

## South of England RealClassic Motorcycle Show Programme: Sunday 10th March 2013

Year	Make	Model	Club	cc
1909	FN	2½ Lightweight		250
<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. Ready for this year's Pioneer Run, on Sunday 24th March.				
1923	Raleigh	Tourer		350
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b>				
1924	Norton	16H		490
<b>Classes Entered:</b> Pre 1950 The Bracebridge Street Register				
<b>Bike Details:</b> The last of the lightweight side-valve Nortons. 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	Indian	Scout		
<b>Classes Entered:</b> Pre 1950 Overseas				
<b>Bike Details:</b> Built by the owner, Martyn Bratby, and only just fired up. See Martyn on stall 29 in the Abergavenny Building.				
1925	Levis	T3		211
<b>Classes Entered:</b> Pre 1950 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.				
1927	AJS	H4		350
<b>Classes Entered:</b> Pre 1950 AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> In original unrestored oily-rag condition - minimal restoration to keep it running!				
1927	Francis-Barnett	4		147
<b>Classes Entered:</b> Pre 1950 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> The owner does not intend to restore this machine, so fortunately it will remain as you see it.				
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.				
1930	BSA	E30-14		7.7 HP
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> First registered on 2 January 1930, this rare model was rescued from a scrap-yard in Wales. The 770cc sidevalve V-Twin stemmed from a long line of BSA V-Twins hence the odd capacity was which dated back to the early BSA years.				

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1930	Indian	101 Scout		750
<b>Classes Entered:</b> Pre 1950 Overseas			Indian Riders MCC	
<b>Bike Details:</b> Recently restored, using most of the original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system. The American & UK machines were fitted with standard Indian equipment. The Scout was popular for its handling, speed/weight ratio & versatility. Fitted with hand gearchange, foot clutch and a left-hand throttle.				
1930	Matchless	Silver Hawk		600
<b>Classes Entered:</b> Pre 1950			AJS & Matchless OC(EL & Essex)	
<b>Bike Details:</b> The Matchless Silver Hawk was a Bert Collier designed motorcycle introduced at the Motorcycle Show at Olympia, London as an up-market OHC V4 machine. This machine is one of 504 built, the first British Superbike!				
1932	Francis-Barnett	26 Condor		172
<b>Classes Entered:</b> Pre 1950 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> Found in a garage in basket-case condition. All paintwork has been brush-painted, restoration was completed in December 2008 by Arthur Walls, and now she's mine. This model was only made for one year, this machine is one of only two known that survive.				
1933	Norton	International		500
<b>Classes Entered:</b> Pre 1950 Competition / Special			Norton OC (Surrey)	
<b>Bike Details:</b> This racing Norton was a barn-find from America, and had lain unused for 35 years. The engine was stripped, cleaned and rebuilt in 2012, and is now running well - it's very quick! It has possible Brooklands history, and has raced in Japan and the USA.				
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.				
1935	Francis-Barnett	Cruiser E39		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.				
1935	Triumph	L 2/1		250
<b>Classes Entered:</b> Pre 1950 Lightweight			VMCC	
<b>Bike Details:</b> A typical pre-War lightweight, presented as a 'tea-shop racer'. Restored by the owner over thirty odd years and used regularly.				
1936	Francis-Barnett	Red Stag		250
<b>Classes Entered:</b> Pre 1950 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> This bike was barn stored for many years, until it was bought in August 2011 by the current owner. Restoration was completed by the owner in January 2013 This model was only made for two years and is an extremely rare machine.				

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Year	Make	Model	Club	cc
1937	AJS	2	AJS & Matchless OC (Sussex)	990
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> First registered 1st March 1937.				
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 basketcase for £25. 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	AJS	Silver Streak		350
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b>				
1938	Panther	100 Redwing	VMCC (Surrey & Sussex)	600
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> The Panther Model 100 was introduced in 1932 and remained in production until 1963. Fitted with Steib sidecar. Second in the Heavyweight class Ardingly Spring 2010.				
1938	Rudge	Sports Special	VMCC (Surrey & Sussex)	500
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> 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.				
1938	Scott	Proto-type Clubman Special	Scott Owners Club	596
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> With the present owner for 52 years, bought for £15=00. Produced in 1938, this machine is one of only 4 made, supplied to Kitsons (of London) to test the market prior to the launch of the Clubman Special in 1939. Cost new was £105=00, with rear suspension.				
1939	Indian	Chief	Indian Riders MCC	
<b>Classes Entered:</b> Pre 1950 Overseas				
<b>Bike Details:</b>				
1939	Velocette	GTP	Sunbeam MCC	250
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> No known history, other than bike had not been used for at least fifteen years. This is a good example of this now fairly rare model. .No concours bike, but it is regularly to be seen around East Sussex and on occasion much further afield.				

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Year	Make	Model	Club	cc
1940	BSA	M20 - WD		600
<b>Classes Entered:</b> Pre 1950			BSA OC (East Sussex)	
<b>Bike Details:</b> This is a civilianized ex-WD machine. De-mobbed from the army in 1971, having served with the Royal Artillery Ordinance Corps. Rebuilt and civilianised a number of years ago in a manner that that would have been seen in the post-war years. Upgraded to 600cc with an M21 crank assembly. Regularly used on long club runs and rallies.				
1940	Norton	16H		490
<b>Classes Entered:</b> Pre 1950			Norton OC (Surrey)	
<b>Bike Details:</b> Unrestored and almost original civilian 16H that is regularly ridden around England in all weathers. Ridden 1,000 miles to the 65th Anniversary of Operation Market Garden in Arnheim 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 very reliable much loved motorcycle.				
1944	Ariel	W/NG		350
<b>Classes Entered:</b> Pre 1950			VMCC (East Sussex)	
<b>Bike Details:</b> An ex WWII army machine restored to civilian specification. It has covered over 26,000 miles since restoration.				
1945	BSA	C10		250
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> Dismantled over 40 years ago, re-assembled by the owner with difficulty, for example 25 holes were repaired in the petrol tank. The C10s were made after the War using components stored since 1939. Sold with girder forks for 1945 only. Exchanged for a racing bicycle in 1979.				
1947	Norton	16H		490
<b>Classes Entered:</b> Pre 1950			Norton OC (Surrey)	
<b>Bike Details:</b> Purchased in 1971 by the current owner. Ridden until 1976, then stored until it was restored to original specification in 2012				
1948	AJS	18		500
<b>Classes Entered:</b> Pre 1950			AJS & Matchless OC(EL & Essex)	
<b>Bike Details:</b> This 1948 single was converted to swing-arm rear suspension by a previous owner more than 40 years ago. Rebuilt in 2000.				
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 seventies 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.				

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Year	Make	Model	Club	cc
<b>1949</b>	<b>BSA</b>	<b>Bantam D1</b>		<b>125</b>
<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.				
<b>1949</b>	<b>Triumph</b>	<b>TR5</b>		<b>500</b>
<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.				
<b>1950</b>	<b>BSA</b>	<b>B31</b>		<b>350</b>
<b>Classes Entered:</b> 1950-59 BSA OC (West Sussex)				
<b>Bike Details:</b> First registered on 8th March 1950.				
<b>1950</b>	<b>BSA</b>	<b>D1 Bantam</b>		<b>125</b>
<b>Classes Entered:</b> 1950-59 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> As found some twenty years ago and still awaiting restoration!				
<b>1950</b>	<b>BSA</b>	<b>D1 Bantam</b>		<b>123</b>
<b>Classes Entered:</b> 1950-59 Lightweight BSA Bantam Club				
<b>Bike Details:</b> Family-owned since new, this Bantam has been ridden to the 'Locomotion En Fete' Show, which is South of Paris, twice. Fitted with a Rex Caunt 12-Volt ignition and battery and lighting. Other long distance runs include Pembrokeshire (248 miles return) and Land's End, 320 miles,				
<b>1950</b>	<b>Matchless</b>	<b>G80S</b>		<b>500</b>
<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.				
<b>1950</b>	<b>Matchless</b>	<b>Special</b>		<b>350</b>
<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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1950	Triumph	3T		350
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Named Bluebell as the oily goo extracted from the engine smelt like a steam engine! Bought as an allegedly running restoration project in 2009, she underwent both mechanical and cosmetic overhaul in that year, with all work done 'in-house'. The 3T is the smaller framed version of the pre-unit twins, such as Speed Twin and T100. The engine internals are also completely different which might explain why the model only lasted around five years before it was dropped from the range.				
1950	Vincent	Comet		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Given to the present owner in the sixties, as it wasn't viable to replace a worn big-end to ride to work. Used for spares for my twin, then rebuilt in the nineties. Mostly original.				
1950c	Rotrax JAP	Speedway		500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Speedway competition machine. Fitted with a 4-stud JAP S/S engine in a Rotrax frame.				
1952	BSA	D1 Bantam		125
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b>				
1953	Francis-Barnett	Falcon 58		197
<b>Classes Entered:</b> 1950-59 Lightweight				
<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 traffic. Regularly ridden and has completed runs of 400 miles in a day, to and from Mallory Park at the Festival of 1000 Bikes and then and several laps, riding to the Club AGM at Gaydon - does countless miles every year.				
1953	Francis-Barnett	Falcon 58		197
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special				
<b>Bike Details:</b> Restored by the previous owner Des Heckle and finished in the optional blue. This machine has completed Exeter, Landsend, Arbutnot and Edinburgh trials.				
1953	Matchless	G80S		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b>				
1953	Norton	Model 40 Long Stroke		350
<b>Classes Entered:</b> 1950-59 Competition / Special				
<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 been restored with ongoing work. 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.				

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Year	Make	Model	Club	cc
<b>1953</b>	<b>NSU</b>	<b>Max</b>		<b>250</b>
<b>Classes Entered:</b> 1950-59 Overseas Lightweight Adler to Zundapp				
<b>Bike Details:</b> This machine is one of the first Max models to be produced, and is completely original. The Max has a mono-shock rear suspension enclosed within the frame. The 250cc engine delivers 18BHP, and has a complex OHC arrangement driven by oscillating rods. A rare model in the UK, German quality.				
<b>1953</b>	<b>Velocette</b>	<b>MAC</b>		<b>349</b>
<b>Classes Entered:</b> 1950-59 VMCC				
<b>Bike Details:</b> This recently acquired rigid / tele MAC is in fairly original condition. Now in regular use after many years lying dormant with various owners.				
<b>1954</b>	<b>AJS</b>	<b>20 Spring Twin</b>		<b>500</b>
<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.				
<b>1954</b>	<b>Norton</b>	<b>Dominator 88</b>		<b>500</b>
<b>Classes Entered:</b> 1950-59 Norton OC (Kent)				
<b>Bike Details:</b> Unrestored, authentic and & ridden to the event. It's been with the present owner since 1978.				
<b>1954</b>	<b>Victoria</b>	<b>Bergmeister</b>		<b>350</b>
<b>Classes Entered:</b> 1950-59 Overseas Adler to Zundapp				
<b>Bike Details:</b> The Bergmeister has a 64 degree v-twin engine of 350cc, developing 21BHP and a 4-speed all chain gearbox. Designed by Richard Huchen; who also designed the Hoffmann Gouverneur and the Zundapp Grun Elephant; it has very clean lines and for a machine made in 1954 very futuristic looks. Production costs were high and about 5,000 were made. This machine was bought on German E-Bay and has been the subject of a two-year restoration.				
<b>1955</b>	<b>AJS</b>	<b>20</b>		<b>500</b>
<b>Classes Entered:</b> 1950-59 AJS & Matchless OC(EL & Essex)				
<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.				
<b>1955</b>	<b>BSA</b>	<b>Bantam D3</b>		<b>150</b>
<b>Classes Entered:</b> 1950-59 Lightweight BSA Bantam Club				
<b>Bike Details:</b> Bought in poor condition and completely rebuilt, using as many of the original parts as possible.				

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Year	Make	Model	Club	cc
1955	BSA	CBD Gold Star	Clubman	350
<b>Classes Entered:</b> 1950-59 Competition / Special Mid Sussex British MCC				
<b>Bike Details:</b> The Gold Star model was named after the Gold Star that was awarded to machines that lapped the Brooklands circuit at over 100 mph. This is an extremely rare bike, as only 600 were produced by BSA.				
1955	BSA	Gold Star		350
<b>Classes Entered:</b> 1950-59 VMCC (East Sussex)				
<b>Bike Details:</b>				
1955	BSA	C11G		250
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b>				
1955	Norton	99		600
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> A Café Racer one-off special.				
1955	Vincent	Black Prince		998
<b>Classes Entered:</b> 1950-59 Vincent OC				
<b>Bike Details:</b>				
1956	BSA	Gold Star DB32		350
<b>Classes Entered:</b> 1950-59 BSA OC (East Sussex)				
<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	A10 Street Tracker		650
<b>Classes Entered:</b> 1950-59 Competition / Special Sussex British Motorcycle OC				
<b>Bike Details:</b> Special based on the popular 650 twin.				
1956	DOT	Trials		197
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special				
<b>Bike Details:</b> DOT were famous for their range of lightweight Scrambles and Trials bikes. This is a good example of an earlier trials bike, the likes of which took over from the heavier four-stroke machines such as Ariel, AJS and Matchless.				
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.				
1956	Matchless	G9		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b>				
1956	Matchless	G80		500
<b>Classes Entered:</b> 1950-59			Sussex British Motorcycle OC	
<b>Bike Details:</b> Big single, the Matchless G80 was built from 1949 to 1966.				
1957	AJS	M30		600
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 7th March 1958.				
1957	BSA	B33		500
<b>Classes Entered:</b> 1950-59			VMCC	
<b>Bike Details:</b> One previous owner from new. Machine rebuilt from the ground up after being damaged. Unused from 1977 until July 2008 when acquired by current owner, who completed the rebuild.				
1957	BSA	A10 RGS Café Racer		650
<b>Classes Entered:</b> 1950-59 Competition / Special			BSA OC (West Sussex)	
<b>Bike Details:</b> Rocket Gold Star Café Racer.				
1957	BSA	A10		650
<b>Classes Entered:</b> 1950-59			VMCC	
<b>Bike Details:</b> Built by the owner in 1980, got put on hold as family intervened, so not finished until 1993. It's been sold three times, and got it back each time. It's been to Russia and back, and all around the world but not in SOLD THREE TIMES, BEEN TO RUSSIA 7 BACK NEVER GONE WRONG. Fitted with Triumph T110 engine, never gone wrong.				
1957	BSA	A7SS		500
<b>Classes Entered:</b> 1950-59			VMCC (Men of Kent)	
<b>Bike Details:</b>				
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.				

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Year	Make	Model	Club	cc
1957	Norton	77		600
<b>Classes Entered:</b> 1950-59			Norton OC (Kent)	
<b>Bike Details:</b> The model 77 is a rare bike, they only built 598 of these which were all built in 1957. Norton used the 600cc 99 engine in the same rolling stock as the ES2. They were aimed at the sidecar market, but still make a nice solo mount. This is one of the last model 77s built.				
1958	BSA	D5 Bantam		172
<b>Classes Entered:</b> 1950-59 Lightweight			Bantam Enthusiasts Club	
<b>Bike Details:</b> Popular lightweight.				
1958	Francis-Barnett	Falcon 81		197
<b>Classes Entered:</b> 1950-59 Lightweight			Francis-Barnett Owners Club	
<b>Bike Details:</b> Restored 19 years ago by the owner and used regularly ever since.				
1958	Motom	Super Sport		48
<b>Classes Entered:</b> 1950-59 Overseas Lightweight			NACC	
<b>Bike Details:</b> This 1958 Motom was made in Italy and has a 48cc engine and three-speed gearbox, Restored by the owner over the winter.				
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.				
1958	Velocette	Viper		350
<b>Classes Entered:</b> 1950-59			VMCC	
<b>Bike Details:</b> Found as a wreck in a neighbour's chicken shed in 1992. Total ground-up restoration by the owner, to original 'factory gate' condition. Now well used, taking part in a number of VMCC Manx rallies, plus events in France and the UK. The next major event is the VMCC Dorset week in May.				
1958	Zundapp	200S		199
<b>Classes Entered:</b> 1950-59 Overseas Lightweight				
<b>Bike Details:</b> With the same family from new, this bike was bought by the current owner's Granddad.				
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 2013 or 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.				

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1959	AJS	18S		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First seen at a small bike meeting behind a pub, an approach was made to the then owner, which was taken up a year or so later. Bought about eight years ago already restored. First registered 30 September 1959.				
1959	BSA	Bantam D7	BSA Bantam Club	175
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b>				
1959	BSA	Gold Star DBD34		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered 2nd October 1959.				
1959	BSA	B31		350
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> This is Bertie the BSA - bought in bits from eBay in 2007 and rebuilt over two years. He's covered over 10,000 miles over the last four years, including trips to the Manx Grand Prix and Paris. Built for use, not to look at.				
1959	Matchless	G9	AJS & Matchless OC(EL & Essex)	500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b>				
1959	Triton	Morgo	Sussex British Motorcycle OC	800
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Restored in 1987.				
1959	Triton	Featherbed Wideline	Sussex British Motorcycle OC	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 Eastbourne Classics and mentioned by Classic Bike Guide.				
1959	Triumph	TR5 Trophy		500
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> This is the last year of the 500cc close-finned engine, with T100C race internals. It's in American desert sled trim, complete with 400 x 19 front tyre. As campaigned in the Big Boar Run and ridden by American Ace Bud Ekins.				
1959	Velocette	Venom Clubman		500
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b>				

## South of England RealClassic Motorcycle Show Programme: Sunday 10th March 2013

Year	Make	Model	Club	cc
1960	AJS	16		350
<b>Classes Entered:</b> 1960-69			AJS & Matchless OC	
<b>Bike Details:</b> This bike was originaly a Matchless 350 G3 built and tested by the factory on the 16/ 6/1969 and supplied to John Groombridge of Heathfield. First registered on the 16 Nov 1960 asTNJ 404, following an accident with another AMC club member it was re-built using a 1960 AJS frame and re-registered as an AJS model 16 and given the reg number of 137 YUC.				
1960	BSA	A10		650
<b>Classes Entered:</b> 1960-69			BSA OC (West Sussex)	
<b>Bike Details:</b> The A10 is the low compression, iron engined version of the A10 Rocket and was often found pulling the family sidecar.				
1960	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69			Busy Bee Motorcycle Club	
<b>Bike Details:</b>				
1960	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69			South London Classic MCC	
<b>Bike Details:</b> Made in Birmingham, the Super Rocket was the high performance version of the A10.				
1960	BSA	A10R Super Rocket		650
<b>Classes Entered:</b> 1960-69			BSA OC (Kent)	
<b>Bike Details:</b> Owned from nearly new by current owner, who purchased it in 1963.				
1960	BSA	A10 Golden Flash		650
<b>Classes Entered:</b> 1960-69			BSA OC (West Sussex)	
<b>Bike Details:</b> First registered 11th March 1960.				
1960	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69			South London Classic MCC	
<b>Bike Details:</b> This bike was found in a garden shed twenty years ago in need of restoration. It was restored by the present owner over 10 years ago and the speedo was reset last year with 95,000 miles showing. With the present owner for twenty years and used throughout the year - ridden not hidden!				
1960	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This bike was found in a Second World War bunker. It had been in a crash and sat from 1964 until September 2012. With only three owners since year, it has always				
1960	Matchless	G12		650
<b>Classes Entered:</b> 1960-69			AJS & Matchless OC(EL & Essex)	
<b>Bike Details:</b>				

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Year	Make	Model	Club	cc
1960	Moto Rumi	Formachino		125
<b>Classes Entered:</b> 1960-69 Lightweight Overseas Moto Rumi Club				
<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	Triton		650
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b>				
1960	Panther	M120		650
<b>Classes Entered:</b> 1960-69 Sussex British Motorcycle OC				
<b>Bike Details:</b> Purchased in 2008 in a poor condition. Completely sorted, on the road and taxed & MOT'd in April 2009.				
1960	Triton	T120		650
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b>				
1960	Triton	Special		650
<b>Classes Entered:</b> 1960-69 Competition / Special BSA OC (West Sussex)				
<b>Bike Details:</b>				
1960	Triumph	T20 Tiger Cub		199
<b>Classes Entered:</b> 1960-69 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> This Tiger Cub started out as a 'basket case' and was the subject of a nut and bolt restoration in 2010.				
1960	Triumph	T120 Bonneville		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Finished in blue and silver, with only 80 miles on the clock since a total restoration taking over three years.				
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	AJS	31		650
<b>Classes Entered:</b> 1960-69 AJS & Matchless OC(EL & Essex)				
<b>Bike Details:</b>				
1961	Ambassador	Three Star Special		197
<b>Classes Entered:</b> 1960-69 Lightweight The British Two Stroke Club				
<b>Bike Details:</b> With the current owner since 2008, who has restored it over 4½ years.				

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Year	Make	Model	Club	cc
1961	BSA	D1 Bantam	BSA Bantam Club	125
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b>				
1961	BSA	A7 SS		500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b>				
1961	BSA	Rocket Gold Star	South London Classic MCC	650
<b>Classes Entered:</b> 1960-69 Competition / Special				
<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	BSA OC (South London)	650
<b>Classes Entered:</b> 1960-69				
<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.				
1961	Honda	CB 72	VJMC (West Sussex)	250
<b>Classes Entered:</b> 1960-69 Overseas Lightweight				
<b>Bike Details:</b> Bought as a pile of bits project in 1999, and completed in 2001. Basically a 1961 bike registered in 1990. Meant for regular use rather than concours, it has had various mods including a carrier last year (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 Coupes de Moto-Legendes, in Dijon, France in 2008, 2009 and 2011 (a round trip of over 1100 miles) as well as The Festival of 1000 Bikes in 2009. Suffered an engine seizure in 2003 and rebuilt with a reconditioned crank. When launched in 1961 this model was a major leap forward for the 250cc class.				
1961	James	Commodore		250
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First Show for this lovely, quirky old two-stroke! The bike is in unrestored condition and quite a rare machine these days. The AMC engine is smooth and powerful and fun to ride Lovely and smoky!				
1961	Norton	Dominator 99	Norton OC (Kent)	600
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Dominator 99 was produced from 1956 - 1962. This example was bought new from Grays of Chatham and is still with the first owner.				
1961	Triton			650
<b>Classes Entered:</b> 1960-69 Competition / Special				
<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	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
1961	Triumph	Trophy		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Production of the TR6 Trophy started in 1956.				
1961	Triumph/Matchless	Special		650
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> With the present owner for the last 39 years. An ongoing project, the Triumph T110 engine was fitted in 1968.				
1961	Velocette	Venom Clubman		500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> A Geoff Dodkin Clubman.				
1962	BSA	D7 Bantam		175
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b>				
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.				
1962	Triumph	Tiger Cub Sport		200
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Finished in gold and white, with the original 15007 miles on the clock. Totally restored over three years.				
1963	BSA	Bantam D1		125
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b>				
1963	Francis-Barnett	Trials 92		250
<b>Classes Entered:</b> 1960-69 Competition / Special Lightweight				
<b>Bike Details:</b> This machine has been in the same ownership for many years. Was trialed by Ian Hillier, now regularly ridden, including up the Brooklands test hill in 2012.				
1963	Matchless	G80 CS		500
<b>Classes Entered:</b> 1960-69 Competition / Special				
<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.				

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Year	Make	Model	Club	cc
<b>1963</b>	<b>Norton</b>	<b>Atlas Scrambler</b>		<b>750</b>
<b>Classes Entered:</b> 1960-69			Norton OC (Surrey)	
<b>Bike Details:</b> This Atlas Scrambler is the third of 200 made and was despatched in October / November 1963. They were never sold in the UK, as all 200 went to North America to the Berliner Corporation. This machine was despatched to Seattle in November 1963. It has taken over 30 years to build an Atlas Scrambler, 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 Desert ridden by Mike Putrick. 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.				
<b>1963</b>	<b>Norton</b>	<b>N15 CS</b>		<b>750</b>
<b>Classes Entered:</b> 1960-69			Norton OC	
<b>Bike Details:</b> This is the second ever produced N15 CS. It was re-imported from America, where it had been changed to look like the UK market G15Mk2. It is one of the second batch of 200 produced at Plumstead. Later models included several improvements including a redesign of the foot pegs so that the primary chain case cover could be removed without taking the engine out of the frame!				
<b>1963</b>	<b>Triumph</b>	<b>T21 Twenty One 3TA</b>		<b>350</b>
<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.				
<b>1964</b>	<b>Ariel</b>	<b>Arrow Super Sports</b>		<b>247</b>
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Restored during 1985 by the owner and taxed and MOT'd every year since then. Used for Club Runs, Pioneer and Rocker Runs to Brighton plus various Classic & Vintage Shows.				
<b>1964</b>	<b>BSA</b>	<b>A65</b>		<b>650</b>
<b>Classes Entered:</b> 1960-69			BSA OC (East Sussex)	
<b>Bike Details:</b> First registered on 2nd January 1964, it still holds it's original registration number. Only five owners since new, with all registered in East Sussex. This machine started life as a Star, and now is in Thunderbolt trim. An on-going project, the last owner had it for 22 years and did not get it running. Engine and front end rebuilt, it's had a TLS brake conversion. Runs like a Swiss watch.				
<b>1964</b>	<b>Norton</b>	<b>650 SS</b>		<b>650</b>
<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				



## South of England RealClassic Motorcycle Show Programme: Sunday 10th March 2013

Year	Make	Model	Club	cc
1964	Triton	Wideline		650
<b>Classes Entered:</b> 1950-59 Competition / Special. Mid Sussex British MCC				
<b>Bike Details:</b> Build started November 2008 and was finished September 2009.				
1965	BSA	A65 Spitfire MK II Special		650
<b>Classes Entered:</b> 1960-69 BSA OC (West Sussex)				
<b>Bike Details:</b> This is a 1966 model that was built in October 1965 and originally exported to New Jersey, USA. The cost new was \$1429, the UK version cost £389. Fitted with 190 front brake, GP carbs and folding footrests for the American market.				
1965	Greeves	Anglian		250
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special Greeves Riders Association				
<b>Bike Details:</b> In bits for 30 years, now restored and used for trials.				
1965	Matchless	G15		750
<b>Classes Entered:</b> 1960-69 AJS & Matchless OC (Sussex)				
<b>Bike Details:</b> Two former owners. This bike was used from 1965 to 1978 then unused until 2007 when I bought and re-commissioned the bike. I have since covered 6000 miles. Largely original, the metal profile forks were fitted in the seventies.				
1965	Triumph	5TA		500
<b>Classes Entered:</b> 1960-69 Sussex British Motorcycle OC				
<b>Bike Details:</b> First registered on 17 June 1965.				
1966	Francis-Barnett	Falcon 87		200
<b>Classes Entered:</b> 1960-69 Lightweight Francis-Barnett Owners Club				
<b>Bike Details:</b> This bike was one of the last to leave the factory before it closed. Ridden regularly.				
1966	Honda	RC116R 'TT' Machine		49
<b>Classes Entered:</b> 1960-69 Competition / Special Lightweight				
<b>Bike Details:</b> This machine is a copy of the Honda that Luigi Taveri won the 1966 50cc IOM TT Race. I rode this actual machine in the 2007 100 Years of the TT Lap of Honour. In 1963 I finished in sixth place in the 50cc IOM race on a Honda CR110; tenth in 1964 and fifth in 1965.				
1966	Velocette	LE MKIII		197
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Ex Hampshire Police vehicle.				
1967	BSA	C15		246
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> I purchased the machine in January 2012 as a basket case with no engine and completed the project in June 2012. It has three-phase electrics, a halogen headlamp, a Triumph 500cc high compression piston, large capacity oil pump, sports cam, larger inlet valve, polished ports. It's fitted with a 26mm Amal Concentric carb and a B44 close ratio gearbox.				

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Year	Make	Model	Club	cc
1967	BSA	Bantam	Bantam Enthusiasts Club	175
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b>				
1967	BSA	B44 Shooting Star	BSA OC (East Sussex)	441
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Single-cylinder machine, made in Birmingham.				
1967	BSA	D3 Bantam	Bantam Enthusiasts Club	173
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 5th December 1967.				
1967	Norton	650 SS	Norton OC (Kent)	650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This bike was originally from the Northampton area and has been with the present owner since 1986, over 25 years. Ridden to events all over England and Wales.				
1967	Triumph	Tiger T100	Sussex British Motorcycle OC	500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b>				
1967c	Triumph	Tiger Cub		200
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special				
<b>Bike Details:</b> Commerfords Trials special, one of only five.				
1968	Honda	RC181 Replica		500
<b>Classes Entered:</b> 1960-69 Competition / Special Overseas				
<b>Bike Details:</b> This Honda started life as a 1972 CB 500/4. I bought it in October 2011 as a basket-case and converted it to an RC181 Replica as raced by Mike Hailwood and winning a number of Isle of Man trophies and other titles.				
1968	Norton	Commando 750 Fastback	Norton OC (Surrey)	745
<b>Classes Entered:</b> 1960-69				
<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.				

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Year	Make	Model	Club	cc
1968	Triumph	Tiger 100S		500
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Tiger has much the same performance as the larger 650cc Bonneville with a lot less hassle! Originally registered in Rotherham, this bike spent most of it's life in the North of England. It was unused from 1978 until 1986, when it was restored from a basket case. Complete engine & gearbox overhaul, including new mains, big-ends, crank re-grind, valves and a re-bore. With powder coated frame and finished in original Aquamarine Silver, this bike is excellent to ride & has never let me down!				
1969	BSA	A65 Lightning		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b>				
1969	BSA	Bantam		175
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b>				
1969	Honda	CB 750		736
<b>Classes Entered:</b> 1960-69 Overseas				
<b>Bike Details:</b> The first SuperBike! The "750 Fours"				
1969	Norton	R-type		750
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The 'R' Type was introduced at the same time as the 'S' and made its debut in March 1969. It was destined for the American market and was styled more as a street scrambler, owing something to the P11 and the Fastback but in some respects heralding some of the forthcoming Roaster design features. It had high bars and a small 2.25 gallon petrol tank, available in blue or red but a conventional dual seat unlike the Fastback type. It was in other respects, similar to the Fastback. The 'R' Type did not have the modified points drive from the end of the camshaft as on the 'S' Type, except for a few late machines. It was fairly soon removed from the range and today is a rare machine usually being found mainly in the U.S.A				
1969	Triumph	TR25W		250
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> This is a 1969 model registered in January 1970.				
1969	Triumph	Bonneville		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This bike was stored in a potting shed for seventeen years until rebuilt 14 years ago. Ridden regularly on the roads and at Club events and trips. Sussex British Motorcycle OC				
1969	Triumph	Bonneville		650
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Re-imported from the USA in 2012 and restored from a seized rolling chassis.				

## South of England RealClassic Motorcycle Show Programme: Sunday 10th March 2013

Year	Make	Model	Club	cc
<b>1969</b>	<b>Triumph</b>	<b>Trident T150</b>		<b>750</b>
<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.				
<b>1970</b>	<b>Triumph</b>	<b>T120</b>		<b>650</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b>				
<b>1971</b>	<b>BSA</b>	<b>A75R Rocket 3 Mk II</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On				
<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.				
<b>1971</b>	<b>BSA</b>	<b>A75 Rocket 3 MK II</b>		<b>850</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Built on 9th June 1971 and shipped the next day to BSA USA in California. Re-imported from the USA in 2007. Totally rebuilt throughout, including an engine rebuild by PM Motorcycles who fitted an 850cc kit, 5-speed gearbox and a Dave Madigan (USA) electric start.				
<b>1971</b>	<b>BSA</b>	<b>GPO Bantam B175</b>		<b>175</b>
<b>Classes Entered:</b> 1970 On Lightweight				
<b>Bike Details:</b> This was part of the last batch of 400 Bantams ordered by the Post Office. BSA supplied the GPO with over 5,500 Bantams between 1948 and 1971. Served at Croydon telegraph office from 1971-77, originally restricted with a smaller carb, to prevent young telegraph boys from speeding! Found as a basket-case and restored by the ex-Telegram Boy owner from a box of bits in 1992. Has toured Europe from France to Luxembourg.				
<b>1971</b>	<b>BSA</b>	<b>Bantam B175 GPO</b>		<b>175</b>
<b>Classes Entered:</b> 1970 On Lightweight				
<b>Bike Details:</b> Despatched from the BSA factory in February 1971 to the GPO office in Falkirk, Scotland.				

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Year	Make	Model	Club	cc
1971	Norton	Commando Roadster		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This machine has had only one owner and one rider since new. A few of the 60 plus mods include: Boyer ignition (35 years ago); air horns (45 years), gaiters, new isolastics, super-blend mains, 2 gearbox adjusters, pushrod seal, rev counter seal, 21 tooth g'box sprocket, oil-filter kit & anti-drain valve, box section head-steady, hardened clutch centre, hardened rear-wheel spacer, spring-link wired on, rain cover on air-filter, swing-arm mod				
1971	Triton	Café Racer		750
<b>Classes Entered:</b> 1970 On Competition / Special				
<b>Bike Details:</b> Purchased in 1995, this Triton is fitted with a 1961 Norton wideline Featherbed frame, with Norton short Roadholder forks and box section swinging arm complete with Koni rear shocks. The crankcases are from a pre-Unit 1954 Triumph 6T fitted with Morgo 750cc barrels and Morgo oil-pump with a late Bonneville head that has had Nucleus valves & guides fitted with lead-free inserts. Also fitted with an T150 type external oil filter. The carbs are 930 Amal Premier concentric carbs, with removable pilot jets, stay-up floats and hard anodised slides. The Triumph pre-unit gear box is fitted with a 5-speed gearcluster from a T140. The front brake drum is from a Triumph T150 and the rear from a Norton Dominator, both wheels are fitted with Borrani rims with stainless spokes and Avon tyres. The petrol tank is an aluminium Lyta and the oil tank is from Unity Equipe. Alternator with 12V electrics and Boyer Bransden power box.				
1972	Honda	CB 350		325
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Bike imported from Denver, Colorado, with 8,000 miles from new. Restored by the new owner over s period of 4 weeks in 2012.				
1972	Honda	CB 350F	VJMC	350
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Imported from Colorado in 2012. The indicators and grab rail have been replaced (as the bike arrived in the UK without any), the seat has been recovered and some of the fastenings re-plated. Otherwise the bike is all original . This is the bike pictured on the wikipedia website entry for the Honda CB350F.				
1972	Norton	JPS Commando	Norton OC (Surrey)	750
<b>Classes Entered:</b> 1970 On Competition / Special				
<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.				

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Year	Make	Model	Club	cc
<b>1972</b>	<b>Triumph</b>	<b>X75</b>		<b>750</b>
<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.				
<b>1972</b>	<b>Triumph</b>	<b>Scrambler</b>		<b>650</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Brought back from Kuwait two years ago.				
<b>1972/3</b>	<b>BSA</b>	<b>A65 Lightning</b>		<b>650</b>
<b>Classes Entered:</b> 1970 On			South London Classic MCC	
<b>Bike Details:</b>				
<b>1973</b>	<b>Honda</b>	<b>CB 750 Café Racer</b>		<b>836</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special The "750 Fours"				
<b>Bike Details:</b> Café Racer, featured in this month's Classic Motorcycle Mechanics.				
<b>1973</b>	<b>Honda</b>	<b>CB 250 K4</b>		<b>250</b>
<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.				
<b>1973</b>	<b>Moto Guzzi</b>	<b>V7 Sport</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On Overseas			Moto Guzzi Club GB	
<b>Bike Details:</b> Recently imported from Italy, it will be returning in May to take part in the Moto Giro Italia.				
<b>1974</b>	<b>Honda</b>	<b>CB 175</b>		<b>174</b>
<b>Classes Entered:</b> 1970 On Overseas Lightweight			VMCC (Surrey & Sussex)	
<b>Bike Details:</b> First registered 01 11 1974.				
<b>1974</b>	<b>Yamaha</b>	<b>FS1E</b>		<b>49</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b>				
<b>1975</b>	<b>Honda</b>	<b>CB 750 K2</b>		<b>736</b>
<b>Classes Entered:</b> 1970 On Overseas			The "750 Fours"	
<b>Bike Details:</b> The Honda CB750 K2 model was introduced in 1972.				

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Year	Make	Model	Club	cc
1975	Norton	Commando Roadster		850
<b>Classes Entered:</b> 1970 On Norton OC (Surrey)				
<b>Bike Details:</b> This machine is unregistered and in mint condition, with zero miles on the clock. Imported from the USA in 2005, it had been part of a bike collection.				
1975	Suzuki	RE5 M		499
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Completely unrestored, this machine spent 20 years behind a bar in Missouri before importation to the UK. Suzuki were convinced that the rotary engine represented the future of the company and built a new factory to produce the RE5. However it was a commercial disaster and nearly bankrupted Suzuki.				
1975	Triumph	Trident T160		741
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> One previous owner from new, imported from California. I purchased it from the original owner.				
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	Morini	Sport 3½		344
<b>Classes Entered:</b> 1970 On Overseas Moto Morini Riders Club				
<b>Bike Details:</b> Italian motorcycle make founded in 1946 by Alfonso Morini, who died in 1969, leaving the factory to his daughter Gabriella. The remarkably popular Moto Morini 3½ was launched in 1972. This machine has covered 138,000 miles and is still going strong. It went to the Morini factory in Bolgna in 1981.				
1977	Honda	CB 750 K6		750
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Restored about 5 years ago from a total wreck rat-bike state using mainly original parts, I nearly bought one in 1976, so it has taken over thirty years to get one. This is the last of the original-styled CB750s which were first launched in 1969 and ran from K0 to K6. Regularly ridden & enjoyed.				
1977	Honda	Dream		250
<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!				
1977	Honda	CB 400/4		400
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b>				

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Year	Make	Model	Club	cc
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. With their simple design, solid construction, plentiful supply of cheap spares and thriving Owners Club these East German communist utility bikes are extremely practical classics. The bike is used right throughout the year and covered nearly 1,000 miles in five days last September touring the Yorkshire Dales while attending the MZ Riders Club National Rally. With 80 mpg and not a sore bum or aching back in site.				
1978	DKW	Wankel 2000		298
<b>Classes Entered:</b> 1970 On Overseas Sussex British Motorcycle OC				
<b>Bike Details:</b>				
1978	Kawasaki	Z1R-TC		1015
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> A totally unrestored bike rescued from America. Kawasaki authorised the turbo-charging of their bikes to ATP (American Turbo-Pak) Solo but without any warranty. No road motorcycle produced more power than the 145 BHP of the TC for another 30 years.				
1978	Morini	Sport 3½		344
<b>Classes Entered:</b> 1970 On Overseas Moto Morini Riders Club				
<b>Bike Details:</b> Italian motorcycle make founded in 1946 by Alfonso Morini, who died in 1969, leaving the factory to his daughter Gabriella. The remarkably popular Moto Morini 3½ was launched in 1972. With the same owner since new, still on the original bottom end and bores.				
1978	Triumph	Bonneville 750E US Model		750
<b>Classes Entered:</b> 1970 On Triumph OC Medway				
<b>Bike Details:</b> This bike is in excellent condition and is in original US spec.				
1978	Triumph	Tiger		750
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This bike is a matching number UK model in Tawny Brown. This colour was used for one year only, so a handful of Tigers in that colour sold in the UK. The bike had been restored using the original parts where at all possible and is used regularly including a thousand mile trip through France each year.				



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Year	Make	Model	Club	cc
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**1979 Honda CBX 1000Z** 1047  
**Classes Entered:**1970 On Overseas  
**Bike Details:** This is a genuine low mileage machine, two owners from new with light restoration.

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**1979 Morini 3½ Sport** 344  
**Classes Entered:**1970 On Overseas Moto Morini Riders Club  
**Bike Details:** Italian motorcycle make founded in 1946 by Alfonso Morini, who died in 1969, leaving the factory to his daughter Gabriella. The remarkably popular Moto Morini 3½ was launched in 1972.  
This machine has been with the same owner from new. Went to the Morini factory in Bologna in 1981.

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**1979 Triumph T140D Special** 749  
**Classes Entered:**1970 On  
**Bike Details:** This bike was exported to the US in 1979 and returned to the UK in 1996.

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