

South of England Motorcycle Show

Sunday 28th October

South of England Showground, Ardingly RH17 6TL



Photo: Sharon Benton www.sharonbentonphotography.co.uk

With Special Guest Colin Seeley Celebrating 80 Years of AMC

Don't Miss these special events:
Q&A Session at 11:30 in the Stockman's Building
with Colin Seeley and former AMC employees
Fire Up Paddock – 10:30 & 1.30pm
Hear Barry Sheene's Seeley Monocoque & tube-framed
Suzuki TR500s, Seeley Matchless Mk3 G50 plus more!

South of England Classic Show

Results - March 2018

Best Pre 1950 1st Malcolm Stanford, E Sussex. 500cc 1937 Rudge Ulster
2nd Mr S Whymark, East Sussex. 1914 Rover 3½ HP.

Best 1950 - 1959 1st Brian Moore, W Sussex. 500cc 1955 Triumph Trophy.
2nd Michael Touhey, East Sussex. 1956 32cc Cyclemaster.

Best 1960 - 1969 1st Terry Buckingham, East Sussex. 1965 500cc Scott
Swift Special.

2nd Michael Johnson of Surrey Cycles, W Sussex. 1960 BSA Gold Star Catalina

Best 1970 on 1st Clive Brooker, Kent. 1975 500cc Suzuki RE5.

2nd Roy Bateman, Surrey. 1974 250cc Honda CB250G5.

Best Competition/ Special 1st Steve Elston, West Sussex. 1973 Gus
Kuhn Seeley Norton Commando.

2nd Michael Perrin, Kent. 1965 250cc CB72 Race Bike.

Best Heavyweight (250cc & over) 1st John Newson, Kent. 1959 1000cc
Norlake Cafe Racer.

2nd Ron Wanmer, East Sussex. 1947 500cc BSA M20 combination.

Best Lightweight (Under 250cc) 1st Rod Taylor, E Sussex. 1962 Ducati GT200

2nd Anthony Elkes, Shropshire. 1963 250cc Francis-Barnett Cruiser Sport.

Best British 1st David Johnson, Kent. 1955 998 cc Vincent Black Prince.

2nd Dan Smith, Essex. 1919 Douglas ES 2¾ HP.

Best Overseas 1st Richard Pettett, Kent. 1972 Honda CB175.

2nd Colin Murrells, Kent. 1957 250cc BMW R26.

Best Club Stand: AJS & Matchless Owners Club.

Judging courtesy of Lloyd Benton and

Rick Parkington, Classic Bike magazine Technical Editor.

2018 Show Timetable

10:00 Show Opens to the public

10:30 Fire-up Paddock : outside Queens Jubilee Show Hall.

11:30 Stockmans Building (Top-end): Q&A session hosted by
Brian Crichton (former Editor Classic Bike magazine) with Colin
Seeley and former AMC employees.

13:30 Fire-up Paddock : outside Queens Jubilee Show Hall.

14:30 Queens Jubilee Show Hall : Prize-giving

New: All day FoTTofinders Exhibition of TT Photos from Bill
Snelling's collection. In aid of the Manx Grand Prix Supporters
Club - find them in the Stockman's Building.

Show No.	Year	Make	Model	cc / HP	Classes Entered
25	1912	Hazelwood	-	-	Pre 1950
Bike Details: First time at this Show for this Veteran motorcycle.					
34	1913	Triumph	C	500	Pre 1950
Bike Details: This bike has taken part in many runs including The Sunbeam MCC Pioneer Run, Banbury, Golden Era. It has a three-speed rear hub which makes riding it a lot easier. Best pre-1950 machine at our Ashford Show on Easter Monday 2017.					
46	1913	Zenith	Gradua 90 Bore	996	Pre 1950
Bike Details: Built at Weybridge, Surrey, to the special order of Hal Hill, it lived on Monument Hill, Weybridge until 1953 when it was obtained by the present owner. Used by Hal Hill at Brooklands and many long-distance rallies before & after the First World War and last used by him in 1925. Fitted with the Gradua Gear, designed by Freddie Barnes in 1908 and fitted by Zenith until 1925. Zenith were barred from competing in the same classes as machines without variable gears, hence from 1910 the Zenith Trade Mark included the word BARRED. Capable of about 70 mph on the track, it's fitted with the JAP sidevalve engine, with 90mm bore x 77.5 stroke. It also has the large belt pulleys giving a variation from 3 to 1 in top gear, down to 6 to 1 in low gear. Rebuilt in 1964 and used by the current owner in VMCC events.					
26	1914	Douglas	-	n/k	Pre 1950
Bike Details: First time at this show.					
172	1914	Rover	Sturmey Archer	3 ½	Pre 1950
Bike Details: Found languishing in a garage, last used in 1972, as witnessed by an old tax disc. Not a barn find but a garage find.					
52	1919	AJS	Model D	6 HP	Pre 1950
Bike Details: With only 4 owners from new, this motorcycle has never been restored & still has its original handbook & tool kit. Originally made for sidecar work, but the sidecar was lost when it was stored in a basement during the War. The price new was £180.					
62	1920	Douglas	W20	2 ¾	Pre 1950 Lightweight
Bike Details: The Douglas W20 is the top-of-the-range Deluxe model of the 1920 2 ¾ models. It's fitted with footboards, three-speed gearbox, clutch and kickstart. This machine was left in a London motorcycle dealership in non-running, derelict condition for many years. Purchased when the dealer closed in 2005, it was restored by the owner in time for the Douglas centenary in 2007 and used for London Douglas Club events and other events such as the Brooklands Great War meeting last year.					
24	1921	Royal Enfield	-	n/k	Pre 1950
Bike Details: First time at this show.					
15	1925	Levis	T3	250	Pre 1950 Lightweight
Bike Details: First registered 18 May 1929, the first year of production for this model fitted with a 6 port two-stroke engine. Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.					
43	1927	Indian	Scout	600	Pre 1950 Overseas
Bike Details: This is the Indian Scout that you can't wear out!					
180	1928	Scott	Flying Squirrel	600	Pre 1950
Bike Details: First registered November 1928.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
47	1930	Indian	101 Scout	750	Pre 1950 Overseas
<p>Bike Details: Restored mainly in Sweden, using many original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system, which were fitted on import. The American & UK machines were fitted with standard Indian equipment. Fitted with hand gear change, foot clutch and a left-hand throttle. The Scout was popular for its handling, speed/weight ratio & versatility, and considered the flagship of Indian motorcycles.</p>					
31	1931	AJS	S12	250	Pre 1950 Lightweight
<p>Bike Details: This machine was rare in 1931, and was registered on the 23rd March 1931. AJS went out of business at the end of March 1931. This machine was found in E W Burnetts of Portsmouth in the early eighties. Tatty but complete and restored by the current owner. First time at this show.</p>					
69	1935	Norton	Model 40 Internatio	349	Pre 1950 Competition / Special
<p>Bike Details: Acquired through a chance conversation with a lady in a local timber yard. She had recently paraded it around the Manx Grand Prix circuit. Supplied by Nash Motorcycles of North London on 1st Jan 1936, still has almost all bills from new. My everyday bike, covered 1200 trouble-free miles alone in August 2018. In oily-rag condition, well maintained and well-used - it has covered over 60,000 miles since 2005 including several Continental and Irish rallies. Unusually oil-tight for an Inter, it has stunning acceleration with a good turn of speed.</p>					
91	1937	AJS	2	990	Pre 1950
<p>Bike Details: The v-twin was first registered on 1st March 1937.</p>					
139	1937	AJS	2 v-twin	990	Pre 1950
<p>Bike Details: Fitted with a sidecar, with the current owner since 1964. First time at this show.</p>					
126	1937	Ariel	Red Hunter	350	Pre 1950
<p>Bike Details: Made in Selly Oak, Birmingham and first registered 20th October 1937. Won first prize in the pre-1946 class at Rye Classic Motorcycle Show in July 2007.</p>					
109	1937	Matchless	G2M	247	Pre 1950 Lightweight
<p>Bike Details: The cost new was £345.5.0. First time at this show.</p>					
182	1937	Matchless	G8	500	Pre 1950
<p>Bike Details: Purchased in 2001, rebuilt and ready for the Isle of Man in 2002 .</p>					
159	1938	Panther	100 Redwing	600	Pre 1950
<p>Bike Details: The Panther Model 100 was introduced in 1932 and remained in production until 1963. Fitted with a Steib sidecar. VMCC (Surrey & Sussex) member.</p>					
66	1938	Rotrax JAP	Speedway	500	Pre 1950 Competition / Special
<p>Bike Details: Vintage Speedway competition machine. Fitted with a 1938 5-stud JAP engine in a mid forties frame.</p>					
111	1938	Rudge	Sports Special	500	Pre 1950 Competition / Special
<p>Bike Details: The Sports Special 500cc model was introduced in 1937, production ceased in 1939. This example has been rebuilt twice, first time from a basket case where parts were missing, the second time after an accident in 2000.</p>					
108	1939	AJS	26	347	Pre 1950
<p>Bike Details: Cost new was 347 Guineas. First time at this show.</p>					
51	1939	Ariel	W/NG	350	Pre 1950
<p>Bike Details: An ex WWII army machine restored to civilian specification nearly 20 years ago. It has covered over 22,000 trouble-free miles since restoration. VMCC member.</p>					

Show No.	Year	Make	Model	cc / HP	Classes Entered
135	1939	Matchless	G3WO	350	Pre 1950
Bike Details: 1939 Matchless G3WO Desert Rat, sent to North Africa in 1940.					
128	1939	Velocette	MK II KSS	350	Pre 1950
Bike Details: OHC sports model from the pre-War era. With current owner for over 10 years.					
140	1940	Matchless	G3	350	Pre 1950
Bike Details: First time at this Show.					
92	1941	Matchless	G3L	350	Pre 1950
Bike Details: The G3L was first made in 1941 and was equipped with telescopic forks to supersede the G3.					
3	1944	Triumph	3HW	350	Pre 1950
Bike Details: Manufactured in September 1944 and delivered to the military at Littlewoods Liverpool, then a military vehicle depot. Sold back to Triumph after the war, refurbished (painted black and chromed) and exported to India. Repatriated in the late 90's, totally worn out, and rebuilt by the present owner who has since covered 15,000 miles on it.					
33	1946	Matchless	G3L	350	Pre 1950
Bike Details: First time this bike has been shown. With the current owner 30 years, regularly ridden.					
120	1947	Vincent	Rapide Series 'B'	998	Pre 1950
Bike Details: Built from bits, which took 17 years largely due to financial constraints! Originally fitted with a sidecar, the previous owner broke down on the way back from the Isle of Man TT due to a broken cam-bolt but got home on one cylinder. Originally fitted with Triumph Herald wheels with home-made hubs and the wrong forks, it's been completely rebuilt. Matching numbers on engine and UFM, I have original RFM which needs a rebuild! BTH modern mag, electric start, 'Mcdougalator' alternator, 12V electrics, multi-plate clutch, 'D' shock-absorber (engine). Replica Lightning brakes, been on the road now for 11 years. First registered on 18th September 1947.					
166	1948	AJS	M18	500	Pre 1950
Bike Details: Bought by my father in 1962 for commuting, this is a 1949 model, registered in November 1948 and supplied by from Redhill Motors in Brighton as new. Flogged to death by myself and my brother in the mid to late sixties when we'd passed our tests. It was then used as a family hack until it just gave up in the early eighties. By then it had been all over the UK and the Continent. Rebuilt by my father a twenty years ago, but never used. Now re-commissioned, it still has a Redhill Motors of Brighton brass plaque on the rear number plate.					
165	1949	AJS	16C	349	Pre 1950
Bike Details: First registered on 9th February 1949. Bought as a pile of bent bits in the late sixties and rebuilt ten years ago in road trim. Although originally a trials model, at present it's in road trim, fitted with road tyres and gearing, period dual seat and low level exhaust. In regular use, it's a great back-lanes bike and it seven days older than the owner!					
162	1949	Triumph	T100 Tiger	500	Pre 1950
Bike Details: Sporting twin, first registered 26 February 1949.					
117	1949	Velocette	MAC	350	Pre 1950
Bike Details: With The British Owners Club Essex.					
141	1949	Velocette	LE	200	Pre 1950 Lightweight
Bike Details: Retired Police vehicle, originally with Gloucester Constabulary.					
89	1950	BSA	Bantam D1	123	1950-59 Lightweight
Bike Details: Rebuilt by the owner and runner-up in Best British class at Ardingly in April 2016.					
97	1950	Triumph	Trophy TR5	500	1950-59 Competition / Special
Bike Details: Fitted with sixties style trials sidecar. First time at this show.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
121	1950	Vincent	Comet	499	1950-59
Bike Details: First registered on 28th October 1950, it's been completely rebuilt from parts left over from my Rapide by my best mate, John Smith. Now owned by my son Jeff. Matching UFM and RFM and originally a touring Comet supplied by Jack Surtees. Alton and BTH modern mag fitted.					
178	1950	Matchless	G50	-	1950-59 Competition / Special
Bike Details: Replica Ex-Roger Titchmarsh Seeley Framed Matchless G50					
187	1951	AJS	20	500	1950-59
Bike Details: Bought as a non-runner, it's thought not to have been on the road since 1962. It had a full restoration over the winter of 2017/8, first time at this show.					
5	1951	BSA	Bantam D1	150	1950-59 Lightweight
Bike Details: Family owned since new, as far as we know it was supplied by J Davis & Son Garage in Hawkhurst, Kent who were in business from 1907. The last tax disc for this Bantam is from 1960.					
2	1951	Royal Enfield	Clipper	250	1950-59 Lightweight
Bike Details: First time at this show.					
164	1953	Douglas	MK V	348	1950-59
Bike Details: Restored in 1981 from an incomplete basket case. Member of London Douglas MCC.					
84	1953	Francis-Barnett	Falcon 58	197	1950-59 Lightweight
Bike Details: 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.					
134	1953	Francis-Barnett	Falcon 58	197	1950-59 Lightweight
Bike Details: This bike originated in Brighton, and was stored in a garage for forty years. Found by a Francis-Barnett Owners Club member after being abandoned for some years. Purchased by the current owner and restored to its present condition.					
4	1953	James	Cadet J5	122	1950-59 Lightweight
Bike Details: With several owners in the Dartford area, the bike came from Goudhurst, the last owner didn't want it raced around the fields. First time at this show.					
101	1953	Matchless	G3LS	350	1950-59
Bike Details: First time at this Show.					
149	1953	Matchless	G80S	500	1950-59
Bike Details: Standard 1950's motorcycle, sensibly modded and used all year round. Simple to restore and maintain. In daily use.					
183	1953	Matchless	G80CS	498	1950-59 Competition / Special
Bike Details: Purchased six years ago as a basket case. First time at this show.					
48	1953	Norton	M40 Long Stroke	350	1950-59 Competition / Special
Bike Details: Racing Norton Model 40 long-stroke with matching numbers. Ex Des Craig, son of Joe Craig. With the current owner for eleven years, it was inherited from the estate of Jean Craig, as Jean was the owner's cousin. This Manx was raced at Brands Hatch by Des Craig, winning a race in July 1957, and also was raced in the I.OM. It was last raced in the early seventies. With current owner since 2002/3 and ran at Dunsford Wings and Wheels in August 2011, the first time for over 30 years. Restored from a poor condition by the owner, still improving.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
72	1953	Norton	Manx Model 40	350	1950-59 Competition / Special
Bike Details: Ex Isle of Man racer. This bike was raced in the 1953 Junior TT by New Zealander CB 'Barry' Stormont. Finished in position 32 with an average speed of 80mph.					
110	1954	AJS	20/G9	500	1950-59
Bike Details: Originally an AJS model 20 from 1954, it has had a 1954 G9 engine fitted at some stage. As AJS and Matchless were both made by AMC it fits. It has been rebuilt using parts of the period, not always original. First time at this show, owned by a former AMC employee.					
10	1954	BSA	Bantam Wasp	175	1950-59 Lightweight Competition / Special
Bike Details: This is a one-off trials Bantam with a 1968 175cc engine fitted in a 1954 frame. With D7 speedo, D5 fuel tank and various other parts fabricated. The name Wasp comes from the bikes colour, yellow and black.					
90	1954	BSA	Bantam D3	150	1950-59 Lightweight
Bike Details: Rebuilt by the owner.					
32	1954	Matchless	G9	500	1950-59
Bike Details: First time at this Show.					
82	1954	Norton	Dominator 88	500	1950-59
Bike Details: Very original, recently rebuilt, this is a November 1954 model going into '55. It's been with the present owner since 1978 and is never trailered, apart from by the AA!					
49	1954	Triton	Featherbed Widelin	750	1960-69 Competition / Special
Bike Details: First registered 2nd January 1967, too much history to mention. A classic sixties Café Racer one-off special, maintained to keep it looking as original as possible.. Triumph 650cc engine fitted to a Norton wideline featherbed frame. Member of Mid Sussex British MCC Winner at Eastbourne Classic Bike Show and twice mentioned by Classic Bike Guide. Involved with the Goodwood Revival for the past 14 years. Always ridden to shows throughout the year.					
59	1955	BSA	Cyclemaster	32	1950-59 Lightweight
Bike Details: First registered on the 21st January 1955, it was bought last year and restored by the current owner. First time at this Show.					
94	1955	BSA	Bantam D3	148	1950-59 Lightweight
Bike Details: Originally despatched from the factory on 9th September 1955 to the dealers Nassers & Co in The Belgian Congo. Came back to the UK in 1976 as a total wreck and has been completely rebuilt, using the original parts.					
44	1955	Triumph	T110	649	1950-59
Bike Details: This Triumph has belonged in the current owners family since 1966, over 50 years. Dismantled in 1970, it lay in parts until it was completely restored in 1982. It has been ridden regularly since, covering over 55,000 miles. The tank and mudguards were repainted in 1995.					
105	1955	Triumph	TR5 Trophy	500	1950-59
Bike Details: The Trophy was a was a successful model for Triumph, particularly in the US.					
87	1956	BSA	Gold Star DB32	350	1950-59
Bike Details: 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.					
104	1956	BSA	DBD 34 Gold Star	500	1950-59
Bike Details: First time at this show.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
28	1956	Francis-Barnett	Falcon 76 Trials	197	1950-59 Lightweight Competition / Special
Bike Details: This is a 1956 Francis Barnett works machine, and was ridden by Ray Peacock in the 1956 Scottish Six Day Trial. It has been in the same family ownership for many years, as it was purchased by my Grandfather Brian in 1957, and inherited by myself in 2017. Very proud to keep showing it in memory of my Grandfather.					
23	1957	AJS	16	350	1950-59
Bike Details: First time at this show.					
114	1957	AJS	16MS	347	1950-59
Bike Details: Acquired by the present owner in 2015 having been stored in a coal house for more than 30 years before being sent to a restorer. Sadly, the restorer had made just a token attempt to do the job so the new owner completed the restoration, with help from the AS & Matchless Owners Club. Some 15 months in the rebuild, it actually started on the fourth kick. Since covered around 700 trouble-free miles. First time at this show.					
112	1957	BMW	R26	247	1950-59 Lightweight Overseas
Bike Details: Brought to England in 1964, and re-registered by the original German owner, who settled in Cheshire. It was restored in the 1990's, and the engine was reconditioned by the late lamented De-Fazio Ltd of Somerset. Runs well, a comfortable and reliable bike.					
137	1957	BSA	A10 Golden Flash	650	1950-59
Bike Details: Popular machine with twin cylinder OHV engine.					
154	1957	BSA	Bantam D3	150	1950-59 Lightweight
Bike Details: First registered on 18th May 1957.					
168	1957	BSA	Bantam D1	125	1950-59 Lightweight
Bike Details: First registered on 1st January 1957.					
133	1957	Francis-Barnett	Falcon 74	197	1950-59 Lightweight
Bike Details: Found in a coal shed in a rough state. Restored by the present owner and now regularly ridden. Has also completed Brooklands Test Hill.					
131	1957	Matchless	G9	500	1950-59
Bike Details:					
184	1957	Matchless	G80	500	1950-59
Bike Details: Purchased in 2015 as a non-runner, it had been restored by a former owner. However, the valve timing was out plus other faults so the engine and gearbox were completely stripped and rebuilt. It now runs and rides extremely well.					
6	1957	Norton	19S	600	1950-59
Bike Details: Similar to the ES2, the 19S had a 600cc OHV engine developing around 24 hp primarily designed for sidecar use. This bike was purchased by the previous owner as a non-runner, having been stored for 29 years. With original registration number and matching engine and frame numbers, it has been restored to original specification. The only change to the original spec is a 21 tooth gearbox sprocket for solo use, stainless rims & spokes and 12v electrics and electronic ignition. With only three owners since new, the engine and gearbox were rebuilt by Mike Pemberton / Colin Blundell.					
27	1957	Scott	Red Squirrel	596	1950-59
Bike Details: 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.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
67	1957	Velocette	Venom	500	1950-59
Bike Details: First time at this show.					
157	1957	Velosolex	1010	49	1950-59 Lightweight Overseas
Bike Details: Not many of this model around, as they were only produced for just over a year. This particular machine was purchased in a very dilapidated condition. Since then it's been completely dismantled and refurbished to the present condition by the owner. All frame parts and wheels have been shot-blasted, powder coated and then coach-lined. The remainder has been stripped and chromed. The engine was dismantled, and amazingly all the components were in good condition, however as a precaution the owner renewed the main bearings. Runs very well and is surprisingly powerful for the engine capacity.					
54	1958	AJS	30	600	1950-59
Bike Details: Twin-cylinder fitted with a 1962 Watsonian Monarch sidecar. Restored over 30 years ago with 36,000 miles on the clock. Still enjoyed to this day with many adventures under its belt.					
186	1958	AJS	30	600	1950-59
Bike Details: Completed and tested at the factory in December 1957, supplied to Elite Motors of Tooting, South London. Sold and registered in 1958. Purchased in December 2005, but it was not running very well and was found to have the wrong pistons fitted. The engine had new pistons, valves & guides fitted and a rebore. The gearbox had new seals and bushes. It's now done 6,000 plus miles since the rebuild, and now runs very well.					
99	1958	BSA	Bantam D5	150	1950-59 Lightweight
Bike Details: First time at this show.					
156	1958	Ducati	Grand Prix Factory	125	1950-59 Lightweight Competition / Special
Bike Details: Unfortunately all Ducati race records were destroyed in a fire some years ago so there is no firm evidence of the bikes history. However it is believed this bike was one of the four Grand Prix racers entered by Ducati in the 1958 TT and ridden by Luigi Taveri who retired whilst lying second due to a broken piston ring. Ducati pulled out of GP racing the next year and sold off their race bikes to private owners after, in some cases, removing the special Desmodromic cylinder heads. Ducati were charging prices in the region of £1500 in 1959 which was some 4 times more expensive than a Manx Norton! The bike is presented with its original three-piece hand beaten alloy fairing.					
76	1958	Francis-Barnett	Falcon 81	197	1950-59 Lightweight
Bike Details: Restored 22 years ago by the owner and used regularly ever since. Ridden to all the shows.					
83	1958	James	Captain	197	1950-59 Lightweight
Bike Details: First time at this show for this popular lightweight.					
42	1958	Matchless	G11CS	592	1950-59 Competition / Special
Bike Details: Manufactured for one year only in 1958, this is the competition Sports model of the 600cc twin. The following year saw the end of 600cc production, to be replaced by the 650cc G12 and its variants. First registered 28 May 1958.					
173	1958	Matchless	G9	500	1950-59
Bike Details: Fitted with RAC Sidecar, First time at this show.					
143	1958	Norton	Dominator	500	1950-59 Competition / Special
Bike Details: Competition machine.					
179	1958	Norton	ES2	500	1950-59
Bike Details: The Norton ES2 model was made from 1928 to 1963 and was originally a sporting model, having an OHV single cylinder engine. This example is all original, after spending 25 years in a loft, and is ridden all year round with the Kent branch of the Norton Owners club. Runner Up in the Best British Class at our South of England Show at Ardingly in October 2016.					

Show No.	Year Make	Model	cc / HP	Classes Entered
86	1958 Velocette	Viper	350	1950-59
Bike Details: Found as a wreck in a neighbour's chicken shed in 1992 and transported in a wheelbarrow to the current owner's shed. Total ground-up restoration by the owner, to original 'factory gate' condition. Bottom end and gearbox re-built by Geoff Dodkin. Now well used, has taken part in many VMCC including the Isle of Man, Dorset, Wales Scarborough and Cornwall. Plus Velocette OC events in France and the UK.				
150	1958 Velocette	Viper	350	1950-59
Bike Details: Purchased new from Stevens in London for £210.10.6d by the current owner's Grandfather.				
115	1959 AJS	16MS Trials	347	1950-59 Competition / Special
Bike Details: This bike was built up from parts acquired with the road-going 16MS, which had been stored in a coal shed for over 30 years. The owner travelled up and down the country to source parts from autojumbles, club members, small ads and engineering works. Featured in the September 2018 edition of Jampot, the AJS & Matchless OC club magazine. First time at this show.				
163	1959 AJS	31 DL	650	1950-59
Bike Details: 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. 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.				
177	1959 AJS	31L	650	1950-59
Bike Details: Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.				
45	1959 BSA	A10 Golden Flash	650	1950-59
Bike Details: Made in Birmingham by BSA, Birmingham Small Arms company.				
96	1959 BSA	Gold Star DBD34	500	1950-59
Bike Details: First registered 2nd October 1959.				
119	1959 BSA	Golden Flash Outfi	650	1950-59
Bike Details: Fitted with a 1957 Watsonian MK1 Monaco sidecar. Both bike and sidecar have been completely rebuilt by the owner from wrecks. The bike had been stored in a shed from 1962 to 2006, with just 17,000 miles on the clock. It was complete missing only the rear light lens. The sidecar had been left dismantled in a garden in Birmingham since 1977. Now a nice outfit to enjoy.				
130	1959 BSA	A10 Golden Flash	650	1950-59
Bike Details: A standard BSA Golden Flash, made in Birmingham by BSA, the Birmingham Small Arms company.				
8	1959 Matchless	G9	500	1950-59
Bike Details:				
107	1959 Matchless	G3C	350	1950-59 Competition / Special
Bike Details: Fitted with a 1962 short-stroke motor. First time at this show.				
176	1959 Matchless	G9	500	1950-59
Bike Details:				
100	1959 Norton	99 Dominator	600	1950-59
Bike Details: First time at this show.				

Show No.	Year	Make	Model	cc / HP	Classes Entered
138	1959	Norton	Manx 30M	500	1950-59 Competition / Special
Bike Details: This machine is ex-Stan Woods - Charlie Sanby. Owned by John Rollison from 1993 until 2013. John raced Manx Nortons in the sixties but not this one. Now shown by Rosemarie Rollison and son David.					
58	1959	NSU	Quickly	50	1950-59 Lightweight Overseas
Bike Details: Restored some years ago.					
13	1960	AJS	31 CSR	650	1960-69
Bike Details: Twin cylinder engine, first registered 26th May 1960.					
93	1960	AJS	7R	350	1960-69 Competition / Special
Bike Details: This racing machine has been fully restored to factory specification. Excellent condition.					
38	1960	BSA	A10 Golden Flash	646	1960-69
Bike Details: First registered 11th March 1960. Restored, with current owner since 2010.					
116	1960	BSA	C15	250	1960-69 Lightweight
Bike Details: Just finished a three year restoration.					
123	1960	BSA	Bantam D7	175	1960-69 Lightweight
Bike Details: Built up and restored using parts from two abandoned, incomplete Bantams and re-registered in 2012. Regularly ridden.					
102	1960	Matchless	G12 CSR	650	1960-69
Bike Details: First registered in London on 16th February 1960. Vertical four-stroke parallel 650cc twin, regularly used for club rides and ridden to this event.					
103	1960	Norton	Dominator De Luxe	500	1960-69
Bike Details: This is a rare model, that was only made for two years. In original trim, it's one of the first slimline models with rear enclosure. This bike has managed to survive intact despite many owners - most lost their side panels and were turned into Tritons.					
161	1960	Velocette	Venom	500	1960-69
Bike Details: Sporting single from Hall Green, Birmingham.					
68	1961	AJS	31	650	1960-69
Bike Details: 2010 marked the 100th year of production of the first true AJS.					
55	1961	BSA	Rocket Gold Star R	650	1960-69 Competition / Special
Bike Details: With the current owner for the last twelve years. Engine rebuilt in 2003, previous Show winner in class. The Oldest Rocker in Town can still beat a record but it now has to be an LP!					
158	1961	BSA	Bantam D1 Plunger	125	1960-69 Lightweight
Bike Details: Originally sold through Pride & Clarke in Stockwell Road, London. I brought it from my friend's brother for £35 way back in 1976.					
98	1961	Honda	CB 72	250	1960-69 Lightweight Overseas
Bike Details: Acquired as a project in bits in 1999, and back on the road in 2001. Basically manufactured in 1961 and re-registered in 1990. Meant for regular use rather than concours, it has had various mods including a carrier to take a tent and electronic ignition which has made a big difference. It is in regular use and has been ridden to and paraded at multiple Coupes de Moto-Legendes, in Dijon, France, a round trip of over 1100 miles as well as The Festival of 1000 Bikes in 2009. Although carrying a later registration, the V5 states 'manufactured in 1961', no idea why it was re-registered. When launched in 1961 this model was a major leap forward for the 250cc class. Not without the odd problem, it is a usable classic and has now sprouted indicators.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
124	1961	Honda	CB72 (Race Bike)	250	1960-69 Competition / Special Overseas
Bike Details: This bike has been raced at various venues around Europe, including the Czech TT (The Horice). The European FIM race passport is displayed with the bike.					
132	1961	Norton	Dominator 99	600	1960-69
Bike Details: The Dominator 99 was produced from 1956 - 1962. This example was bought new from Grays of Chatham and is still with the first owner.					
7	1961	Triumph	3TA	350	1960-69
Bike Details: First registered on 1st February 1961, this machine was bought at Kempton Park on 25th January 2014 in a very sad state. Restored by the owner with help from his son, nut and bolt from the frame up and built to how he wanted it to look and ride. All tin-work was missing. Only the frame powder-coating, and the wheel-rim chroming was put out to be done. Ridden to the Show.					
9	1961	Triumph	Tiger Cub	200	1960-69 Lightweight
Bike Details: The owner has just finished restoring it after 2 ½ years work, first time at this show.					
127	1961	Triumph	Thunderbird	650	1960-69
Bike Details: First time at this Show.					
75	1961	Triumph/Matchless	Bitsa Café Racer	650	1960-69 Competition / Special
Bike Details: With the present owner for over 46 years. An ongoing project, the Triumph T110 engine was fitted in 1968.					
30	1962	AJS	14	250	1960-69 Lightweight
Bike Details: First time at this show.					
61	1962	Ariel	Arrow	250	1960-69 Lightweight
Bike Details: The bike was in a very sorry state when I got it. It was a real challenge to achieve the end result you see.					
12	1962	BSA	C15 SS80 Sport St	250	1960-69 Lightweight
Bike Details: First registered on 19th February 1962, this is the C15 sport model 250 cc with 10.5 compression.					
85	1962	BSA	Gold Star	350	1960-69
Bike Details: In Clubman's trim, the 350cc Gold Star was rare in 1962 as it was only available by order. This example has TT history, and was won by a previous owner in a Classic Bike magazine competition.					
167	1962	Ducati	Daytona	250	1960-69 Lightweight Overseas
Bike Details: Early 250cc bevel driven OHC, a mini Manx Norton! The first production Ducati 250 debuted at the Milan Fair in April 1961. It was called the Diana but for some unknown reason was re-named as Daytona in the UK. First registered in the UK on 21st September 1964.					
185	1962	Matchless	G15/45	750	1960-69
Bike Details: This is a rare model, made for the export market. In total, 212 were made for the American market fitted with a stretched 650 engine until the Norton engine was fitted. The '45' of the model number refers to 45 cubic inches, i.e. 750cc. Brought back from the USA in 1998, despite all the bad press this model attracted it goes very well and is oil-tight. Only 62 are known to exist. Featured in 'Classic Bike' magazine in February 2018.					
22	1962	Triumph	Tiger 90	350	1960-69 Competition / Special
Bike Details: This machine was eighth off the production line in 1962, and was despatched on 18th October 1962 to Harwoods of Richmond, London. Sold to its first owner on 26th April 1963. With the present owner for over 50 years, and has been used in competition. No major restoration, delivers 27 bhp @ 7,500 rpm, this style was made for one year only.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
181	1962	Triumph	3TA	350	1960-69
Bike Details: Unit construction twin fitted with an alternator.					
50	1963	BSA	Bantam D1	125	1950-59 Lightweight
Bike Details:					
29	1963	Francis-Barnett	Trials 92	250	1960-69 Lightweight Competition / Special
Bike Details: Originally owned and trialled by Ian Hillier from Oxted. Purchased by the current owner for £35 in 1973 at the age of 13.					
60	1964	Francis-Barnett	Cruiser 91 Sports	250	1960-69 Lightweight
Bike Details: This bike is a clone of the James Super Swift fitted with a Villiers 4T engine. Restored by the owner & owned for 13 years, regularly ridden and showed. Francis Barnett were in business from 1919 to 1966, specialising mainly in two strokes. Featured in Classic Bike Guide magazine October 2011.					
73	1964	Norton	Atlas	750	1960-69
Bike Details: Road bike.					
71	1965	BSA	Bantam D7	175	1960-69 Lightweight
Bike Details: This bike was purchased in August 2016 in a very tired condition. It was completely stripped down to the bare frame and built back to original specification. First time at this show.					
39	1965	Matchless	G15	750	1960-69
Bike Details: Two former owners. This bike was used from 1965 to 1978 then laid-up until 2007 when I bought and re-commissioned the bike. Largely original, the metal profile forks were fitted in the seventies. Made by Norton after they bought AMC, this is basically an AMC 650cc fitted with Norton Atlas engine, forks and wheels. Has had all parts rebuilt over the years, fitted with a single carb and electronic ignition.					
88	1965	Norton	Atlas	750	1960-69
Bike Details: Electronic ignition was fitted in 2003 and the engine was rebuilt in 2007.					
106	1966	AJS	31CSR	650	1960-69
Bike Details: This bike was bought new by an American serviceman, who took it home with him after his service in England finished. Re-imported in 2017 and restored by the current owner, this is a very original bike, with only consumables being replaced. Everything else is original restored. One of the last to leave the factory whilst it was still in AMC's ownership.					
79	1966	Honda	CB160 Twin	160	1960-69 Lightweight Overseas
Bike Details: I owned a brand new machine identical to this bike in 1966 which cost £239=10/6 pence new! This one has now cost me 15 times that price, quite rare and a great little bike. This machine was crudely restored back in 1998 onwards. Mechanically it was in very good condition but left a lot to be desired in the nut and bolt department. It was re-registered back 2001 due to loss of the logbook, the registration is Welsh. It's been fitted with quality indicators for safety, something very few bikes had in the 1960s. Over 3 weeks I have stripped it down to frame and engine, cleaned/polished all the chrome and paintwork. New front pipes were obtained from Bangkok for £14 pounds + shipping, great quality and cheaper than £700 wanted for new items that do not exist. The silencers are from a later model but fit nicely and sound correct. They're made by the British firm Brituro.					
80	1966	Honda	S90	89	1960-69 Lightweight Overseas
Bike Details: I had a brand new Honda S90 in 1966, registration number FKR 5D. This machine was my only form of transport back in those early days. It was utterly reliable, carried two people just about and took me to work, courting, to the cafe and racing about etc. I learned to ride this machine well and could easily outrun bigger British bikes. This restoration is my homage to this bike; later on in 1967 I also owned a Honda CB160, as is the other machine on display. Oh to be young again! Imported from Denver, Colorado, it was fully restored in 2018. First time at this show.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
21	1967	AJS	Sapphire 90 /14CS	250	1960-69 Lightweight
Bike Details: First registered on 1st January 1967. A very fast bike in its day for a 250, but were reputed to be a very weak construction and a very heavy bike for a so-called lightweight. With current owner for the past six years and partly restored over the years.					
20	1967	BSA	C15 SS80	250	1960-69 Lightweight
Bike Details: The bike was acquired in December 2014 as a fully restored C15, but it was discovered to be an SS80, the sports version of the C15. However, it took most of 2015 for the owner to put right the bodesges, too many to list! It cost around £1200 to put it right. It is now a very pleasant and reliable bike, nice to ride, a good bike for the country lanes.					
146	1967	BSA	Bantam D10 Sports	175	1960-69 Lightweight
Bike Details: Popular two-stroke lightweight.					
153	1967	BSA	Bantam Bushman	175	1960-69 Lightweight Competition / Special
Bike Details: Popular two-stroke lightweight.					
169	1967	BSA	Bantam D13	173	1960-69 Lightweight
Bike Details: First registered on 5th December 1967.					
11	1967	Triumph	TR6C	650	1960-69
Bike Details: First time at this show.					
77	1968	BSA	Bantam D14/4	175	1960-69 Lightweight
Bike Details: First registered on 7 August 1968.					
147	1968	BSA	Bantam D10 Sports	250	1960-69 Lightweight Special
Bike Details: Fitted with Ariel Arrow Sports Engine and twin leading shoe Honda front brake. Believed to be one of only three in the country that has been converted.					
160	1968	Yamaha	YL1E	100	1960-69 Lightweight Overseas
Bike Details: This bike was given to me by a VJMC member who passed away a few years ago. It was a total basket-case, and they wanted it to go to a club member who would restore the bike and give them a full report of the build. Not to be sold on to make money. First time at this show.					
144	1969	BSA	Bantam B175	175	1960-69 Lightweight
Bike Details: One of the last models of the popular Bantam.					
70	1969	Matchless	G15 CSR	750	1960-69
Bike Details: This bike was part of the final batch of G15s exported to South Africa prior to closure of the Plumstead factory in 1969. Restored this year, first time at this show.					
19	1969	Seeley	Mk3 G50	500	1960-69 Competition / Special
Bike Details: The Matchless G50 engine is entirely brand new, with better main and big end bearings than the original. Bore is 90mm and Stroke is 78mm (giving 496cc) and has a compression ratio of 11.2:1. The gear box is the latest Quaife six-speed racing box with magnesium cases and uses a Bob Newby racing clutch and belt primary drive. The Carburettor is AMAL 1½" GP with remote float and ignition is by Lucas Magneto. The Bike will be used at the CRMC and other classic events in the UK and at the Belgium classic GP at Spa 2018 and the Classic TT 2018. The bike weighs 140Kg/308 Lbs wet.					
95	1970	BSA	Bantam B175	175	1970 On Lightweight
Bike Details: First registered on 28th November 1971. The engine has been upgraded to 187cc using a Suzuki piston.					
145	1970	BSA	Bantam B175	175	1970 On Lightweight
Bike Details: Made in Birmingham by BSA, Birmingham Small Arms company.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
63	1970	Honda	CB750/4 K1	750	1970 On Overseas
Bike Details: This is a USA import with just over 19,000 miles on the clock. Not in bad condition for an unrestored 48 year old bike.					
40	1970	Norton	Commando Roadst	750	1970 On
Bike Details: This Roadster was first sold by Elite Motors in South London. It was shipped to the States by the first owner, and ended up in a salvage yard, Sandy's Towing, in Ohio. It was then rebuilt and taken to Canada from where it was re-imported to the UK in September 2013. It now has a single carb conversion. It has new gearbox internals, as the previous owner rode the bike without checking for oil. It is almost in standard condition apart from some later upgrades.					
41	1970	Norton	750 SS	750	1970 On
Bike Details: This is one of only 95 export Street Scramblers that were despatched to North America between September 1967 and November 1969. This model was sold in the USA by Berliner as a Norton 750SS, and in the UK as a G15CSR. Only 15 were ever sold as new in the UK. With present owner since December 1970. Restored to current condition about five years ago and is as close as possible to when it left Plumstead in November 1969. It was originally sold by Elite Motors of Garratt Lane, Tooting London SW17.					
122	1970	Triumph	T120 Bonneville	650	1970 On
Bike Details: Manufactured on 11th and 12th August 1970 as a UK specification T120 R Bonneville. This makes it one of the last pre-'Oil In Frame' UK Specification bikes to be made. The bike was shipped on 13th August to Atherton & Co, the Triumph export agent for India and Pakistan in Liverpool, luckily the 13th was not a Friday! I acquired this bike in March 2002 as a restoration project. Every part of the bike has been stripped down, cleaned, inspected, painted, restored & replaced. The only parts of the engine/gearbox that were OK were the crankcases and chaincase, and even the chaincase needed welding. Everything else in the engine/gearbox was replaced! It started first kick once restored.					
1	1971	BSA	A65L	650	1970 On
Bike Details: Despatched to Elite Motors, London, on 12th October 1971 but not registered until 2nd February 1973. With matching engine and frame numbers.					
175	1971	BSA	A65 Thunderbolt	650	1970 On
Bike Details: BSA's 1971 line-up saw major makeovers, including the oil-in-frame A65 twins. The engine was recently rebuilt by SRM.					
201	1971	Honda	CB750KO	750	1970 On Overseas
Bike Details: The current owner bought the bike in 1990 and carried out a full restoration over the last two years. This is the first time the bike has been shown, and in fact it will be the first journey that it has done since completion.					
118	1971	Honda	CB750	750	1970 On Overseas
Bike Details: Rebuilt from parts collected over last 10 years, first time at this show.					
16	1971	Norton	Seeley MK3 Comm	850	1970 On Competition / Special
Bike Details: The engine is originally from a Norton Commando, one of the very last kick-start bikes. The original 4-speed AMC gear box has been replaced with the latest 5-speed racing box from Mick Hemmings with magnesium cases. The engine is an 850 combat engine with race camshafts, new 32 mm Amal performance carburettors & lots of lightened and polished bits inside and Boyer race ignition. The Seeley Mk 3 frame was built new in 2015 by Roger Titchmarsh, who is licensed by Colin Seeley to produce the frames today using the original jigs. The seat, faring & petrol tank are all taken from the original templates. The front forks are Ceriani, fitted with 230mm Ceriani double-sided twin-leading brake.					

Show No.	Year	Make	Model	cc / HP	Classes Entered
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18	1971	Triumph	Seeley Boyer	750	1970 On Competition / Special
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Bike Details: The frame was designed and drawn by Bob Cakebread and built by Jack Wren. Colin Seeley Racing Developments built a total of 14 Triumph frames for Boyer and a solitary example for Dave Croxford, who installed a BSA triple in his bike.

The Seeley full-loop frame uses Reynolds 531 tubing and was produced and checked on the original jigs. Seat, oil tank and petrol tank are all taken from the original templates and hand made. The front forks are Seeley fitted with AP Lockheed racing single disc, the rear brake is Triumph fitted with AP Lockheed racing single disc and calliper, the three-into-one exhaust is made to the original design but to meet modern regulations has removable baffles to reduce noise levels at some circuits.

The engine is an original 1972 750cc Triumph Trident T150 with a four-speed gear box. The engine has been totally rebuilt, with improved oil system, belt primary drive, new Amal performance carburettors and of course a Boyer ignition and lots of lightened and polished bits inside.

171	1972	BSA	A65 Lightning	650	1970 On
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Bike Details: First time at this show.

136	1972	Norton	JPN Commando	750	1970 On Competition / Special
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Bike Details: 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.

17	1972	Suzuki	Seeley T500	500	1970 On Competition / Special Overseas
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Bike Details: The Seeley Suzuki frame was new in 2017, built by Roger Titchmarsh who is licenced by Colin Seeley to produce the frames today using the original jigs. Seat, fairing and petrol tank are all taken from the original templates. The petrol tank was custom made, as were all the footrest brackets and foot levers etc and the two-stroke oil tank.

The front forks are classic race Ceriani 35mm fitted with a 230mm four-leading shoe Robinson front brake, the rear brake uses a standard Suzuki hub.

The Suzuki T500 race engine was found in the USA and imported to the UK for this project. The engine has been totally rebuilt to original standards, the Mikuni carburettors have been reconditioned and all new jets and needles etc. Fitted.

The 496cc engine porting is :

Exhaust opens 80deg atdc (200deg duration)

Transfer opens 115deg atdc (130 deg duration)

Inlet opens 85deg atdc (190 deg duration)

The exhaust system is made to the works specification by Dave Swarbrick and the ignition is fully self-generating.

53	1973	Norton	Gus Kuhn Seeley C	tba	1970 On Competition / Special
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Bike Details: This machine was ridden by Dave Potter in 1973/74. Winning the first John Player Transatlantic race at Brands Hatch on April 20 1973 and many more races thereafter, until he left Gus Kuhn at the end of 1974 to ride for Ted Broad Yamaha.

148	1973	Norton	Commando	750	1970 On
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Bike Details: First registered on 16th April 1973.

113	1973	Suzuki	Seeley TR500 Mon	500	1970 On Overseas Competition / Special
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Bike Details: The only original Seeley monocoque, ridden by Barry Sheene.

174	1973	Suzuki	Seeley TR500	500	1970 On Overseas Competition / Special
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Bike Details: This tubular-framed Seeley was one of Barry Sheene's most successful bikes.

Barry's 1973 Seeley TR500 helped him win the FIA formula 750 Championship, the Shell Sport Championship, King of Brands and MCN Man of the Year.

I think people will consider his world championship winning bikes to be his most successful, but this bike was not far behind them.

Featured in May 2018 Classic Bike.

The South of England Classic Motorcycle Show : Sunday 28th October

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Show No.	Year	Make	Model	cc / HP	Classes Entered
200	1974	Ducati	250 MK3	250	1970 On Overseas Lightweight
Bike Details: The bike was taken to Jersey in 1993 and given new reg no. J74239. It was used on the island until 1997, when it returned to UK and was garaged until 2014 when it had a full restoration.					
35	1974	Honda	RC166 Replica CB4	400	1970 On Competition / Special Overseas
Bike Details: Built by the late Terry Collingwood, ex-Road Racer from Hampshire. Based on a Honda CB400F, the bike was hand-built by Terry and took just over two years. It was completed just weeks before his untimely passing. The bike has been produced to replicate as closely as possible the Honda six-cylinder racers of the sixties as ridden by Mike Hailwood and Jim Redman. Most of the parts were hand-made by Terry, a carpenter by trade, including the six open megaphone exhausts. The bike made its first appearance at the Race Retro show at Stoneleigh Park in 2012 and Mallory Park Festival of 1000 Bikes.					
14	1974	Norton	Commando	850	1970 On
Bike Details: First time at this show.					
170	1974	Triumph	Trident T150V	750	1970 On
Bike Details: Manufactured in 1974 but not registered until 1976. First time at this Show.					
155	1975	Ducati	350 MK3 D	350	1970 On Overseas
Bike Details: Manufactured in 1974 and sold by West London Motorcycles during 1975 and bought by the current owner in September 1980. Ran it hard and took it off the road in 1984. Box phase for 25 years, then restored for the road again and completed in 2014. Now runs well and is a real joy to ride, although not over long distances. This Desmo Ducati has only had two owners.					
74	1975	Yamaha	RD250	250	1970 On Lightweight Overseas
Bike Details: First time at this show.					
64	1978	Honda	CB250T Dream	250	1970 On Lightweight Overseas
Bike Details: Produced in April 1978, one of a limited number made before they changed to the Super Dream. Restored to original condition and will be ridden to the show.					
65	1978	Honda	Dream	250	1970 On Lightweight Overseas
Bike Details: 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!					
142	1978	Triumph	T140	650	1970 On
Bike Details: First time at this show.					
129	1979	Honda	CB400N	400	1970 On Overseas
Bike Details: Honda CB400N named Henrietta, acquired in 2012 as a runner but not in good condition, The Honda was stripped down to the bare frame during the winter of 2012/13 and many improvements were carried out to restore the bike. Work is on-going each winter when the bike is off the road.					
36	1979	Suzuki	GT185	185	1970 On Lightweight Overseas
Bike Details: Recently restored, first time at this show.					
37	1979	Suzuki	GS850	850	1970 On Overseas
Bike Details: In original condition and used. First time at this show.					
56	1979	Suzuki	GT250 X7	250	1970 On Lightweight Overseas
Bike Details: This is a 1979 mark 1 with period modifications, restored in 2008. With current owner since 2004.					
57	1979	Suzuki	GT250 X7	250	1970 On Lightweight Overseas
Bike Details: This MK2 example was restored in 2003 and has recently undergone a complete engine rebuild and tank repaint. With same owner since 2003.					


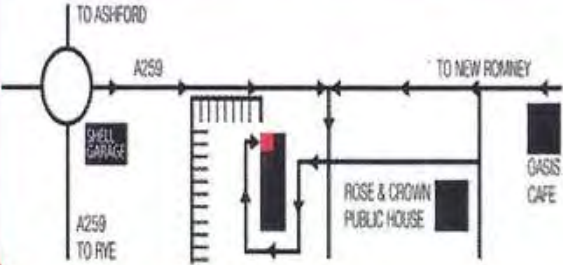
Show No.	Year	Make	Model	cc / HP	Classes Entered
125	1997	Triumph	1200 Trophy	1200 -	
Bike Details: First time at this show, with the West Sussex Triumph OC.					
151	2012	Triumph	Street Triple	675 -	
Bike Details: First time at this show, with the West Sussex Triumph OC.					
152	2012	Triumph	Street Triple	- -	
Bike Details: First time at this show, with the West Sussex Triumph OC.					


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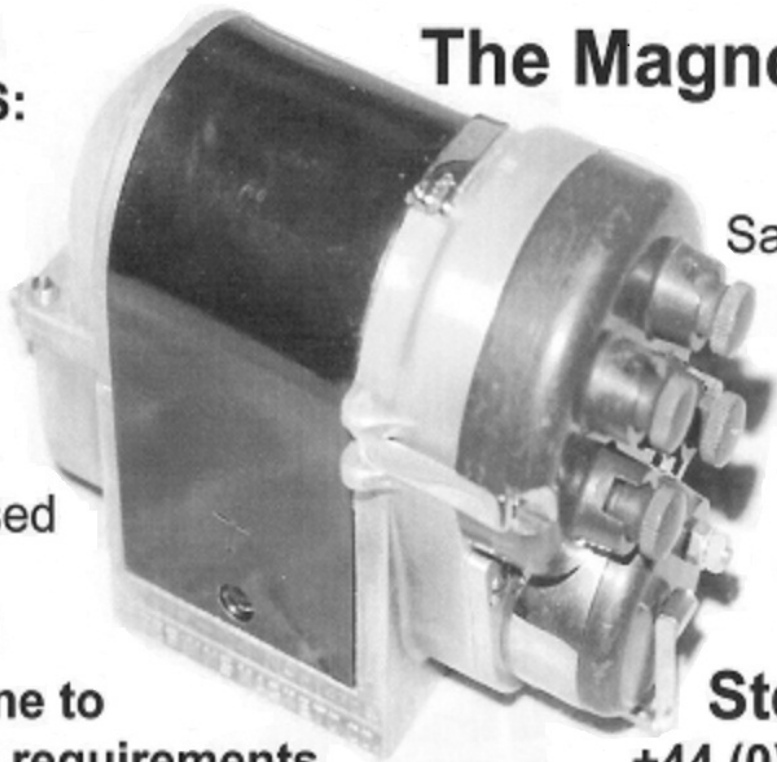
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Romney Marsh Show & Bikejumble

10am Sunday 23rd June

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10am Sunday 15th Sept

With Ride-In Show

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