.				
<b>1912</b>	<b>Alldays &amp; Onions</b>	<b>Matchless</b>		<b>3½</b>
<b>Classes Entered:</b> Pre 1950 Sunbeam MCC				
<b>Bike Details:</b> Based in Smallheath, Birmingham, Alldays & Onions started manufacturing cars in 1898 and motorcycles from 1903.				
<b>1913</b>	<b>Premier</b>	<b>3½ 3 Speed</b>		<b>3½</b>
<b>Classes Entered:</b> Pre 1950 Sunbeam MCC				
<b>Bike Details:</b> This machine has competed in the Pioneer Run over 25 times ridden by the current owner. Was featured in the films 'War Horse' and 'Private Peaceful'.				
<b>1913</b>	<b>Veloce</b>	<b>IoE</b>		<b>2½</b>
<b>Classes Entered:</b> Pre 1950 Lightweight Sunbeam MCC				
<b>Bike Details:</b> The oldest and only remaining complete example of a Veloce motor cycle. Two speed, foot change, unit construction engine, mechanical oil pump, twin cone clutch. First registered on the road to J.J. Cookson of Macclesfield on 22nd April 1913.				
<b>1914</b>	<b>Indian</b>	<b>V Twin</b>		<b>1000</b>
<b>Classes Entered:</b> Pre 1950 Overseas				
<b>Bike Details:</b> Indian Motorcycles dominated racing in the early 1910's, winning the first three places in the 1911 Isle of Man TT. In the States these bikes were run on banked circuits, running up to 90+ MPH with No Brakes, No Clutch and No Throttle, power was controlled using the magneto kill switch !!! This 1914 Indian Racer (Engine Number 004) is nearly finished. As the owner wishes to use it, he will be fitting a back pedalling braking system, left hand throttle and a clutch.				
<b>1914</b>	<b>Rover</b>	<b>Sturmey Archer</b>		<b>3 ½</b>
<b>Classes Entered:</b> Pre 1950 Sunbeam MCC				
<b>Bike Details:</b> Found languishing in a garage, last used in 1972, as witnessed by an old tax disc. Not a barn find but a garage find.				
<b>1914</b>	<b>Triumph</b>	<b>Junior</b>		<b>225</b>
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> With the current owner for 7 years, who is only third owner of this wonderful machine. Found in the original owner's loft covered in dust and birds' nests, it been fully restored over the last 7 years.				
<b>1914</b>	<b>Triumph</b>	<b>TT</b>		<b>4</b>
<b>Classes Entered:</b> Pre 1950 Sunbeam MCC				
<b>Bike Details:</b> In 2012 this bike set a world record at Brighton Speed Trials - fastest veteran motorcycle over ¼ mile!				

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1914	Triumph	C	Sunbeam MCC	4
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Fitted with Sturmey-Archer three-speed hub gear.				
1914	Triumph	F	Sunbeam MCC	3½
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> TT Racer Fixed engine model F. The type F was supplied with a 3½ HP engine as standard (85 x 88mm = 499cc) to comply with TT regulations. However, it could be supplied with a 4 HP (85 x 97 = 550cc) engine to order.				
1915	Douglas	2¾	Sunbeam MCC	350
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Bought as a rust heap in 1997, with it's last tax disc from 1926. Used regularly since 1999, it has two speeds, no clutch, belt drive and manual oil-pump. Light and tractable to ride. Original frame and engine numbering amongst a batch ordered by The War Office. Saw service in the First World War, this model was very popular with the troops.				
1916	Douglas	V	Sunbeam MCC	2¾
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> This is a WWI Dispatch Riders mount, finished in WWI Khaki (dark earth brown). Note mud shield, three toolboxes and large gas headlamp. Douglas provided the greatest number of motorcycles for military use in the Great War.				
1920	Douglas	W	Sunbeam MCC	2 ¾
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> The model W is the Deluxe version of the 1920 2 ¾ Douglas range. It was fitted with footboards, 3-speed gearbox, clutch and kickstart. This machine was kept in a London motorcycle dealership as a non-runner for many years. Purchased in 2005, it was restored by the owner in time for the Douglas centenary in 2007 and used for London Douglas Club events.				
1924	Norton	16H	The Bracebridge Street Register	490
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> The last of the lightweight side-valve Nortons, as the years went by they got heavier and slower! A fast machine for its day, with only three owners from new. Used for many years with a side-car attached by a plumber in Wales as his work vehicle.				
1925	Levis	Popular		211
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> First registered 8th May 1925.				
1926	Norton	19		588
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Supplied new by Norton to Dan O'Donovan, a noted racer. In as found condition, believed to have Brooklands history?				

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Year	Make	Model	Club	cc
1928	AJS	K6		350
<b>Classes Entered:</b> Pre 1950			AJS & Matchless OC (Sussex)	
<b>Bike Details:</b> This bike has an engine from the AJS works Experimental / Development Dept at Graiseley Hill, Wolverhampton. After completion of their development programme these machines were often used for works competition purposes.				
1929	Ariel	Model A		557
<b>Classes Entered:</b> Pre 1950			Ariel Owners MCC	
<b>Bike Details:</b> The Model A was introduced at the end of 1925 and designed by Val Page. Made in Selly Oak, Birmingham.				
1934	Indian	4 Cylinder		1270
<b>Classes Entered:</b> Pre 1950 Overseas			Indian Riders MCC	
<b>Bike Details:</b> After Indian purchased the manufacturing rights of Ace, the inline four-cylinder engine was refined. This basket case was restored 25 years ago and imported from California. Fitted with a replica Indian Princess sidecar.				
1934	Norton	M30 International		500
<b>Classes Entered:</b> Pre 1950			Sunbeam MCC	
<b>Bike Details:</b> Bought as a pile of bits on eBay in 2011 with many parts missing. Took just over 18 months to turn the original pile of rusty bits into the bike you see today.				
1935	Francis-Barnett	Cruiser 39		249
<b>Classes Entered:</b> Pre 1950 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> Restored as a show bike by the previous owner, bought to ride in the West Kent Run and the Coast to Coast run. Has completed Brooklands test hill.				
1936	Brough Superior	SS80		980
<b>Classes Entered:</b> Pre 1950			VMCC (East Sussex)	
<b>Bike Details:</b> With a top speed of 80mph, the side-valve SS80 cost £90=00 when new.				
1936	Norton	18		500
<b>Classes Entered:</b> Pre 1950			VMCC	
<b>Bike Details:</b> Bought as a solo to take part in a 'Lost Before the War' touring holiday. Fitted with a Watsonian VG21 chassis and sidecar for the wife's comfort. Featured as a three-part story in RealClassic magazine, issues RC111, RC114 & RC115. It has covered well over 1000 miles since mid-July 2013. Very reliable.				

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Year	Make	Model	Club	cc
1937	Royal Enfield	KX		1140
<b>Classes Entered:</b> Pre 1950			VMCC	
<b>Bike Details:</b> Found as a rusty pink chopper seven years ago - everything was either pink or peeling chrome! The forks had been lengthened by 6", it had no tinware and was completely worn out. After an extensive restoration it has been extensively ridden to Spain, Belgium, France, Holland and Germany, including two trips to Cornwall from Kent. The KX1140 is the largest capacity mass-produced British vintage motorcycle , it's fantastic to ride and will cruise at 60mph all day. My touring machine - Built like a Gun!				
1937	Vincent HRD	TT Replica		500
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Bought by the present owner in the late sixties as a box of bits for £25, most parts were found to be original. This machine is thought to be the sole survivor of five Series B TT Replicas. These were exact replicas of the works racers in all but the gearbox, which was Burman instead of Albion.				
1938	Panther	100 Redwing		600
<b>Classes Entered:</b> Pre 1950			VMCC (Surrey & Sussex)	
<b>Bike Details:</b> The Panther Model 100 was introduced in 1932 and remained in production until 1963. Fitted with a Steib sidecar.				
1939	BSA	Empire Star		250
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> The date of first registration was 2nd June 1939.				
1939	BSA	WM20		500
<b>Classes Entered:</b> Pre 1950			Sussex British Motorcycle OC	
<b>Bike Details:</b> BSA supplied over 126,000 military M20 SV bikes for the Allied war effort.				
1940	Francis-Barnett	Powerbike		98
<b>Classes Entered:</b> Pre 1950 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> Restored by the owner.				
1940	Norton	16H		490
<b>Classes Entered:</b> Pre 1950			Norton OC (Surrey)	
<b>Bike Details:</b> Unrestored and almost original civilian 16H, still on original piston and bore. Regularly ridden around England in all weathers. Ridden 1,000 miles to the 65th Anniversary of Operation Market Garden in Arnhem over a long weekend without any issues other than nearly causing accidents on the motorway as traffic slowed to watch. Not quiet but a lovely ride, particularly leaning on corners and feeling the rear wheel stepping out . A steady machine that is one of my favourite rides.				
1941	Matchless	G3L		350
<b>Classes Entered:</b> Pre 1950			AJS & Matchless OC (Sussex)	
<b>Bike Details:</b> The G3L was first made in 1941 and was equipped with telescopic forks to supersede the G3.				

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Year	Make	Model	Club	cc
1942	BSA	WM20		500
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Canadian War Machine.				
1947	Ariel	Square Four	VMCC	998
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Bought from a private collection, fully rebuilt and now back in active service.				
1947	Scott	Flying Squirrel	Scott Owners Club	596
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Water-cooled two-stroke, extremely fast for it's day.				
1948	AJS	18	AJS & Matchless OC(EL & Essex)	500
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> This 1948 single was converted to swing-arm rear suspension by a previous owner more than 40 years ago. Restored in 2004.				
1948	Brockhouse	Corgi Mark I	VMCC (Men of Kent)	98
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> The Corgi Mark I was the first model of the civilian version of the paratroopers Welbike. Restored from a basket case, this machine is push-start. Other upgrades included kickstart and 2-speed gearbox. With sprung front forks and tank grill.				
1948	Brockhouse Corgi	MK II		98
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> Fitted with the 98cc Villiers Junior De Luxe engine.				
1948	Francis-Barnett	50 Power Bike	Francis-Barnett Owners Club	98
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> In unrestored condition. With current owner for the past 7 years - who has no plans to restore.				
1948	Norton	Manx	Norton OC (Surrey)	348
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Restored from a basket case by the present owner. With garden-gate frame, it's used in hillclimbs and sprints and was timed at Dunsfold 2011 at 108 mph. Ridden in the 1948 Isle of Man Junior TT by Eric Hardy and finished in 33rd place. Retired in the 1950 Junior TT with a broken frame. First sold to Len Eason of Birmingham.				
1948	Sunbeam	S7	Sunbeam Owners Fellowship	500
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b>				

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Year	Make	Model	Club	cc
1949	AJS	16C		349
<b>Classes Entered:</b> Pre 1950 Competition / Special AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Bought as a pile of bits in the early sixties and rebuilt in road trim. At present in road trim, fitted with road tyres and gearing, period dual seat and low level exhaust. In regular use.				
1949	BSA	Bantam D1		125
<b>Classes Entered:</b> Pre 1950 Lightweight BSA Bantam Club				
<b>Bike Details:</b> Purchased in 1960 for £10 and used until 1967. Restoration started in 1989 and was completed to original specification in 1993. This is the basic D1 with direct lighting and solid rear end. A battery is fitted in the toolbox for the horn and stop light.				
1949	Norton	International Special		490
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Rebuilt into a featherbed frame using period Norton and Inter parts in the 1960's, hence the 'special'. Been with the present owner since.				
1949	Triumph	TR5		500
<b>Classes Entered:</b> Pre 1950 VMCC (Surrey & Sussex)				
<b>Bike Details:</b> This was the first year of production for the TR5 with the wartime generator barrel. We've had her for over 20 years & it's taken me 2½ years to restore her, a complete nut and bolt rebuild. This bike was a finalist in CBOTY - The Classic Bike of The Year competition and was displayed at the MCN Show in February 2014.				
1949	Vincent	Comet		500
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> This Comet is totally original, with the original log-book, factory Works Order Form & testing certificate; built 25th November 1949. For sale, not enough bling for the owner who is a sixties rocker, starts well.				
1950	BSA	B31		351
<b>Classes Entered:</b> 1950-59 BSA OC (West Sussex)				
<b>Bike Details:</b> First registered on 8th March 1950.				
1950	BSA	Bantam D1		125
<b>Classes Entered:</b> 1950-59 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> Virtually as found some twenty years ago, freed and replaced clutch, now runs and drives but won't stop tho'! Still awaiting restoration.				
1950	Francis-Barnett	Powerbike 56		98
<b>Classes Entered:</b> 1950-59 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> Restored by the owner.				
1950	Francis-Barnett	Powerbike		98
<b>Classes Entered:</b> 1950-59 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> As found, needing restoration.				

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1950	Matchless	G80S		500
<b>Classes Entered:</b> 1950-59 Competition / Special AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b> The first Matchless motorcycle was made in 1899, and manufacture began in 1901. Matchless was the trading name of Collier & Sons, the father Henry Herbert Collier and his sons Charlie and Harry. This is the early AMC spring frame model with candlestick rear suspension.				
1950	Vincent	Comet		500
<b>Classes Entered:</b> 1950-59 Vincent OC (South London)				
<b>Bike Details:</b> Given to the present owner in 1964, as it wasn't viable to replace a worn big-end to ride to work. Used for spares for my twin, then had a full overhaul and refurbishment in 1986. Mostly original, ridden ever since, in the UK and Western Europe.				
1950c	Rotrax JAP	Speedway		500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Speedway competition machine. Fitted with a 1949 4-stud JAP S/S engine in an early fifties Rotrax Jackson frame.				
1951	Vincent	Black Shadow		998
<b>Classes Entered:</b> 1950-59 Vincent OC				
<b>Bike Details:</b> Bought in 1971 with the help of a University grant - who says educashun don't pay?!				
1952	BSA	D1 Bantam		125
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special BSA Bantam Club				
<b>Bike Details:</b> Popular two-stroke lightweight.				
1952	BSA	C11		250
<b>Classes Entered:</b> 1950-59 Lightweight BSA OC (East Sussex)				
<b>Bike Details:</b> This bike has had the paint and chrome work completely refurbished, reconditioned tank, new wheels and tyres, new clutch and new chains and sprockets. The engine is as original except bent inlet valve pushrod replaced.				
1952	Triumph	Trophy TR5		500
<b>Classes Entered:</b> 1950-59 Competition / Special.				
<b>Bike Details:</b> The TR5 was Triumph's first production trial bike, the model was introduced in 1948. This machine is in International Six Day Trial (ISDT) trim. Used regularly on Club runs and classic long distance trials, hence the bald back tyre and bent foot-rests!				
1953	BSA	A10 Golden Flash		650
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered 6th October 1953. Fitted with a single-seater Watsonian Avon sidecar.				



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Year	Make	Model	Club	cc
1953	Francis-Barnett	Falcon 58		197
<b>Classes Entered:</b> 1950-59 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> With current owner since 1959, who paid £67=10s for it. Was restored to ride, with some safety improvements for today's busy roads. Regularly ridden and has completed runs of 400 miles in a day, to and from Mallory Park at the Festival of 1000 Bikes complete with camping gear. Does countless miles every year.				
1953	Francis-Barnett	Falcon 58		197
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special Francis-Barnett Owners Club				
<b>Bike Details:</b> Restored by the previous owner Des Heckle and finished in the optional blue. This machine has completed numerous trials throughout the year, including Exeter, Land's End, Arbutnot and Edinburgh.				
1953	Matchless	G80S		500
<b>Classes Entered:</b> 1950-59 Competition / Special AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Big single, the Matchless G80 was built from 1949 to 1966.				
1953	Norton	M40 Long Stroke		350
<b>Classes Entered:</b> 1950-59 Competition / Special Norton OC (Surrey)				
<b>Bike Details:</b> Racing Norton Model 40 longstroke with matching numbers. Ex Des Craig, son of Joe Craig. With the current owner for ten years, it's an ongoing restoration. This Manx was raced at Brands Hatch, and also was raced in the I.OM. It was last raced in the early 1970's. Mike has owned this Manx for seven years, it was inherited from the estate of Jean Craig, as Jean was Mikes cousin. Ran at Dunsford Wings and Wheels in August 2011, first time for over 30 years.				
1953	Royal Enfield	Bullet		350
<b>Classes Entered:</b> 1950-59 Busy Bee Motorcycle Club				
<b>Bike Details:</b> Date of first registration was 12th October 1953.				
1953	Triumph	6T		650
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 2nd October 1952.				
1954	AJS	20 Spring Twin		500
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b> The engine has been rebuilt and the magneto & dynamo restored, it has now covered 20,000 miles. With current owner for 19 years, who has been a AJS & Matchless OC member for 22 years.				
1954	AJS	16MS		350
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b> The first Matchless motorcycle was made in 1899, and manufacture began in 1901. Matchless was the trading name of Collier & Sons, the father Henry Herbert Collier and his sons Charlie and Harry.				



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Year	Make	Model	Club	cc
1954	BSA	A10		650
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 23rd April 1954.				
1954	Matchless	G9		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Restored 13 years ago to original condition and maintained with no expense spared.				
1954	Norton	Manx M30		500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Fitted with an ex-John Monty Buxton engine. A very original machine restored to sixties spec.				
1954	TWN	BOSS		350
<b>Classes Entered:</b> 1950-59 Overseas				
<b>Bike Details:</b> TWN stands for Triumph Werke Nurnberg. This machine was the top of the range model. Although it appears to be twin-cylinder machine, with twin exhausts, twin carbs and pistons it is a split-single, with only one spark plug. With bags of torque, it develops 16BHP at 3,500 revs. It was known in Germany as The Buffalo.				
1954	Vincent	Rapide		1000
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> With the same owner since 1964. Had a complete overhaul in 1996, only the wheels and tyres were replaced.				
1955	AJS	20		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The engine was rebuilt in 2004 having covered 160,000 miles. Wheels rebuilt with stainless rims & spokes. In constant daily use for the last 6 years. Has been ridden to John O'Groats in 2005 and 2006, a round-trip of 1800 miles. Just rebuilt after 120,000 miles. Travelled to Borgo Priolo in Northern Italy for the AJS & Matchless Owners' Club annual rally in 2009. Restored with new paint scheme and rebuilt engine in late 2010. Stainless steel rims, spokes, exhaust, mudguards and various fasteners in the spirit of the 50's & 60's.				
1955	BSA	Bantam D3		150
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Bought in poor condition and completely rebuilt, using original parts.				
1955	Francis-Barnett	Falcon 70		197
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Overhauled to current condition by the current owner, in his ownership for 6 years. Regularly ridden.				
1955	Norton	99		600
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> A Café Racer one-off special.				

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Year	Make	Model	Club	cc
1955	Norton	19R		600
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Popular OHV single-cylinder from Norton, this machine was restored in 2010.				
1955	Triumph	Tiger T110		650
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The Tiger 110 model was announced in 1954. Very high performance (8.5:1 pistons), a sporty version of the Thunderbird. This machine was originally part of a display of a collection of motorcycles that were privately owned privately. With the current owner for the last six years, it's maintained regardless of cost and ridden very regularly.				
1955	Vincent	EGLI		998
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Originally rebuilt by John Mossey and used as a basis for his later replicas. Fitted with 4LS front brake and electric start. The engine is to Lightning specification and develops 69 BHP.				
1956	Ariel	VH		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on the 13th November 1956.				
1956	BSA	Gold Star Competition Scramble		500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b>				
1956	BSA	Gold Star DB32		350
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> A barn find with no documentation or registration, this machine was rebuilt & restored during 2008/9 with many new parts. The engine left the BSA factory in a CB32 4000 series Scrambles frame on 4/6/56, the fate of this unregistered frame is unknown. The current frame came from a 1956 BSA31 350cc which was delivered to Raymond Motors of NW London on 19/11/56. The bike was registered for road use with an age related registration number on 18/3/09, regularly ridden & exhibited since then.				
1956	BSA	M20		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Restored and tuned two years ago. Does 76mph with more to go!				
1956	BSA	Bantam D3		150
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> First registered on 18th May 1957.				
1956	Douglas	Dragonfly		348
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Purchased as a box of bits found in a loft in Manchester in 1979, 50% was missing. Took 6 years to find all the missing parts, professionally restored in 1985 with many awards since then. Featured in Classic Bike Magazine in 1994.				

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1956	Francis-Barnett	Falcon 76 Trials		197
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special Francis-Barnett Owners Club				
<b>Bike Details:</b> This was a Francis Barnett works machine and was ridden by Ray Peacock.				
1957	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1950-59 BSA OC (West Sussex)				
<b>Bike Details:</b> First registered 30th March 1957, featured in this month's Classic Bike Guide magazine.				
1957	BSA	Bantam D1		125
<b>Classes Entered:</b> 1950-59 Lightweight BSA Bantam Club				
<b>Bike Details:</b> First registered on 1st January 1957.				
1957	Douglas	Dragonfly		350
<b>Classes Entered:</b> 1950-59 London Douglas MCC				
<b>Bike Details:</b> Purchased 20 over years ago as a box of bits, with the majority of parts missing! This is an ex Pride and Clarke bike, registered in 1957. It has all matching numbers but no supporting paperwork, so an age-related index mark is being applied for.				
1957	Francis-Barnett	Falcon 74		197
<b>Classes Entered:</b> 1950-59 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> Found in a coal shed in a rough state. Restored by the owner and regularly ridden.				
1957	Matchless	G11		600
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b> The first Matchless motorcycle was made in 1899, and manufacture began in 1901. Matchless was the trading name of Collier & Sons, the father Henry Herbert Collier and his sons Charlie and Harry.				
1957	Scott	Red Squirrel		596
<b>Classes Entered:</b> 1950-59 Scott Owners Club				
<b>Bike Details:</b> This is an early example of the 'Birmingham' Scott that was produced by Matt Holder (Aerco Jig & Tools) from 1956 to 1972. Owned by the current owner for over 50 years, purchased in 1963 for £80-00, it was used as everyday transport for the first eight years of ownership.				
1958	AJS	18S		500
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b> Fitted with a single-cylinder, low compression pushrod engine, the 'S' denotes spring frame rear suspension. In production from 1949-1963, good fuel economy.				
1958	AJS	30		600
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Completed and tested at the factory in December 1957, supplied to Elite Motors of Tooting, South London and sold in 1958. An ongoing restoration project, which is nearly complete.				

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Year	Make	Model	Club	cc
1958	BSA	A7		500
<b>Classes Entered:</b> 1950-59			BSA OC (West Sussex)	
<b>Bike Details:</b> Bought 20 years ago in a very poor condition, it was rusty and seized and had been unused for twenty years. Since a two-year restoration starting in 1996, it's covered over 83,000 miles including tours of the Alps, the Pyrenees, the Isle of Man and Yorkshire.				
1958	Francis-Barnett	Falcon 81		197
<b>Classes Entered:</b> 1950-59 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> Restored 20 years ago by the owner and used regularly ever since.				
1958	Norton	Dominator 99		600
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The Dominator 99 was produced from 1956 - 1962.				
1958	Norton	ES2		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The Norton ES2 model was made from 1928 to 1963 and was originally a sporting model, having an OHV single cylinder engine.				
1958	Triumph	5TA Speed Twin		500
<b>Classes Entered:</b> 1950-59			VMCC	
<b>Bike Details:</b> This bike has been converted to left-hand gear change and right-hand rear brake. Featured in RealClassic magazine issue RC47 March 2008.				
1958	Triumph	6T Thunderbird		650
<b>Classes Entered:</b> 1950-59			Cinque Ports CMCC	
<b>Bike Details:</b> Been with the current owner since 1991, bought on his birthday 23 years ago!				
1959	Aermacchi	Ala Azzurra		250
<b>Classes Entered:</b> 1950-59 Overseas Lightweight				
<b>Bike Details:</b> Imported from Italy July 2012 and now UK registered. Aiming to take part in the Moto Giro in 2014.				
1959	AJS	31 DL		650
<b>Classes Entered:</b> 1950-59			AJS & Matchless OC(EL & Essex)	
<b>Bike Details:</b> The bike was purchased by a previous owner in December 1992 in pieces and subsequently rebuilt. It was registered in November 1993 and the original number retained. It was then sold and owned and loved by one owner for 18 years before I purchased it last year. Unusually for a DL it has an alternator engine, and has been converted to 12v electrics and has a cassette type oil filter fitted, which is concealed behind the oil tank. The exhaust pipes are period reverse cone megaphones.				
1959	BSA	Bantam D7		175
<b>Classes Entered:</b> 1950-59 Lightweight			BSA Bantam Club	
<b>Bike Details:</b> Popular two-stroke lightweight.				

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Year	Make	Model	Club	cc
1959	BSA	Gold Star DBD34		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered 2nd October 1959.				
1959	BSA	A10 Golden Flash	BSA OC (West Sussex)	650
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Popular machine with twin cylinder OHV engine.				
1959	Norbsa	Wideline Goldstar		350
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Ex CRMC Manx engined racer, raced with 500cc Manx engine. Bought as a rolling chassis, now paraded & hill climbed with a 350 Pearson short-stroke Goldie engine.				
1959	Norton	Dominator 88ss	Norton Owners Club	500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> This is a Dominator 88ss in Café Racer trim, with down-draught head, 5 gallon Manx alloy tank, racing seat, swept-back exhausts and mega's, clip-ons and Manx screen. It was converted to DomiRacer trim back in the sixties - a Rocker's dream bike!				
1959	Triton	Featherbed Wideline	Mid Sussex British MCC	750
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> A Café Racer one-off special, with a Triumph 650cc engine in a Norton wideline featherbed frame. Winner at Eastbourne Classics and mentioned by Classic Bike Guide.				
1959	Velocette	Venom Clubman	CRMC	500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 13th January 1959.				
1960	AJS	31 CSR	AJS & Matchless OC(EL & Essex)	650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Twin cylinder engine, first registered 26th May 1960.				
1960	AJS	16C		350
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> This is an AJS model 16C trials bike, original apart from the age-related index mark. The original registration 493 RTF was taken off by the previous owner (and now appears on a Volkswagen LT35 Van..) Originally supplied by Cooper Brothers, it has not been rebuilt to the current owner's knowledge.				
1960	BSA	A10 Golden Flash	BSA OC (West Sussex)	646
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> First registered 11th March 1960.				

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Year	Make	Model	Club	cc
1960	BSA	A10R Super Rocket	BSA OC (Kent)	649
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Owned from nearly new by current owner, who purchased it in 1963.				
1960	BSA	A10 Super Rocket	South London Classic MCC	650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Made in Birmingham, the Super Rocket was the high performance version of the A10.				
1960	BSA	A10 Golden Flash		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Fitted with a DMD fairing these were a great idea but found to be too unstable for racing and were outlawed by the ACU. In the same ownership for the past 28 years, known as 'Old Faithful'.				
1960	BSA	A10	BSA OC (West Sussex)	650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Still replacing whatever falls off! Ridden regularly, covered 5000 miles last year; trips to France and Wales planned for 2014.				
1960	Greeves	Hawkstone Scrambler	VMCC (Surrey & Sussex)	246
<b>Classes Entered:</b> 1960-69 Lightweight Competition				
<b>Bike Details:</b> The cycle parts were restored & the machine first road registered in 1980, when purchased by the current owner. Major restoration of the engine & gearbox in January 2010. The barrel & exhaust are from a 1963 Challenger, otherwise original except some unobtainable tinware. Factory records show the frame number 60/1491 was supplied as a trials machine to Commerfords. However a GRA official has confirmed that it is a Hawkstone Scrambler, and clearly saw hard competition in its early years - any info on its history welcomed! Took part in the 2013 VMCC Dorset Week - excellent smiles per mile!				
1960	Moto Rumi	Formichino	Moto Rumi Club	125
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<b>Bike Details:</b> Originally belonged to my late father, this scooter has a 125cc air cooled twin cylinder 2-stroke engine. The engine casings and frame work are all made from cast aluminium.				
1960	Norton	50	Norton OC (Kent)	350
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Fitted with the Wideline frame, this model was only made for 2 years. Rare in original condition as most were made into Tritons. First registered 1st June 1960, with current owner since 1995.				
1960	Puch	SGS	Adler to Zundapp	250
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<b>Bike Details:</b> Puch started making split singles in the thirties, differing from the TWN two-piston design as one piston is located behind the other. The Puch company was unique as every component was made in the Puch factory in Graz, Austria, apart from the tyres.				

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Year	Make	Model	Club	cc
1960	Royal Enfield	Bullet		350
<b>Classes Entered:</b> 1960-69 Competition / Special			Mid Sussex British MCC	
<b>Bike Details:</b> Unused for at least 25 years, now gradually being converted into ISDT-trim. Has already been used to trace and ride some of the route of the 1961 International Six days Trial held in Wales.				
1960	Triumph	T120 Bonneville		650
<b>Classes Entered:</b> 1960-69			Triumph OC Surrey	
<b>Bike Details:</b> Complete ground-up restoration, to original specification. No expense spared, a three-year rebuild by the owner and friends costing over £8000 not including the purchase price of the bike.				
1961	AJS	20		500
<b>Classes Entered:</b> 1960-69			AJS & Matchless OC(EL & Essex)	
<b>Bike Details:</b> The AJS Model 20 and corresponding Matchless G9 were launched at the post war Earls Court motorcycle show in late 1948.				
1961	BMW	R60		600
<b>Classes Entered:</b> 1960-69 Overseas			VMCC	
<b>Bike Details:</b> Fitted with Steib 501 sidecar.				
1961	BSA	DBD 34 Gold Star		500
<b>Classes Entered:</b> 1960-69 Competition / Special			South London Classic MCC	
<b>Bike Details:</b> Many nice mods, with original Lyta alloy petrol tank. Total engine rebuild by Phil Pearson in 2002. One piece crank, corrillo con rod, re-sleeved barrel back to 499cc with new low compression piston to allow for low octane unleaded fuel. Bob Newby clutch & belt drive. Modified float bowl on original GP carb.				
1961	BSA	Rocket Gold Star		650
<b>Classes Entered:</b> 1960-69 Competition / Special			South London Classic MCC	
<b>Bike Details:</b> Property of the Oldest Rocker in Town! Engine rebuilt in 2005, previous Show winner in class.				
1961	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69			BSA OC (East Sussex)	
<b>Bike Details:</b> Restored in 2010 to Rocket Gold Star specification: petrol tank, mudguards, chain guard, nacelle, speedo and rev counter.				
1961	BSA	Bantam D7		175
<b>Classes Entered:</b> 1960-69 Lightweight			BSA OC (East Sussex)	
<b>Bike Details:</b> First registered on 31st December 1961.				
1961	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69			BSA OC (South London)	
<b>Bike Details:</b> Twin cylinder sporting machine of it's day, the Super Rocket was the high performance version of the A10. First registered on 10th July 1961.				



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Year	Make	Model	Club	cc
1961	BSA	A7 SS Shooting Star		500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Shooting Star was a popular twin from the fifties & sixties, renowned for it's smooth engine.				
1961	Triton			650
<b>Classes Entered:</b> 1960-69 Competition / Special			VMCC	
<b>Bike Details:</b> I built this bike about three years ago from parts collected over many years. Put it on the road last year, with an age-related number.				
1961	Triumph	Trophy TR6		650
<b>Classes Entered:</b> 1960-69			South London Classic MCC	
<b>Bike Details:</b> Production of the TR6 Trophy started in 1956.				
1961	Triumph/Matchless	Bitsa		650
<b>Classes Entered:</b> 1960-69 Competition / Special			Mid Sussex British MCC	
<b>Bike Details:</b> With the present owner for 41 years. An ongoing project, the Triumph T110 engine was fitted in 1968.				
1962	BSA	Gold Star		500
<b>Classes Entered:</b> 1960-69 Competition / Special			Gold Star OC (West Sussex)	
<b>Bike Details:</b> With current owner for about 10 years. This is a genuine competition Gold Star, authenticated by John Gardener. It left the factory in 1962, and like all competition models it was exported to the States. With the correct 4-lug frame, no 'ski-slope' is fitted as due to the central oil-tank there's not enough room. In clubmans trim with 5-speed nova gbox, runs on Castrol R.				
1962	Harley Davidson	FLH Duo-Glide		1200
<b>Classes Entered:</b> 1960-69 Overseas				
<b>Bike Details:</b> Imported from the USA in 1990 in running order by previous owner. With current owner for 17 years.				
1962	Triumph	T100SS		500
<b>Classes Entered:</b> 1960-69			South London Classic MCC	
<b>Bike Details:</b> Introduced for the 1962 season, the Tiger 100SS replaced the T100A as Triumph's half-litre sports roadster.				
1963	BSA	Bantam D1		125
<b>Classes Entered:</b> 1960-69 Lightweight			BSA Bantam Club	
<b>Bike Details:</b> Popular two-stroke lightweight.				
1963	Francis-Barnett	Trials 92		250
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special			Francis-Barnett Owners Club	
<b>Bike Details:</b> This machine has been in the same ownership for many years. Was trialled by Ian Hillier, now regularly ridden, including the Brooklands Test Hill challenge.				

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Year	Make	Model	Club	cc
1963	Matchless	G80CS		500
<b>Classes Entered:</b> 1960-69 Competition / Special AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Built by the factory competition shop & exported to the USA as an off-road scrambles competition bike. Reimported by a previous owner and rebuilt to street scrambler specification. Wears polish now instead of mud but is still used regularly.				
1963	Matchless	G12		650
<b>Classes Entered:</b> 1960-69 VMCC				
<b>Bike Details:</b> As recently featured in RealClassic magazine, issue 118, 'The Workhorse'. Now fitted with a MK I Watsonian Monza sidecar, maybe her last chair, or maybe not!				
1963	Norton	650 SS		647
<b>Classes Entered:</b> 1960-69 Norton OC (Surrey)				
<b>Bike Details:</b> Exported new to South Africa in June 1963. Returned in 2001 requiring complete restoration. Kept to standard trim except for 12V electrics.				
1963	Norton	Atlas Scrambler		750
<b>Classes Entered:</b> 1960-69 Competition / Special Norton OC (Surrey)				
<b>Bike Details:</b> The Atlas Scrambler was never sold in the UK, as all 200 went to North America to the Berliner Corporation between October and November 1963. This machine is the third of the batch, and was despatched to Seattle in November 1963. It has taken over 30 years to restore, and it has been built with over 95% genuine OEM parts from Plumstead. The model was built as a desert racer, and one of this batch held the number one plate in the Mojave Desert, District 3, ridden by Mike Patrick. This machine uses the centre and prop-stand from that winning bike. This particular Atlas Scrambler could be the only one in England. The first batch of 200 differed in many ways to subsequent batches that were despatched from January 1964 onwards.				
1963	Triumph	T21 Twenty One 3TA		350
<b>Classes Entered:</b> 1960-69 Triumph OC Medway				
<b>Bike Details:</b> The 350cc 'Twenty One' 3TA was named for it's 21 cubic inches engine size, it was the first all-unit motorcycle made by Triumph, introduced for the 21st Anniversary of Triumph Engineering Co. Ltd. Totally restored to original specification some years ago.				
1963	Triumph	Tiger Cub Sport		200
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special Triumph OC Surrey				
<b>Bike Details:</b> Totally restored over three years, finished in 1966 T120 colours. Still with the second owner since 1964, original 15007 miles on the clock. Fitted with a 220cc forged piston, race cam, race large-valve head, 28mm Amal carb and Goldie exhaust it develops over 20 BHP at the rear wheel. Also uprated with a Sammy Miller wide swinging-arm and Hagon rear shocks.				
1963	Triumph	Tiger Cub		199
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Purchased in August 2012, its had a complete engine rebuild with a rebore, new valves and sleeves, reconditioned crankshaft and all engine bearings renewed. Not yet run in.				

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Year	Make	Model	Club	cc
1964	Norton	650 SS		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> I originally purchased this bike in 1968, and subsequently sold it to a family member in 1970. The bike returned to me in 2005, and I fully restored the bike to the condition it is in today, which was completed in 2011.				
1964	Norton	650 SS	Norton OC (Kent)	650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> With present owner since 2007, fairly original.				
1964	Norton	Electra		400
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This Norton motorcycle was made for the American market to export specification but remained in England. Registered new in 1964.				
1964	Panther		BSA OC (West Sussex)	250
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 4th August 1964, this is a Panther 35, this model was manufactured between 1958 and 1966. It was painted red and sold by Pride and Clarke as a cheap runaround.				
1965	Francis-Barnett	Cruiser 89	Francis-Barnett Owners Club	250
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> One of the last Cruisers made, fitted with the Villiers 4T engine. With the present owner for 15 years.				
1965	Velocette	Venom Clubmans	Mid Sussex British MCC	500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> With only two owners from new, this machine is to totally original specification.				
1966	BSA	Bantam D7	BSA Bantam Club	175
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 2nd December 1966.				
1966	Triumph	T100SS		500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Introduced for the 1962 season, the Tiger 100SS replaced the T100A as Triumph's half-litre sports roadster.				
1966	Triumph	Bonneville		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Bonneville was launched at the 1958 Earl's Court Motorcycle Show.				

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Year	Make	Model	Club	cc
1966	Velocette	LE MKIII		197
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Ex Hampshire Police vehicle.				
1967	BSA	Bantam Bushman		175
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special BSA Bantam Club				
<b>Bike Details:</b> Popular two-stroke lightweight.				
1967	BSA	Bantam D3		173
<b>Classes Entered:</b> 1960-69 Lightweight BSA Bantam Club				
<b>Bike Details:</b> First registered on 5th December 1967.				
1967	Matchless	P11		750
<b>Classes Entered:</b> 1960-69 AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Brought back from the States and restored in 2002. Used regularly for Club, National & International rallies all over Europe, including Italy, Poland and Ireland.				
1967	Norton	P11		750
<b>Classes Entered:</b> 1960-69 Norton OC (Surrey)				
<b>Bike Details:</b> This is a desert racer that superseded the G15/N15CS in 1967. A P11 held the No. 1 plate in the desert in 1968 and 1969. Ridden by Mike Patrick. This P11 was No. 229, made and dispatched in March 1967, to the Berliner Motor Corporation in Seattle. Sold in the state of Washington in the Pacific North West by Budschat Motors, in Aurora, Seattle. Bought from Baxter Cycle, in Marne, Iowa, USA, in a really bad state, and re imported in 1988. There is no known history before 1988 but it could have been raced on the dirt tracks on the Pacific North West and may be in Iowa, before it came to England with a huge amount of parts missing. Almost all OEM, took over 25 years to complete. The exhaust & silencers are original.				
1968	BSA	Bantam D10		175
<b>Classes Entered:</b> 1960-69 Lightweight BSA Bantam Club				
<b>Bike Details:</b> First registered on 2nd February 1968.				
1968	BSA	Bantam Sport		175
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special BSA Bantam Club				
<b>Bike Details:</b> First registered 10th May 1968.				
1968	Norton	Commando 750 Fastback		745
<b>Classes Entered:</b> 1960-69 Norton OC (Surrey)				
<b>Bike Details:</b> Purchased from a dealer in Redhill for £175.00 by the owner in 1973, this early Commando Fastback has been upgraded by adding the Long Range Tank and Seat in 1972. During 36 years of ownership our member Geoff Cole has rebuilt the engine twice and restored the bike completely in 1989. The bike is very near standard specification but has the popular Boyer Bransden Electronic Ignition fitted to assist starting.				
1968	Triumph	Thruxton Replica		650
<b>Classes Entered:</b> 1960-69 Competition / Special South London Classic MCC				
<b>Bike Details:</b>				

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Year	Make	Model	Club	cc
1969	BSA	D14/4 Bantam		175
<b>Classes Entered:</b> 1960-69 Lightweight		BSA OC (West Sussex)		
<b>Bike Details:</b> The Bantam D14/4 model was only made from 1968 to 1969. Fitted with 4-speed gearbox. This example was first registered on 1st March 1969.				
1969	BSA	A65 Lightning		650
<b>Classes Entered:</b> 1960-69		BSA OC (East Sussex)		
<b>Bike Details:</b> This unit construction twin model was made from 1962 until 1970. This machine has undergone a full engine and gearbox rebuild by SRM during the winter of 2013/14.				
1969	BSA	Rocket III MKI		750
<b>Classes Entered:</b> 1960-69		TR3 OC		
<b>Bike Details:</b>				
1969	Honda	SS 125A		125
<b>Classes Entered:</b> 1960-69 Overseas Lightweight				
<b>Bike Details:</b> First outing for this rare little Honda - I had one of these as my first bike and always wanted to restore one. Taking over three years, it's been a difficult restoration as the bike is very rare and was found in terrible condition! I managed to locate Faulkners of Oxford, who supplied the bike as new, and they gave me some original dealer stickers which I have placed in the original position. Happy Days!				
1969	Kawasaki	H1		500
<b>Classes Entered:</b> 1960-69 Overseas				
<b>Bike Details:</b> This bike is to American spec and was an exhibit in a motorcycle museum in Orlando, Florida. Exported to Germany, where the engine was rebuilt, then on to the UK with 350 miles on the clock. This is the rare 'scallop-tank' model, and is VERY thirsty, ask the owner how far a tank-full of fuel goes! This model was known as 'The Widow Maker', and was breaking ¼ mile records straight from the crate in 1969.				
1969	Royal Enfield	Interceptor Series 11		750
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Series 11 interceptor was the last in a long line of Royal Enfield big twins. It was introduced as a 1969 model and production finished during 1970 after only around 1100 examples were built, making it a rare machine. It came as standard fitted with a Norton front end, with early examples having the SLS front brake. It is believed that this bike was exported new to Canada and repatriated to the UK during the early 1990's.				
1969	Triumph	Trident T150		750
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Exported new from Meriden Triumph works in early 1969 to the USA, Tridents were not available in the UK until sometime later. Unfortunately the unconventional styling meant many were unsold, including this bike. Fitted with a Triumph factory "beauty kit" in 1970 to make it look like a traditional Triumph/Bonneville, it then sold. Recently imported, this incredibly original example is as near to untouched as you would probably ever see.				

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Year	Make	Model	Club	cc
1970	BSA	Bantam Special		175
<b>Classes Entered:</b> 1970 On Lightweight Competition / Special BSA Bantam Club				
<b>Bike Details:</b> This machine was built by the owner in 2000 to use in long-distance trials. It was featured in Classic Bike Guide magazine in April 2008.				
1970	Triumph	T100S		500
<b>Classes Entered:</b> 1970 On VMCC (Men of Kent)				
<b>Bike Details:</b> Essentially, development on the 500cc Triumph models ended in 1970, by which time the T100S was the best option and was considered to be 'the one to look out for!'. Minor mods for the owner's pleasure.				
1970	Triumph	T120 Bonneville		650
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> I bought this bike brand new in 1970 when I was 16 from Wheelers of Epsom.				
1970	Triumph	T120 Bonneville		650
<b>Classes Entered:</b> 1970 On Triumph OC Medway				
<b>Bike Details:</b> Manufactured on 13th August 1970 (luckily a Thursday!), this is one of the final original UK specification T120 Bonnevilles. A few weeks later the design changed to 'Oil In Frame'. The bike was sold by Athertons of Liverpool in late 1970, and was subsequently sent to Pakistan in 1980. The bike was repatriated in 2000 in a very sorry state. It's been completely restored by the current owner to be ridden and enjoyed. As one of the final original UK spec T120 Bonnevilles, this version is often considered to be 'Best of Breed'.				
1971	BSA	A65 Thunderbolt		650
<b>Classes Entered:</b> 1970 On Sussex British Motorcycle OC				
<b>Bike Details:</b> This is the export model.				
1971	BSA	B25 Gold Star 250SS		250
<b>Classes Entered:</b> 1970 On Lightweight BSA OC (East Sussex)				
<b>Bike Details:</b> First registered on 3rd June 1971.				
1971	BSA	A75R Rocket 3 Mk II		750
<b>Classes Entered:</b> 1970 On BSA OC (West Sussex)				
<b>Bike Details:</b> Manufactured at Armoury Road, Small Heath, Birmingham on 9th July 1971 & exported to Baltimore, USA, a few days later, as were the majority of bikes BSA made that year. It was re-imported back to the UK in 1991. Fully overhauled in 2001 following an engine failure, taking 2 years to complete. To improve reliability it includes many modern, enhanced components, while attempting to maintain the original look. The Mk II model features the newly introduced front telescopic forks with alloy lower sliders & internal coil springs, conical wheel hubs with redesigned drum brakes, new moulded side panels with flatter flanks, megaphone-style silencers, rubber mounted, chrome-plated mudguards, chrome flat-back 7 in. head lamp & indicators. Under 6,000 Rocket 3's were made between Aug 68 & Jan 72.				

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Year	Make	Model	Club	cc
1971	BSA	A65 Thunderbolt		650
<b>Classes Entered:</b> 1970 On			BSA OC (West Sussex)	
<b>Bike Details:</b> BSA's 1971 line-up saw major makeovers, including the oil-in-frame A65 twins.				
1971	Triumph	T150V		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This bike has undergone a complete rebuild including all engine casings vapour blasted, reground crankshaft, new valves and guides, all oil seals and lock tab washers replaced etc. New Norman Hyde clutch plates and oil pump fitted, Rob North primary belt drive fitted to help smooth take-up. All cycle parts have been rechromed or polished, with new stainless steel fixings throughout. The only deviation from standard is the fitting of a new Robinson period front brake with 230mm double-sided twin-leading shoes. The wheels were rebuilt with alloy rims and new Avon tyres fitted. The rebuild was started on 23rd December 2013 and completed on 28th February 2014.				
1972	Honda	CB 350/F		349
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Recently restored bike imported from Denver, Colorado, with 8,000 miles from new. Was not rusty but very dusty! Had a hole in the fuel tank but welded and sprayed yellow. Totally stripped and cleaned with new tyres and paintwork.				
1972	Honda	CB 350/F		350
<b>Classes Entered:</b> 1970 On Overseas			VJMC	
<b>Bike Details:</b> Imported from Colorado in 2012. Good example of a mainly original CB350F. The bike was featured in the August 2013 edition of Classic Motorcycle Mechanics in John Nutting's column 'The MIRAS files'. It is also pictured on the Wikipedia website entry for the Honda CB350F.				
1972	Moto Guzzi	V7 Sport		750
<b>Classes Entered:</b> 1970 On Overseas			VMCC	
<b>Bike Details:</b>				
1972	Norton	JPS Commando		750
<b>Classes Entered:</b> 1970 On Competition / Special			Norton OC (Surrey)	
<b>Bike Details:</b> This is a replica of the 1972/73 Peter Williams/Dave Croxford production machine racers which scored many successes in Thruxton 500 miler, the Isle of Man and many other National and International races. The bike has just been upgraded and fitted with a Mick Hemmings built engine with big valve head, HC pistons and PW3 camshaft and it has a 5 speed Mick Hemmings/Quaife gearbox. The original works bikes had the engine raised and moved over by about 3/8" to gain extra ground clearance but as this bike is being used on the road this was not considered to be necessary.				
1972	Triumph	X75		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> The Hurricane was the brain child of Craig Vetter, a US designer. He wanted to create a bike to capture the 'chopper' market in the US. This original unrestored example was imported from Florida. Built by Triumph Meriden and is one of only 1154 bikes made, all being based on a BSA engine & frame.				



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Year	Make	Model	Club	cc
1972	Triumph	Bonneville T120R		650
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Not standard, this machine has been modified to personal taste. The damaged petrol tank was restored and all tinware re-sprayed in 2012.				
1973	Honda	CB 250 K4		250
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> Bought from 'Dead or Alive Motorcycles' in Hull, this bike has been fully restored. It was covered in silver Hammerite paint, but was shot blasted, powder-coated and chrome plated using suppliers in Newhaven and the London & Brighton Chroming Company. Was stored in a garage in Leeds for 12 years prior to being bought by Dead or Alive Motorcycles.				
1973	Kawasaki	Z1		908
<b>Classes Entered:</b> 1970 On Overseas VJMC				
<b>Bike Details:</b> This is one of only 35 that were officially imported into the UK before the Z1A arrived. I took the original owner on the back of my CB750 to pick this bike up from Read Titan, Leytonstone in August 1973. I eventually bought it from him in 1978 for £500. It had not been well looked after and ran very badly. It was parked at the back of my garage and a full nut and bolt restoration commenced in 2001. The machine is all original, apart from a new exhaust and one or two other pattern parts. The actual mileage is 13,500 as the clock was zeroed when restored.				
1974	Moto Guzzi	750S		750
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Unrestored. A direct descendent of the 750 Sport after De Tomaso took over the company. Looks pretty, but a retrograde step from the 750 sport in terms of quality.				
1974	Suzuki	T500		492
<b>Classes Entered:</b> 1970 On Overseas VJMC				
<b>Bike Details:</b> First registered on 29th November 1974.				
1974	Triumph	T150 Trident		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Brought back from the USA.				
1975	Honda	CB 400/4		408
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> First registered 19th May 1975.				
1975	Laverda	750SF		62 BHP
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> First sold in Holland and took part in Club Racing. Had three previous owners before coming to the UK in 2011. A complete rebuild was carried out and it's now ready for the next 40 years! The Café Racer look was kept as typical of many seventies bikes.				

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Year	Make	Model	Club	cc
1975	Triumph	Trident T160		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> One of the last of the Triumph Triples, this bike was an ex-demo machine, then had just one owner,.Last taxed in 1976 according to DVLA records, it sat in the back of a garage for the last thirty years. The engine has recently undergone a full rebuild, while the paintwork is all original. A few items have been replaced but the bike is largely original, with 16,000 miles on the clock, which is believed to be correct.				
1976	Honda	CB 400/4		408
<b>Classes Entered:</b> 1970 On Overseas			VMCC	
<b>Bike Details:</b> Purchased from Brighton as a part finished restoration. Completed in February 2013.				
1976	Moto Guzzi	250 TS		231
<b>Classes Entered:</b> 1970 On Overseas Lightweight			Moto Guzzi Club (GB)	
<b>Bike Details:</b> Purchased five years ago and lightly restored, the engine has been untouched. It's a high performance machine but with a very peaky power delivery. This model was not popular in the UK, due to the 6V electrics and the high purchase price new. However, it is as quick as a Suzuki X7!				
1977	Kawasaki	Z900 A4		903
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Total ground-up restoration over a 12 month period using refurbished original parts as much as possible. Period twin-disc conversion & American spec rear mudguard. The machine is a Z900 A4 but painted in Z1B colours. Used regularly.				
1977	Kawasaki	KH 250B		249
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> With the current owner since purchased privately in 1993. Ridden to RealClassic Shows and used for pleasure rides during the spring & summer months. Considered to be a rolling restoration project, with parts sourced and replaced as necessary.				
1977	MZ	TS 250/1 Supa 5		250
<b>Classes Entered:</b> 1970 On Lightweight Overseas			MZ Riders Club	
<b>Bike Details:</b> In mostly original unrestored condition complete with MZ factory legshields. Simple, rugged, economical and reliable East German utility machine. With a plentiful supply of cheap spares still available, these machines are extremely practical classics. In 2013, this bike was used for The MZ Riders Club rally/camping trips to Lincolnshire, Wiltshire (twice), Exmoor and Shropshire. This year it will also be used for the MZ Riders Club National Rally and AGM in Falkirk, Scotland.				
1977	Yamaha	XS650D		650
<b>Classes Entered:</b> 1970 On Overseas			VJMC	
<b>Bike Details:</b> Dubbed as 'The Japanese Bonneville'. Owned by current owner 21 years, restoration completed May 2012.				

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<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Club</b>	<b>cc</b>
<b>1978</b>	<b>Honda</b>	<b>Dream</b>		<b>250</b>
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> With current owner since new, and it's still in showroom condition. Restored in the mid-1990's, it has won many shows, and looks the same as the day it was bought!				
<b>1978</b>	<b>Suzuki</b>	<b>TS100B</b>		<b>98</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> First registered on 18th May 1978.				
<b>1978</b>	<b>Suzuki</b>	<b>GS1000N</b>		<b>1000</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> An rare early wire wheel GS1000, found in garage, unused for years. Wheels rebuilt & a lot of spit & polish has brought it back.				
<b>1979</b>	<b>Honda</b>	<b>CBX 1000Z</b>		<b>1049</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is a genuine low mileage machine, two owners from new with light restoration.				
<b>1979</b>	<b>Triumph</b>	<b>Bonneville T140</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Second owner from new. Not standard, this machine has been modified and upgraded to suit personal preference. Often used to ride to work.				