

**Draft South of England Classic SuperBike Show : Sunday 27th July 2014**  
**Show Programme: Motorcycles by Year**

Year	Make	Model	Club	cc
1924	Henderson	De Luxe		1300
<b>Classes Entered:</b> Pre 1950 Overseas Indian Riders MCC				
<b>Bike Details:</b> Henderson Motorcycles were based in Detroit, USA. In 1917 Henderson smashed the coveted transcontinental long distance record from Los Angeles to New York City (3,296 miles) in just seven days, sixteen and a quarter hours.				
1950	BSA	Bantam D1		125
<b>Classes Entered:</b> 1950-59 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> Virtually as found some twenty years ago, freed and replaced clutch, now runs and drives but won't stop tho! Still awaiting restoration.				
1952	Ariel	Square Four		1000
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on the 1st July 1952.				
1954	Vespa	Douglas		125
<b>Classes Entered:</b> 1950-59 Lightweight Robinsons Canterbury MC				
<b>Bike Details:</b> First registered on 15th July 1955.				
1957	BSA	A10 Golden Flash		650
<b>Classes Entered:</b> 1950-59 BSA OC (Kent)				
<b>Bike Details:</b> Bought as a basket-case in Nov 2004, 80% complete. Rebuilt to owner's spec, on the road in July 2005. Had a major set-back in May 2006 with the engine bearings, but was re-built in time for the BSA OC rally at Billing, Northants, & was awarded Best Twin. Some modifications from the original specification, ridden regularly to international rallies etc.				
1958	BSA	A10 Super Rocket		650
<b>Classes Entered:</b> 1950-59 BSA OC (West Sussex)				
<b>Bike Details:</b> The Super Rocket had its first showing at the 1957 Earls Court Show, and was in the showrooms by 1958. The Super Rocket was the uprated version of the Road Rocket, with aluminium head, uprated crank, thick flange cylinder barrels and 356 camshaft. This example has been with the same owner for 34 years, and was rebuilt 2 years ago costing around £2500.				
1960	Triumph	T120 Bonneville		650
<b>Classes Entered:</b> 1960-69 Triumph OC Surrey				
<b>Bike Details:</b> Complete ground-up restoration, to original specification. No expense spared, a three-year rebuild by the owner and friends costing over £8000 not including the purchase price of the bike.				

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<b>1961</b>	<b>Honda</b>	<b>CB 72</b>		<b>250</b>
<b>Classes Entered:</b> 1960-69 Overseas Lightweight VJMC (West Sussex)				
<b>Bike Details:</b> Bought as a pile of bits project in 1999, and completed in 2001. Basically manufactured in 1961 and 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. A regular on local VJMC runs. When launched in 1961 this model was a major leap forward for the 250cc class.				
<b>1963</b>	<b>Triumph</b>	<b>Tiger Cub Sport</b>		<b>200</b>
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special Triumph OC Surrey				
<b>Bike Details:</b> Totally restored over three years, finished in 1966 T120 colours. Still with the second owner since 1964, original 15007 miles on the clock. Fitted with a 220cc forged piston, race cam, race large-valve head, 28mm Amal carb and Goldie exhaust it develops over 20 BHP at the rear wheel. Also uprated with a Sammy Miller wide swinging-arm and Hagon rear shocks.				
<b>1965</b>	<b>Velocette</b>	<b>Venom Clubmans</b>		<b>500</b>
<b>Classes Entered:</b> 1960-69 Mid Sussex British MCC				
<b>Bike Details:</b> With only two owners from new, this machine is to totally original specification.				
<b>1968</b>	<b>Honda</b>	<b>RC181 Replica</b>		<b>500</b>
<b>Classes Entered:</b> 1960-69 Overseas Competition / Special				
<b>Bike Details:</b> This Honda started life as a 1972 CB 500/4. I bought it in October 2011 as a basket-case barn find and converted it to an exact RC181 Replica as raced by Mike Hailwood and winning a number of Isle of Man TT trophies and other titles.				
<b>1969</b>	<b>Honda</b>	<b>CB 750</b>		<b>736</b>
<b>Classes Entered:</b> 1960-69 Overseas The "750 Fours"				
<b>Bike Details:</b> The first SuperBike!				
<b>1971</b>	<b>Honda</b>	<b>CB750 K1</b>		<b>736</b>
<b>Classes Entered:</b> 1970 On Overseas The "750 Fours"				
<b>Bike Details:</b> Possibly the best SOHC Honda ever made.				
<b>1971</b>	<b>Norton</b>	<b>Commando Fastback</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> My Commando left the factory on 6th July 1971 as a red Roadster, and was sold by Faulkner's of Oxford. I purchased the bike in 1996, when it had been dismantled, presumably to be restored. The engine was in bits and many parts from the engine and rolling chassis were missing. The petrol tank that came with it was a Fastback tank, so I decided to restore it as a Fastback as I had owned one in 1969. The work took two years and where possible the original parts were restored. The front mudguard is in fact from my original 1968 model, which had been damaged in an accident, replaced, and left in the back of the garage for forty years.				

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<b>1972</b>	<b>Honda</b>	<b>CB 350/F</b>		<b>350</b>
<b>Classes Entered:</b> 1970 On Overseas VJMC				
<b>Bike Details:</b> Imported from Colorado in 2012. Good example of a mainly original CB350F. The bike was featured in the August 2013 edition of Classic Motorcycle Mechanics in John Nutting's column 'The MIRAS files'. It is also pictured on the Wikipedia website entry for the Honda CB350F.				
<b>1972</b>	<b>Moto Guzzi</b>	<b>V7 Sport</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On Overseas VMCC				
<b>Bike Details:</b> The Sport fully deserved its name, as this breakthrough model for Moto Guzzi was the first truly sporting machine to be built using the Mandello del Lario firm's transverse V-twin engine. Delivers 70 hp @ 6300 rpm.				
<b>1972</b>	<b>Norton</b>	<b>Commando</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On VMCC				
<b>Bike Details:</b> Imported from the USA in 1995. The engine was re-built in 2009, the rest of the bike is the same as it came back from the States.				
<b>1972</b>	<b>Suzuki</b>	<b>T500 Titan</b>		<b>500</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is an American import with only 6,800 miles on the clock.				
<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>Honda</b>	<b>ST70 Monkey Bike</b>		<b>125</b>
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> Originally the bike was 70cc with a 3-speed automatic gearbox and 6 volt electrics. When I rebuilt the bike, which needed a fair bit of welding in the swinging arm area, I fitted a 125cc Zongshen engine with a manual 4 speed gearbox and converted it to 12 volt. All the welding and spraying (the colour is Porsche India red) was done be myself, only the chroming was farmed out. I have just fitted an uprated stator, coil and CDI unit as it has electronic ignition, plus I have uprated the gearing by fitting a larger engine sprocket. I have also fitted a recent swapmeet purchased Harley Davidson Sportster screen and with the aforementioned engine mods and the better aerodynamics afforded by this fairing, the little bike is now good for 70+mph. As standard the seat was a huge affair so I narrowed this down to a size more suited to the bike and covered it in grey pigskin.				

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<b>1973</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> First introduced in 1969, this bike was the first real Superbike from Japan, every schoolboy's dream. A little slow by today's standards but smooth & reliable - a lovely bike to ride. Re-painted in original Candy Gold by Pete Harber. An absolute joy to own and still my favourite bike.				
<b>1974</b>	<b>Norton</b>	<b>Commando Mark IIA</b>		<b>828</b>
<b>Classes Entered:</b> 1970 On			Norton OC (Surrey)	
<b>Bike Details:</b> First registered in 1976, we know little of the bike's history other than it has had the chokes removed and the internals upgraded which makes it a tad faster than normal. The previous owner spent time renovating the engine - plenty of pulling power. Made in 1974 but not registered until 1976.				
<b>1975</b>	<b>Benelli</b>	<b>350/Four</b>		<b>37 BHP</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Popular in the Italian 350 market, the 500cc was identical so the 350 is a little underpowered. A copy of the Honda CB350/4?				
<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.				
<b>1975</b>	<b>Triumph</b>	<b>Trident T160</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Re-imported from the USA in 2003, this bike is finished in blue /white and fitted with a US petrol tank. Still with it's original tin-ware, it's been well-looked after for it's age and has just over 13,000 miles on the clock. Fitted with an electric start in addition to the kickstart.				
<b>1976</b>	<b>BMW</b>	<b>R90S</b>		<b>900</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Travelled to all continents, except Australia! Rebuilt in 2008.				
<b>1976</b>	<b>Honda</b>	<b>CB100</b>		<b>100</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Bought as a barn find in boxes.				
<b>1976</b>	<b>Honda</b>	<b>Goldwing GL1000</b>		<b>1000</b>
<b>Classes Entered:</b> 1970 On Overseas			Goldwing Owners Club GB (Kent Wings)	
<b>Bike Details:</b>				

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<b>1976</b>	<b>Honda</b>	<b>CB 750/4 F1 Super Sport</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On Overseas			Sidecar Owners Club	
<b>Bike Details:</b> This is a one-owner from new machine, and was restored in 2008. Fitted with a matching 1976 Watsonian Monza sidecar.				
<b>1976</b>	<b>Yamaha</b>	<b>TZ 250 C</b>		<b>250</b>
<b>Classes Entered:</b> 1970 On Lightweight Competition / Special				
<b>Bike Details:</b> Supplied by Yamaha as a purpose-built racing machine. Mainstay of Grand Prix racing in the seventies.				
<b>1977</b>	<b>Honda</b>	<b>CB 750 K6</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On Overseas			The "750 Fours"	
<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.				
<b>1977</b>	<b>Kawasaki</b>	<b>Z900 A4</b>		<b>903</b>
<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.				
<b>1977</b>	<b>Yamaha</b>	<b>XS650D</b>		<b>650</b>
<b>Classes Entered:</b> 1970 On Overseas			VJMC	
<b>Bike Details:</b> Dubbed as 'The Japanese Bonneville'. Owned by current owner 21 years, restoration completed May 2012.				
<b>1978</b>	<b>Honda</b>	<b>CB550</b>		<b>550</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Sat in a garage for 13 years. The engine was seized and every part had to be painted or polished. The wheels were so corroded they appeared as if they were supposed to be black. The engine has been vapour cleansed.				
<b>1978</b>	<b>Suzuki</b>	<b>GS1000N</b>		<b>1000</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> A rare early wire wheel GS1000, found in garage, unused for years. Wheels rebuilt & a lot of spit & polish has brought it back.				

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<b>1978</b>	<b>Suzuki</b>	<b>GS1000E</b>		<b>1000</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> This bike was imported from the States in 1998, my next door neighbour being the first registered owner in the UK. I bought the bike in 2006, it was then in need of restoration work so I totally rebuilt it over the winter of 2010/11. The bike is a tribute rather than a race replica, built to catch the flavour of the Yoshimura GS1000S that won the 1979 & 1980 AMA Superbike titles ridden by Californian Wes Cooley.				
<b>1979</b>	<b>Honda</b>	<b>CBX 1000Z</b>		<b>1049</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is a genuine low mileage machine, two owners from new with light restoration.				
<b>1979</b>	<b>Honda</b>	<b>CBX 1000Z</b>		<b>1047</b>
<b>Classes Entered:</b> 1970 On Overseas CBX Riders Club (UK)				
<b>Bike Details:</b> The Honda CBX 1047cc with its 6 transverse mounted cylinders, 6 carburettors, air cooling, 24 valves and double overhead camshafts was in its day the most powerful street legal motorcycle in production. It weighed in at 572lbs (wet) and had a top speed of around 140mph and 105bhp at 9,000 rpm for the early 1000Z model. Later models had a top speed of around 135mph. The first 1000Z model was produced in 1978 with twin shock absorbers and twin front disc.				
<b>1979</b>	<b>Honda</b>	<b>CBX</b>		<b>1047</b>
<b>Classes Entered:</b> 1970 On Overseas CBX Riders Club (UK)				
<b>Bike Details:</b> The Honda CBX 1047cc with its 6 transverse mounted cylinders, 6 carburettors, air cooling, 24 valves and double overhead camshafts was in its day the most powerful street legal motorcycle in production. It weighed in at 572lbs (wet) and had a top speed of around 140mph and 105bhp at 9,000 rpm for the early 1000Z model. Later models had a top speed of around 135mph.				
<b>1979</b>	<b>Kawasaki</b>	<b>Z1000ST</b>		<b>1015</b>
<b>Classes Entered:</b> 1970 On Overseas Triumph OC Medway				
<b>Bike Details:</b> First registered 19th June 1979. With current owner since 1980, it was partially restored in 2006. Regularly ridden.				
<b>1979</b>	<b>Laverda</b>	<b>1200 Anniversary</b>		<b>1200</b>
<b>Classes Entered:</b> 1970 On Overseas International Laverda OC				
<b>Bike Details:</b> This is a limited edition factory special celebrating 30 years of motorcycle production, from 1949-1979. Although it was a proposed run of 200 machines, it's now believed that less than 100 were built, of which very few were imported to the UK in 1979. Owned for 20 years, the engine was refurbished in 2010. Otherwise unrestored, with original mileage, this machine was imported to the UK in 1987 by BMF officer David Field.				
<b>1979</b>	<b>Suzuki</b>	<b>RV125</b>		<b>125</b>
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> A rare beach / sand motorcycle imported from the USA.				

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<b>1979</b>	<b>Suzuki</b>	<b>GT200 X5</b>		<b>200</b>
<b>Classes Entered:</b> 1970 On Overseas Lightweight				
<b>Bike Details:</b> This bike had sat in a shed for 30 years and needed some TLC to get her back on the road.				
<b>1980</b>	<b>Kawasaki</b>	<b>Z1R</b>	Norton OC	<b>1015</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Totally rebuilt.				
<b>1980</b>	<b>Suzuki</b>	<b>GSX 1100 ET</b>		<b>1100</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> An Italian import, when purchased it had a small 19 litre petrol tank, 4 into 1 exhaust & damaged side panels. Substantially rebuilt, all bodywork done. Fitted with replacement front mudguard, headlamp shell, rear units, exhaust, front brake reservoir, mirrors & seat. Parts obtained from France, Holland, Australia and the USA. Not a concours rebuild but a good example of the model.				
<b>1981</b>	<b>Honda</b>	<b>CBX-B</b>	CBX Riders Club (UK)	<b>1047</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> With the current owner for 20 years. Fitted with a 6x6 Pipemaster exhaust and GPz headlight and finished in Kwaka Green, Regularly used at rallies. The Honda CBX 1047cc with its 6 transverse mounted cylinders, 6 carburettors, air cooling, 24 valves and double overhead camshafts was in its day the most powerful street legal motorcycle in production. It weighed in at 572lbs (wet) and had a top speed of around 140mph and 105bhp at 9,000 rpm for the early 1000Z model. Later models had a top speed of around 135mph. The first 1000Z model was produced in 1978 with twin shock absorbers and twin front disc.				
<b>1982</b>	<b>Honda</b>	<b>CBX1000</b>	CBX Riders Club (UK)	<b>1047</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Imported from Texas in 1992 and first registered in the UK about six years ago. Bought by the current owner 3½ years ago, the engine has been rebuilt and it's done around 4000 miles since.				
<b>1982</b>	<b>Kawasaki</b>	<b>GPz 750R1</b>		<b>738</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Purchased in 1996, this bike underwent significant work to convert to an ELR. Other bikes came and went, and it was stored for 12 years where it deteriorated significantly. Ground up restoration took place over the last 12 months, including total strip down, powder coating to frame, swing-arm and wheels etc. Fitted with a Zephyr rear-end with XJR shocks. Complete engine rebuild and refurbishment of the Mikuni BS34 CV carbs. This model was made for 1982 only.				

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1983	Yamaha	RD 350 LC		350
<b>Classes Entered:</b> 1970 On Overseas VMCC				
<b>Bike Details:</b> Purchased partially restored in 2011, this is a UK model with matching engine and frame numbers - rare these days. Built in 1982 and registered in '83, the 1982 LC had engine tie-bars on the engine to stop vibration and modified carbs and barrels to iron-out midrange mis-fires. For easy maintenance, grease nipples are fitted to the swing-arm and oil drains on the bottom of the forks. The engine was rebuilt in 2010 with a new crank and standard barrels by Bob Farnham, one of the UK's top tuners. As many original parts have been kept as possible, like the instrument cluster. Britain's best selling Yamaha ever.				
1984	Honda	Goldwing GL1200		1200
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent Wings)				
<b>Bike Details:</b>				
1984 (	Rickman Kawasaki	CR		1075
<b>Classes Entered:</b> 1970 On Competition / Special VMCC				
<b>Bike Details:</b> Heavily modified Rickman Kawasaki CR Café Racer with a Yoshimura / Wiseco 1075cc engine. With same owner since 1990, extensively sprinted in the nineties.				
1986	Suzuki	RG 500		499
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> A UK machine, this was one of the fifty RG500's painted for the UK importers in Skoal Bandits colours (there were also a further 100 750 four strokes). This has been discreetly modified and now produces slightly more power than Sheene's world championship winning machine from 1977 @117 rear wheel bhp. The factory claimed 95 horse power for the 155kg road machine, which actually measured at 73 when independently tested!				
1987	Honda	VFR750R (RC30)		750
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> One of the first 1000 machines produced for the JDM (Japanese Domestic Market). This machine is completely de-restricted and is cosmetically close to the 1988 European models. Non-original parts include RC45 wheels, full MKII HRC exhaust and Ohlins suspension. A real race bike on the road.				
1987	Honda	NS 400R		387
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> A 100% stock UK model ( full power) V3 two-stroke, grudgingly released by Honda (who despised two stroke engines) into the race replica market. Beautifully finished and hand assembled in the HRC race shop, the 400 was too expensive and, on paper, uncompetitive with the 500cc rivals with a claimed 72bhp and 163kg (actual 54bhp at rear wheel).				
1987	Honda	Goldwing Aspencade		1200
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent Wings)				
<b>Bike Details:</b> Baron trike conversion, with extra lights and chrome.				



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<b>1987</b>	<b>Suzuki</b>	<b>GSX750ES</b>		<b>750</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Still with the first owner, this four-cylinder tourer has visited Ireland, France, Scotland and The Shetland Isles.				
<b>1988</b>	<b>Honda</b>	<b>Goldwing</b>		<b>1500</b>
<b>Classes Entered:</b> 1970 On Overseas			Goldwing Owners Club GB (Kent Wings)	
<b>Bike Details:</b> This Goldwing was built from scratch from boxes.				
<b>1989</b>	<b>Kawasaki</b>	<b>GT 750P5</b>		<b>738</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Owned from new by the present owner, this motorcycle is in immaculate, original and unrestored standard condition. Low mileage from new, leisure use only.				
<b>1989</b>	<b>Suzuki</b>	<b>GSXR1100 Slingshot</b>		<b>1127</b>
<b>Classes Entered:</b> 1970 On Overseas			VMCC	
<b>Bike Details:</b> This is an unrestored all-original machine, purchased from Paul Smart over 20 years ago by the current owner. The K version was completely redesigned with a lower, heavier chassis, similar to the 1988 Slingshot 750. The bigger engine has a capacity of 1127cc from 78.0 x 59.0 mm dimensions using the larger Mikuni carbs. With an air-cooled DOHC engine it develops 138BHP. 0-60 acceleration is said to be 2.6 seconds, but I haven't tried to confirm this - getting a little too old! The only work in the past couple of years is to replace the rear shock and a carb rebuild, otherwise it's as purchased.				
<b>1990</b>	<b>Harley Davidson</b>	<b>FXRS</b>		<b>1340</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> This is a hardtail Evo chop, built by the owner.				
<b>1990</b>	<b>Honda</b>	<b>Goldwing GL1500SE</b>		<b>1500</b>
<b>Classes Entered:</b> 1970 On Overseas			Goldwing Owners Club GB (Kent Wings)	
<b>Bike Details:</b> Imported from Florida in 2006 as a non-runner, due to being stored in a tin hut all rubber parts were destroyed. Used for touring and has numerous modifications to aid comfort.				
<b>1995</b>	<b>Honda</b>	<b>Goldwing GL1500SE</b>		<b>1500</b>
<b>Classes Entered:</b> 1970 On Overseas			Goldwing Owners Club GB (Kent Wings)	
<b>Bike Details:</b>				

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<b>1995</b>	<b>Kawasaki</b>	<b>GPZ 1100S</b>		<b>1052</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Purchased in 2002 by the current owner from local dealer Fins Motorcycles in Redhill. Maintained by the owner and used on a regular basis locally and for longer rides during the spring and summer months. Modifications include the addition of a Scottoiler and replacement 'Predator' exhaust system, which was changed in 2007.				
<b>1996</b>	<b>Suzuki</b>	<b>1200 Bandit</b>		<b>1200</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> First of the factory streetfighter style. Ordered by me in September 1995 on the strength of a magazine article. Delayed several times but took delivery a week before I was due to go to the Isle of Man TT. It arrived at 9am and by 2pm it had been PDI'd and registered and I was riding away! It had its 500 mile service three days later and went to Liverpool and the TT for its first outing. Crowds admired it wherever it went as it was the first one that anyone had seen. Now due a full restoration, I sold it to buy a house and it was neglected by the two subsequent owners.				
<b>1999</b>	<b>Kawasaki</b>	<b>ZRX</b>		<b>1100</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This has a 4-stroke, DOHC, in-line four engine with 16-valves.				
<b>2001</b>	<b>Honda</b>	<b>Goldwing Meter Trike</b>		<b>1500</b>
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent Wings)				
<b>Bike Details:</b> Built in Texas by Motortrike, Texas, USA. Fitted with 1000 lights, running boards by Baron Trikes. Features Spirit of Dreams dream catcher Indian themed paintwork by a local artist. With current owner Ann for eight years.				
<b>2002</b>	<b>Honda</b>	<b>Goldwing 1800 GL</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent Wings)				
<b>Bike Details:</b> This is an Illusion Blue 1800 Goldwing USA import with current owner for past 8 years. Air-brush artwork by a local artist on a storm chaser theme. Hundreds of electric blue & red flashing neons.				
<b>2004</b>	<b>Honda</b>	<b>Goldwing GL</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent Wings)				
<b>Bike Details:</b> Lots of chrome.				
<b>2004</b>	<b>Honda</b>	<b>Goldwing 1800GL</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas Goldwing Owners Club GB (Kent)				
<b>Bike Details:</b>				

**Draft South of England Classic SuperBike Show : Sunday 27th July 2014  
Show Programme: Motorcycles by Year**

<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Club</b>	<b>cc</b>
<b>2008</b>	<b>Honda</b>	<b>Goldwing 1800GL</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas		Goldwing Owners Club GB (Kent Wings)		
<b>Bike Details:</b> Black & chrome is always better!				
<b>2008</b>	<b>Honda</b>	<b>Goldwing GL1800</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas		Goldwing Owners Club GB (Kent Wings)		
<b>Bike Details:</b> Customised GL1800 Goldwing with loads of chrome, lots of LED lights and strobe lights. Technology includes CB radio, HD video camera, hands-free kit, built-in SatNav, air-bag, MP3 player, heated seats, reverse and cruise control.				
<b>2009</b>	<b>Honda</b>	<b>Goldwing Trike</b>		<b>1832</b>
<b>Classes Entered:</b> 1970 On Overseas		Goldwing Owners Club GB (Kent Wings)		
<b>Bike Details:</b> Motortrike Spyder trike conversion with an 1800 Goldwing front. Imported from the USA fully loaded.				
<b>2010</b>	<b>Honda</b>	<b>Goldwing GL1800A9</b>		<b>1800</b>
<b>Classes Entered:</b> 1970 On Overseas		Goldwing Owners Club GB (Kent Wings)		
<b>Bike Details:</b> Air-bag model with built-in SatNav.				
<b>n/a</b>	<b>Triumph</b>	<b>Thruxton 1965 Replica Racer</b>		<b>904</b>
<b>Classes Entered:</b> 1970 On Competition / Special		Triumph OC Surrey		
<b>Bike Details:</b> Created by David Hunt as a 1965 Thruxton Replica racer with 904cc bore, cams, full race head, smooth bore carbs, big-bore downpipes, megaphone exhausts, twin floating disc front brake with twin 6-pot callipers, floating one-off rear disc and 4-pot calliper, full suspension conversion and all-Alloy bodywork. Visit David Hunt on his BHP Engineering stall in the Abergavenny Building.				