

## South of England RealClassic Motorcycle Show Programme: Sunday 25th October 2015

Year	Make	Model	Club	cc
<b>1913</b>	<b>Zenith</b>	<b>Gradua 90 Bore</b>		<b>996 cc</b>
<b>Classes Entered:</b> Pre 1950		<b>VMCC (Surrey &amp; Sussex)</b>		
<b>Bike Details:</b> 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.				
<b>1919</b>	<b>Royal Ruby</b>	<b>Lightweight</b>		<b>269 cc</b>
<b>Classes Entered:</b> Pre 1950 Lightweight		<b>Sunbeam MCC</b>		
<b>Bike Details:</b> Manchester built machine which was sold new in Cambridge and has spent its entire life in Cambridgeshire. Has completed many vintage events including this year's Banbury Run, ridden by Nick Harrison.				
<b>1925</b>	<b>Levis</b>	<b>T3</b>		<b>211 cc</b>
<b>Classes Entered:</b> Pre 1950 Lightweight		<b>VMCC (Men of Kent)</b>		
<b>Bike Details:</b> Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.				
<b>1926</b>	<b>AJS</b>	<b>G6 TT Replica</b>		<b>349 cc</b>
<b>Classes Entered:</b> Pre 1950 Competition / Special		<b>Sunbeam MCC</b>		
<b>Bike Details:</b> Factory built 'Racer on the Road' for private owners. Based on a G6 'Big Port' using catalogued parts to produce a road-going replica of the works TT race machines. The 349cc 'Big-Port' AJS was the most successful race machine of the twenties, even winning the 500cc Senior TT in 1921. This example was raced into the 1930's but retained its original, very apt, Devon registration number when restored in 2005. Since restoration, it's been used on club runs and events at Brooklands museum and Kop Hill Climb.				
<b>1928</b>	<b>AJS</b>	<b>K6</b>		<b>350 cc</b>
<b>Classes Entered:</b> Pre 1950		<b>AJS &amp; Matchless OC (Sussex)</b>		
<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.				
<b>1928</b>	<b>Scott</b>	<b>Flyer</b>		<b>600 cc</b>
<b>Classes Entered:</b> Pre 1950		<b>Sunbeam MCC</b>		
<b>Bike Details:</b>				
<b>1929</b>	<b>Matchless</b>	<b>V2</b>		<b>500 cc</b>
<b>Classes Entered:</b> Pre 1950		<b>AJS &amp; Matchless OC (Sussex)</b>		
<b>Bike Details:</b> A sporting machine, originally marketed by Matchless with a guaranteed speed of 85 mph.				

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Year	Make	Model	Club	cc
1932	Francis-Barnett	Condor Model 26		172 cc
<b>Classes Entered:</b> Pre 1950 Lightweight		<b>Francis-Barnett Owners Club</b>		
<b>Bike Details:</b> Restored and hand painted by the owner, this machine is one of only two known to exist. A rare machine, this sports model made for one year only and is one of only two known survivors. Fitted with the Villiers Brooklands engine, it has completed the test hill at Brooklands museum with ease many times.				
1934	Indian	Four Cylinder		1270 cc
<b>Classes Entered:</b> Pre 1950 Overseas		<b>Indian Riders MCC</b>		
<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	Indian	Four Cylinder		1276 cc
<b>Classes Entered:</b> Pre 1950 Overseas		<b>Indian Riders MCC</b>		
<b>Bike Details:</b> Shipped to Edinburgh in 1935 direct from the Indian factory. Restored over the past 20 years, this machine is one of only approximately 120 that were made.				
1935	Norton	Model 40 International		349 cc
<b>Classes Entered:</b> Pre 1950 Competition / Special		<b>Norton OC (Surrey)</b>		
<b>Bike Details:</b> 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. In every day use and largely unrestored, it has covered over 60,000 miles since 2005 including several Continental and Irish rallies.				
1937	Sunbeam	9A		600 cc
<b>Classes Entered:</b> Pre 1950		<b>Sunbeam MCC</b>		
<b>Bike Details:</b> Fitted with a period Swallow launch style side-car. First registered on 5th March 1937.				
1937	Vincent HRD	TT Replica		499 cc
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Bought by the present owner in the late sixties as a box of bits for £25, most parts were found to be original. This machine is thought to be the sole survivor of five Series B TT Replicas. These were exact replicas of the works racers in all but the gearbox, which was Burman instead of Albion.				
1938	Panther	100 Redwing		600 cc
<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 a Steib sidecar. VMCC (Surrey & Sussex) member.				
1938	Rudge	Sports Special		500 cc
<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. Has been back on the road for approximately 30 years. VMCC (Surrey & Sussex) member.				

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Year	Make	Model	Club	cc
<b>1938</b>	<b>Scott</b>	<b>Proto-type Clubman Special</b>	<b>Scott Owners Club</b>	<b>596 cc</b>
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> With the present owner for 53 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.				
<b>1939</b>	<b>Ariel</b>	<b>Red Hunter</b>		<b>500 cc</b>
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> The Ariel Red Hunter was designed by Val Page and was in production from 1932 until 1959.				
<b>1940</b>	<b>BSA</b>	<b>M21</b>		<b>600 cc</b>
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> A sturdy side-valve single cylinder machine, ex-WWII dispatch rider's machine.				
<b>1942</b>	<b>Indian</b>	<b>741B</b>	<b>Indian Riders MCC</b>	<b>600 cc</b>
<b>Classes Entered:</b> Pre 1950 Overseas				
<b>Bike Details:</b> This is an American built machine, made for use by Allied forces in WWII. The first registered keeper was The War Department. Would have been painted Khaki green, now in civilian trim with civilian paint, seat and saddlebags but most parts being of standard design. Covered many thousands of miles in England & Europe over the last few years.				
<b>1944</b>	<b>BSA</b>	<b>M20</b>		<b>500 cc</b>
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> In military trim.				
<b>1947</b>	<b>Norton</b>	<b>Manx</b>	<b>Bracebridge Street Norton Register</b>	<b>350 cc</b>
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> Manx Norton with Garden Gate frame.				
<b>1947</b>	<b>Norton</b>	<b>Manx</b>	<b>Bracebridge Street Norton Register</b>	<b>500 cc</b>
<b>Classes Entered:</b> Pre 1950 Competition / Special				
<b>Bike Details:</b> This bike was raced early in its life, and is now used for shows and track parades. With garden-gate frame, it has not been restored.				
<b>1947</b>	<b>Vincent</b>	<b>Rapide</b>		<b>998 cc</b>
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Fitted with a 1954 Steib sidecar, clubman's sidecar outfit - known as The Fast Lady and is well known in the Vincent OC. The engine is number 15, and is the oldest post-War engine in use in Europe. It was raced in the sixties, and the owner has known it since then, when he used to race sidecars. The steel sidecar body was replaced with an aluminium one. Acquired by the owner in 1998 and restored, some modifications have been carried out (disc brakes, multi-plate clutch, 12V alternator, 5-speed gearbox) but it's been kept true to its sixties concept. Regularly used for overseas rallies in Canada, the USA and Europe.				

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1948	AJS	16		350 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Has had a full restoration which took 12 months to complete at a cost of £2,000 and is still ongoing.				
1948	AJS	18		500 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> This 1948 single was converted to swing-arm rear suspension by a previous owner more than 40 years ago. Restored in 2004.				
1949	AJS	16C		349 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Bought as a pile of bits in the early sixties and rebuilt in road trim. Although a trials model, at present in road trim, fitted with road tyres and gearing, period dual seat and low level exhaust. In regular use. First registered on 9th February 1949.				
1949	BSA	Bantam D1		125 cc
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> BSA Bantam Club				
1949	BSA	Bantam D1		175 cc
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> The subject of a five year restoration, this machine has been adapted for modern day use, eg fitted with a B14 175cc engine and four-speed gearbox. Painted in own colours.				
1949	BSA	D1 Bantam		125 cc
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> Totally rebuilt, using all original parts.				
1949	Triumph	TR5 Trophy		500 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> This was the first year of production for the TR5 with the wartime generator barrel. VMCC (Surrey & Sussex) member. We've had her for over 20 years & it's taken me 2½ years to restore her, a complete nut and bolt rebuild. This bike was a finalist in CBOTY - The Classic Bike of The Year competition and was displayed at the MCN Show in London in February 2014.				
1949	Triumph	T100 Tiger		500 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> Sporting twin, first registered 26 February 1949.				
1950	BSA	D1 Bantam		125 cc
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special				
<b>Bike Details:</b> Popular two-stroke lightweight.				

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Year	Make	Model	Club	cc
<b>1950</b>	<b>Vincent</b>	<b>Comet</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Given to the present owner in 1964, as it wasn't viable to replace a worn big-end to ride to work. Used for spares for my twin, then had a full overhaul and refurbishment in 1986. Mostly original, ridden ever since, in the UK and Western Europe. Vincent OC (South London)				
<b>1950c</b>	<b>Rotrax JAP</b>	<b>Speedway</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Speedway competition machine. Fitted with a 1949 4-stud JAP S/S engine in an early fifties Rotrax Jackson frame.				
<b>1951</b>	<b>Brockhouse</b>	<b>Corgi</b>		<b>98 cc</b>
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> This is based on a paratrooper scooter to be dropped from a plane and used as transport.				
<b>1951</b>	<b>Matchless</b>	<b>G3LS Works Scrambler Replica</b>		<b>350 cc</b>
<b>Classes Entered:</b> 1950-59 Competition / Special <b>BSA OC (East Sussex)</b>				
<b>Bike Details:</b> This is a close copy of the 1951 works scrambler, used in the 1951 ISDT and other competitions. High compression, high lift cams, Burman scrambler gearbox, 5-spring competition clutch. Many new engine parts.				
<b>1952</b>	<b>Sunbeam</b>	<b>S8</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59 <b>Goodwood Marshalls Club</b>				
<b>Bike Details:</b> The engine is an in-line, air-cooled twin, with all-alloy construction. Shaft-drive transmission.				
<b>1953</b>	<b>Douglas</b>	<b>MK V</b>		<b>348 cc</b>
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Restored in 1981 from an incomplete basket case. Member of London Douglas MCC.				
<b>1953</b>	<b>Francis-Barnett</b>	<b>Falcon 58</b>		<b>197 cc</b>
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special <b>Francis-Barnett Owners Club</b>				
<b>Bike Details:</b> Restored by the previous owner Des Heckle and finished in the optional blue. This machine has completed numerous trials throughout the year, including Exeter, Land's End, Arbutnot and Edinburgh.				
<b>1953</b>	<b>Francis-Barnett</b>	<b>Falcon 58</b>		<b>197 cc</b>
<b>Classes Entered:</b> 1950-59 Lightweight <b>Francis-Barnett Owners Club</b>				
<b>Bike Details:</b> With current owner since 1959, who paid £67=10s for it. Was restored to ride, with some safety improvements for today's busy roads. Regularly ridden and has completed runs of 400 miles in a day, to and from Mallory Park at the Festival of 1000 Bikes complete with camping gear. Does countless miles every year.				
<b>1953</b>	<b>Matchless</b>	<b>G80S</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59 Competition / Special <b>AJS &amp; Matchless OC (Sussex)</b>				
<b>Bike Details:</b> Typical 1950's motorcycle, sensibly modded and used all year round. Simple to restore and maintain. In daily use.				

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Year	Make	Model	Club	cc
1953	Velocette	MAC		350 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> All original, apart from the newish paint. With original mileage, this is the first of the swinging arm MACs. The basic frame, engine & transmission use thirties technology.				
1953	Velocette	MAC		350 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> With single-cylinder high-camshaft pushrod engine.				
1954	BSA	Bantam	BSA Bantam Club	150 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> First registered on 10th June 1954.				
1954	Matchless	G9 Super Clubman	AJS & Matchless OC(EL & Essex)	500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Restored 13 years ago to original condition and maintained with no expense spared.				
1955	AJS	20	AJS & Matchless OC(EL & Essex)	500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Last used in 1976, this is a one-owner from new machine.				
1955	AJS	20	AJS & Matchless OC(EL & Essex)	500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Owned for 31 years, 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. Rebuilt in 2011 after 181,000 miles. Travelled to Borgo Priolo in Northern Italy for the AJS & Matchless Owners' Club annual rally in 2009, plus Northern Germany and Southern France. 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 Fifties and Sixties.				
1955	BSA	Bantam D3	BSA Bantam Club	150 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Originally sent to a dealer in The Belgian Congo. Came back to the UK as a total wreck and has been completely rebuilt, using original parts.				
1955	Francis-Barnett	70 Falcon	Francis-Barnett Owners Club	197 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Purchased just over three months ago from a fellow club member, as a running restoration. First outing today.				
1956	Ariel	VH	VMCC (East Sussex)	498 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on the 13th November 1956.				

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Year	Make	Model	Club	cc
1956	BSA	Gold Star DB32	BSA OC (East Sussex)	350 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> A barn find with no documentation or registration, this machine was rebuilt & restored during 2008/9 with many new parts. The engine left the BSA factory in a CB32 4000 series Scrambles frame on 4/6/56, the fate of this unregistered frame is unknown. The current frame came from a 1956 BSA31 350cc which was delivered to Raymond Motors of NW London on 19/11/56. The bike was registered for road use with an age related registration number on 18/3/09, regularly ridden & exhibited since then.				
1956	Francis-Barnett	Falcon 76 Trials	Francis-Barnett Owners Club	197 cc
<b>Classes Entered:</b> 1950-59 Lightweight Competition / Special				
<b>Bike Details:</b> This was a Francis Barnett works machine and was ridden by Ray Peacock. It has been in the same ownership for many years, and has completed Brooklands Test Hill with ease, ridden by the current owner.				
1956	Norton	19S	Norton OC (Kent)	600 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 22nd January 1957.				
1957	AJS	20		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b>				
1957	BMW	R26		250 cc
<b>Classes Entered:</b> 1950-59 Lightweight Overseas				
<b>Bike Details:</b> Brought to England in 1964, and re-registered by the original German owner. It was restored in the 1990's, and the engine was reconditioned by the late lamented De-Fazio Ltd of Somerset. Runs well.				
1957	BSA	Bantam D3	BSA Bantam Club	150 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> First registered on 18th May 1957.				
1957	BSA	Bantam D1	BSA Bantam Club	125 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> First registered on 1st January 1957.				
1957	BSA	A10 Golden Flash		650 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Popular machine with twin cylinder OHV engine.				
1957	BSA	C15 SS	Robinsons Canterbury MC	250 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Robinsons Canterbury MC				

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Year	Make	Model	Club	cc
1957	Douglas	Dragonfly	London Douglas MCC	350 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Purchased in 1993 as a box of bits, with the most of it there but no paperwork. This is an ex Pride and Clarke bike, registered in 1957. It has all matching numbers but no supporting paperwork, so an age-related index mark was applied for. Finished in 2013, it's on the Douglas Club Register.				
1957	Francis-Barnett	Falcon 74	Francis-Barnett Owners Club	197 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Found in a coal shed in a rough state. Restored by the present owner and now regularly ridden. Has also completed Brooklands Test Hill.				
1957	Francis-Barnett	Cruiser 80	Francis-Barnett Owners Club	250 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Restored from a basket case by Des Heckle, fitted with the AMC engine. Has completed the West Kent run and the Westward Ho Reliability night run. Regularly ridden.				
1957	Norton	Norbsa		500 cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Cafe racer engineered and built by Rod Foakes over a period of many years. Most of the larger parts were sourced at autojumbles. Fasteners etc were machined from stainless or titanium and alloy. 1957 Norton Dominator wideline frame, needle roller converted swing-arm. The forks are from a Yamaha SR500, front wheel hub from a Suzuki G750. Fitted with Triumph conical rear hub and alloy fuel and oil tanks. The engine is a DBD34 500cc Gold Star with an A10 gearbox with modified needle roller layshaft. It's got a Triumph 4-spring clutch, 1½" Amal Mk2 concentric carb, It has 12V electrics, with the battery mounted at the back of the gearbox. Fitted with alloy rims & stainless spokes, the paint is by JB Services.				
1957	Norton	Dominator 99		600 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> This fully restored Norton has the wideline frame and is a delight to ride. The Dominator series went on to become the 650SS and Atlas series of motorcycles, using the slimline frame.				
1957	Royal Enfield	Clubman		cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Cafe Racer				
1958	AJS	18S	AJS & Matchless OC(EL & Essex)	500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The AJS model 18 was in production from 1949-1963.				
1958	BSA	A10 Super Rocket	BSA OC (Kent)	650 cc
<b>Classes Entered:</b> 1950-59				
<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 and larger valves.				



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1958	Norton	30 Manx		499 cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
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<b>Bike Details:</b> Was raced at the Isle of Man TT and MGP until 1965. Placed 18th in 1962 and 10th in 1963.				
1959	AJS	31L		650 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.				
1959	AJS	18		500 cc
<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. Already restored eleven years ago by the previous owner, since then I've just polished it (and dented it!). First registered 30 September 1959.				
1959	BSA	Gold Star DBD34		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered 2nd October 1959.				
1959	BSA	Bantam D7		175 cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Popular two-stroke lightweight.				
1959	Norton	Manx		350 cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> Manx Special with Featherbed frame.				
1959	Norton	Manx 30M		500 cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Classes Entered:</b> 1950-59 Competition / Special				
<b>Bike Details:</b> 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 owned by his wife and son in his memory.				
1959	Triton	Featherbed Wideline		750 cc
<b>Classes Entered:</b> 1950-59 Competition / Special				
<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. 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 ten years.				
1959	Triumph	T110		650 cc
<b>Classes Entered:</b> 1950-59				
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<b>Bike Details:</b> Totally original.				

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<b>1959</b>	<b>Triumph</b>	<b>Tigress</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1950-59 Lightweight <b>BSA OC (East Sussex)</b>				
<b>Bike Details:</b> With the same owner from 1959 until 2014, this 250cc four-stroke twin still has its original 1959 tax disc, buff log-book and registration number. It was manufactured by BSA and badged as a Triumph				
<b>1959</b>	<b>Velocette</b>	<b>Venom Clubman</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 13th January 1959. Member of CRMC.				
<b>1960</b>	<b>AJS</b>	<b>31 CSR</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69 <b>AJS &amp; Matchless OC(EL &amp; Essex)</b>				
<b>Bike Details:</b> Twin cylinder engine, first registered 26th May 1960.				
<b>1960</b>	<b>BSA</b>	<b>Bantam D7</b>		<b>175 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight <b>BSA Bantam Club</b>				
<b>Bike Details:</b> Built up using the engine from a donor machine and re-registered.				
<b>1960</b>	<b>Francis-Barnett</b>	<b>Falcon 87</b>		<b>199 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight <b>Francis-Barnett Owners Club</b>				
<b>Bike Details:</b> With the previous owner for many years. Ridden regularly, including to this show.				
<b>1960</b>	<b>Moto Rumi</b>	<b>Formichino</b>		<b>125 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<b>Bike Details:</b> Originally belonged to my late father, this scooter has a 125cc air cooled twin cylinder 2-stroke engine. The engine casings and frame work are all made from cast aluminium. Member of Moto Rumi Club.				
<b>1960</b>	<b>Norman</b>	<b>B4 Sports</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> This is Ashford's local make, with the Norman factory being located in Beaver Road. All restoration by the current owner. Member of Cinque Ports CMCC.				
<b>1960</b>	<b>Norton</b>	<b>Dominator 99 Café Racer</b>		<b>600 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special <b>Norton OC (Surrey)</b>				
<b>Bike Details:</b> I purchased the Dominator a couple of months ago from Roy Hands who used to sprint race it, but stopped around 7 years ago. He has a timed standing quarter mile of 12.4 seconds with 99mph at the post using the bike in the under 750cc class. Obviously the gearing has been altered so she is fit for the road, but I have the necessities to turn her back into a sprinter if I want (which I don't). She is very quick in any event, with polished cams, twin carb conversion, racing clutch and gear internals, racing twistgrip, beefed up headstock, much improved brakes amongst other improvements. She's not particularly pretty but I have plans to make a few changes, like drops, Manx tank and oil tank, twin swept back Dunstalls and clock holders - something along the Gold Star lines so not too much metalwork showing.				

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Year	Make	Model	Club	cc
1960	Norton	Dominator Café Racer		600 cc
<b>Classes Entered:</b> 1960-69		Competition / Special	<b>Norton OC (Surrey)</b>	
<b>Bike Details:</b> This Café Racer was featured in Alastair Walker's book 'The Café Racer Phenomenon'. It was built in 1976 on the second floor of my council flat, and was restored in 2012 - 2014. The engine was rebuilt by ex-AMC works race mechanic Jimmy Boughn. It has a belt drive clutch and a Dresda four leading-shoe front brake. With 1955 wideline frame, 1960 engine and a 650SS cylinder head.				
1960	Norton	Dominator De Luxe 88		500 cc
<b>Classes Entered:</b> 1960-69			<b>Norton OC (Kent)</b>	
<b>Bike Details:</b> This is a rare model that was only made for two years. In original trim, and is 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.				
1960	Royal Enfield	Constellation		692 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This model was a development of the Meteor and Super Meteor twins. Until the Norton Atlas, the Constellation was the largest capacity parallel twin.				
1960	Royal Enfield	Bullet		350 cc
<b>Classes Entered:</b> 1960-69		Competition / Special	<b>Mid Sussex British MCC</b>	
<b>Bike Details:</b> Unused for at least 25 years, now gradually being converted into ISDT-trim. Has already been used to trace and ride some of the route of the 1961 International Six days Trial held in Wales. Completed the MCC Lands End Trial this year, covering 576 miles in two days.				
1961	AJS	31		650 cc
<b>Classes Entered:</b> 1960-69			<b>AJS &amp; Matchless OC(EL &amp; Essex)</b>	
<b>Bike Details:</b> 2010 marked the 100th year of production of the first true AJS.				
1961	AJS	20		500 cc
<b>Classes Entered:</b> 1960-69			<b>AJS &amp; Matchless OC(EL &amp; Essex)</b>	
<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	BSA	Rocket Gold Star		650 cc
<b>Classes Entered:</b> 1960-69		Competition / Special		
<b>Bike Details:</b> 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!				
1961	BSA	A10 Super Rocket		650 cc
<b>Classes Entered:</b> 1960-69			<b>South London Classic MCC</b>	
<b>Bike Details:</b> Made in Birmingham, the Super Rocket was the high performance version of the A10.				

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Year	Make	Model	Club	cc
<b>1961</b>	<b>Honda</b>	<b>CB 72</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<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 France in 2013 and rebuilt last year with a reconditioned crank, probably should have done the paintwork as well! A regular on local VJMC runs. When launched in 1961 this model was a major leap forward for the 250cc class.				
<b>1961</b>	<b>Norton</b>	<b>Dominator 99</b>		<b>600 cc</b>
<b>Classes Entered:</b> 1960-69 Norton OC (Kent)				
<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.				
<b>1961</b>	<b>Triton</b>	<b>T120 Bonneville</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special VMCC				
<b>Bike Details:</b> I built this bike about three years ago from parts collected over many years. Put it on the road in 2013, with an age-related number.				
<b>1961</b>	<b>Triumph/Matchless</b>	<b>Bitsa Café Racer</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> With the present owner for 43 years. An ongoing project, the Triumph T110 engine was fitted in 1968.				
<b>1962</b>	<b>BSA</b>	<b>Bantam D1</b>		<b>125 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight BSA Bantam Club				
<b>Bike Details:</b> First registered on 1st November 1962.				
<b>1962</b>	<b>BSA</b>	<b>Bantam D7</b>		<b>175 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight BSA Bantam Club				
<b>Bike Details:</b> Popular two-stroke lightweight.				
<b>1962</b>	<b>Harley Davidson</b>	<b>FLH Duo-Glide</b>		<b>1200cc</b>
<b>Classes Entered:</b> 1960-69 Overseas				
<b>Bike Details:</b> Imported from the USA in 1990 in running order by previous owner. With current owner for 18 years.				
<b>1962</b>	<b>Triumph</b>	<b>T100SS</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1960-69 South London Classic MCC				
<b>Bike Details:</b> Introduced for the 1962 season, the Tiger 100SS replaced the T100A as Triumph's half-litre sports roadster. This machine was used when new for long distance road trials with some success. Then engine damage caused it to be stored in an open shed for 25 years or so. Completely rebuilt to this condition with Norton forks, BSA crowns, Suzuki TLS front brake etc. some five years ago. Only two owners from new.				

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Year	Make	Model	Club	cc
<b>1962</b>	<b>Triumph</b>	<b>Tiger 90</b>		<b>350 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special		<b>VMCC (Men of Kent)</b>		
<b>Bike Details:</b> 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.				
<b>1963</b>	<b>BSA</b>	<b>Bantam D1</b>		<b>125 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight		<b>BSA Bantam Club</b>		
<b>Bike Details:</b> Popular two-stroke lightweight.				
<b>1963</b>	<b>BSA</b>	<b>DBD34 Gold Star</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special		<b>BSA Gold Star OC</b>		
<b>Bike Details:</b> With original frame and engine numbers as delivered from the BSA factory on 18th January 1963, this is one of the last DBD34 Gold Stars assembled. Fully restored by Steve Tonkin in 1996 and maintained to a high standard ever since this is a genuine machine with factory details and buff registration book.				
<b>1963</b>	<b>Francis-Barnett</b>	<b>Trials 92</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special		<b>Francis-Barnett Owners Club</b>		
<b>Bike Details:</b> This machine has been in the same ownership for many years. Was trialed by Ian Hillier, now regularly ridden, including the Brooklands Test Hill challenge.				
<b>1963</b>	<b>Matchless</b>	<b>G9</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1960-69		<b>Bike Details:</b> Assembled from a collection of spares as a 2014/15 winter project.		
<b>1963</b>	<b>Norton</b>	<b>650 SS</b>		<b>647 cc</b>
<b>Classes Entered:</b> 1960-69		<b>Norton OC (Surrey)</b>		
<b>Bike Details:</b> Exported new to South Africa on 12th June 1963 to Jacks Motors in Johannesburg. Registered in Boksburg as FYR 723W. Returned to the UK in 2001 requiring complete restoration. Totally refurbished and reregistered with an age-related number. Kept to standard trim except for 12V electrics. Twin 376 Monoblock carburettors and competition magneto retained.				
<b>1963</b>	<b>Triumph</b>	<b>T21 Twenty One</b>		<b>350 cc</b>
<b>Classes Entered:</b> 1960-69		<b>Triumph OC Medway</b>		
<b>Bike Details:</b> The 350cc 'Twenty One' 3TA was named for its 21 cubic inches engine size, it was the first all-unit motorcycle made by Triumph, introduced for the 21st Anniversary of Triumph Engineering Co. Ltd. Totally restored to original specification some years ago.				
<b>1964</b>	<b>Francis-Barnett</b>	<b>Cruiser 91 Sports</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight		<b>Francis-Barnett Owners Club</b>		
<b>Bike Details:</b> This bike is a clone of the 'James Superswift' 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.				

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Year	Make	Model	Club	cc
1964	Matchless	G80CS		500 cc
<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.				
1964	Norton	650 SS		650 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> I originally purchased this bike in 1968, and subsequently sold it to a family member in 1970. The bike returned to me in 2005, and I fully restored the bike to the condition it is in today, which was completed in 2011.				
1964	Yamaha	YDS2		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<b>Bike Details:</b> First registered on 4th October 1965, this is one of the very first of the 600 Yamahas ever to be imported to the UK. All restoration by the current owner.				
1965	BSA	Bantam D7	BSA Bantam Club	175 cc
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> BSA Bantam Club				
1965	Triumph	TR6 Trophy		650 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Restored from a wreck after being found in a garage where she had spent the last 20 years. Back on the road in 2014.				
1965	Velocette	Venom Clubmans		500 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> With only two owners from new, this machine is to totally original specification. Member of Mid Sussex British MCC				
1966	BSA	Bantam	BSA Bantam Club	175 cc
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 19th July 1966.				
1966	BSA	Bantam D7	BSA Bantam Club	175 cc
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 2nd December 1966.				
1966	Greeves/Triumph	25DC		350 cc
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> The standard Villiers 2T engine has been removed and a Triumph T21 engine fitted to the Greeves rolling chassis. So it could be called a Grumph or a Treeves!				

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Year	Make	Model	Club	cc
<b>1966</b>	<b>Honda</b>	<b>CB 500/4 Replica</b>		<b>498 cc</b>
<b>Classes Entered:</b> 1960-69 Overseas Competition / Special				
<b>Bike Details:</b> A sixties replica racer of the famous Honda 500/4 to commemorate Mike Hailwood, the greatest racer of all time. Displayed with a genuine Mike Hailwood helmet from 1965. 500/4 Replica racer built in 2001 for an article in Classic Mechanics magazine. Tuned engine featuring half race Joy cam, high comp pistons, Grimeca drum front brake, alloy rims with racing tyres, hand-made alloy tank and seat hump. Just had a refresh including paintwork and exhausts stove enamelled..ready to race!				
<b>1966</b>	<b>Triumph</b>	<b>Thruxton Bonneville</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> 1966 TT marshals' bike and production racer.				
<b>1967</b>	<b>AJS</b>	<b>Sapphire</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 1st January 1967.				
<b>1967</b>	<b>BSA</b>	<b>Bantam D3</b>		<b>173 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 5th December 1967.				
<b>1967</b>	<b>BSA</b>	<b>Bantam Bushman</b>		<b>175 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special				
<b>Bike Details:</b> Popular two-stroke lightweight.				
<b>1967</b>	<b>BSA</b>	<b>B44 Shooting Star</b>		<b>441 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Single-cylinder machine, made in Birmingham.				
<b>1967</b>	<b>Honda</b>	<b>RC181 Replica</b>		<b>- cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special Overseas				
<b>Bike Details:</b> Built over five years and completed in July 2015. Built to closely represent Jim Redman's machine.				
<b>1967</b>	<b>Matchless</b>	<b>P11</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Brought back from the States and restored in 2002. Well used for Club, National & International rallies all over Europe, including Italy, Poland and Ireland.				
<b>1967</b>	<b>Matchless</b>	<b>G15 CS</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> This is a factory hybrid model fitted with a 750cc Norton Atlas engine. It left the factory on 19th October 1967 for US importers JB Corp. New Jersey for sale as a 1968 model. Restored by the previous owner.				

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Year	Make	Model	Club	cc
<b>1967</b>	<b>Velocette</b>	<b>Thruxton</b>		<b>499 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> A rare beast, it's been in a bedroom for the last 20 years, and I have been lucky enough to now be in possession of it. Still with its original registration number.				
<b>1968</b>	<b>Honda</b>	<b>RC181 Replica</b>		<b>500 cc</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>1968</b>	<b>Norton</b>	<b>Commando 750 Fastback</b>	<b>Norton OC (Surrey)</b>	<b>745 cc</b>
<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.				
<b>1969</b>	<b>BSA</b>	<b>Bantam Bushman</b>		<b>175 cc</b>
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> Bought as you see it today, originally a basket case.				
<b>1969</b>	<b>BSA</b>	<b>A65 Lightning</b>	<b>BSA OC (East Sussex)</b>	<b>650 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This unit construction twin model was made from 1962 until 1970. This machine has undergone a full engine and gearbox rebuild by SRM during the winter of 2013/14.				
<b>1969</b>	<b>BSA</b>	<b>Rocket 3</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Rocket III was to be BSA's sports bike but although it had some success in racing, Japanese sports bikes like the Honda such as the 400/4 outsold it!				
<b>1969</b>	<b>Triumph</b>	<b>Trident T150</b>		<b>750 cc</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>1969</b>	<b>Triumph</b>	<b>Bonneville T120R</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> This is a much modified Bonneville to Thruxton specification. Includes 5-speed gear-cluster, Boyer ignition, Hayward belt drive, LP Williams clutch, Spitfire cams, +040 pistons, balanced con-rods etc etc.				



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Year	Make	Model	Club	cc
1970	BSA	Firebird Scrambler		650 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This bike is featured in a Rimmel make-up advert on London TV being ridden by model Kate Moss.				
1970	Norton	Commando 750 Roadster	Norton OC (Surrey)	750 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This bike is a USA version, brought back about five years ago. Restored to original spec, except for the addition of indicators which were an option for the following year. Finished in original flame orange metallic tank and side panels, the 1970 model was the only year with the 'halo' circle around the headlamp.				
1970	Norton	Commando Roadster	Norton OC (Surrey)	750 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This Roadster was first sold by Elite Motors in South London. It was shipped to the States, and ended up in a salvage yard 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.				
1970	Triumph	T120 Bonneville		650 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Manufactured on 13th August 1970 (luckily a Thursday!), this is one of the final original UK specification T120 Bonneville's. A few weeks later the design changed to 'Oil In Frame'. The bike was sold by Athertons of Liverpool in late 1970, and was subsequently sent to Pakistan in 1980. The bike was repatriated in 2000 in a very sorry state. It's been completely restored by the current owner to be ridden and enjoyed. As one of the final original UK spec T120 Bonneville's, this version is often considered to be 'Best of Breed'.				
1971	BSA	Bantam B175	BSA Bantam Club	175 cc
<b>Classes Entered:</b> 1970 On Lightweight				
<b>Bike Details:</b> First registered on 21 May 1971.				
1971	BSA	A65 Thunderbolt	Sussex British Motorcycle OC	650 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Original export model.				
1971	BSA	A65L	BSA OC (East Sussex)	650 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Despatched to Elite Motors, London, on 12th October 1971. First registered on 2nd February 1973. With matching engine and frame numbers.				
1971	Ducati	450 Desmo Silver Shotgun		450 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Been in the same family since new. Originally painted silver, the owners late father painted it Rosso Red shortly after purchasing the bike new.				

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Year	Make	Model	Club	cc
<b>1972</b>	<b>Honda</b>	<b>CB 350/F</b>		<b>350 cc</b>
<b>Classes Entered:</b> 1970 On Overseas			<b>VJMC</b>	
<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. This is an original example of this model that was not available to UK Honda dealers.				
<b>1972</b>	<b>Norton</b>	<b>JPS Commando</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1970 On Competition / Special			<b>Norton OC (Surrey)</b>	
<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.				
<b>1973</b>	<b>Ducati</b>	<b>Barcelona 24 Horas</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> This model was named after the Barcelona 24 Hour endurance race. Prior to its curtailment on safety grounds in the 1970s, the Barcelona 24 Hours race, held on the demanding Montjuic Park circuit in that city, was one of the most prestigious endurance races on the calendar.				
<b>1973</b>	<b>Triumph</b>	<b>T150V</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> This was exported to the USA, then imported to the UK in 2009. With just over 7000 miles on the clock, it's finished in black and gold and is in unrestored condition. With all original tinware, still not in bad condition for a 43 year old bike.				
<b>1973</b>	<b>Yamaha</b>	<b>SS50</b>		<b>50 cc</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> Lovely unrestored early FS1E.				
<b>1974</b>	<b>Honda</b>	<b>350/4</b>		<b>350 cc</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> Cafe-racer, towed behind The Fast Lady, Vincent Rapide.				
<b>1974</b>	<b>Kawasaki</b>	<b>Z1A</b>		<b>903 cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is a restored American import, regularly used.				

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Year	Make	Model	Club	cc
1974	Norton	Commando		850 cc
<b>Classes Entered:</b> 1970 On <b>AJS &amp; Matchless OC(EL &amp; Essex)</b>				
<b>Bike Details:</b> The Commando came onto the scene at the Earls Court Show in 1967 and with its rubber mounted engine and swinging arm pivoting on the engine plates was a radical departure from the normally staid lines produced by British factories. The design developed into a whole series of 750cc and 850cc machines; the last and largest development of the Norton twin engine.				
1974	Triumph	Trident T150		750 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Imported from the USA in 2007. Some parts re-plated, but detail correct. No stainless on this bike!				
1975	Triumph	Trident T160		750 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> One of the last of the Triumph Triples, this bike was an ex-demo machine, then had just one owner. Last taxed in 1976 according to DVLA records, it then sat in the back of a garage for the last thirty-five years. The engine has undergone a rebuild, while the paintwork and most of the chrome is all original. A few items have been replaced but the bike is largely original, with 16,000 miles on the clock, which is believed to be correct.				
1976	Honda	CB 400/4		408 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Purchased from Brighton as a part finished project in 2013. Now been back on the road for two years, used regularly on VMCC runs.				
1976	Suzuki	Beamish MKII RL250 Trials		250 cc
<b>Classes Entered:</b> 1970 On Lightweight Competition / Special				
<b>Bike Details:</b> Graham Beamish of Portslade produced this very successful trials bike in collaboration with Suzuki. The entire stock of the earlier RL250 Exacta model was purchased by Beamish from Suzuki; the frames are now in the bottom of the quarry at Golding Bar. A new frame was built by Mick Whitlock with the Whitehawk trademark & the whole bike reconfigured in 1974. Further development took place & the MKII was launched in 1976. This example has only two owners from new, with the current owner since 1984. Undertook a gearbox rebuild following the loss of second gear in the early 90's. Took until 2005 before it was back on the road. The chrome frame is Renolds 531 tubing. A very original example of this acclaimed trials bike.				
1977	Honda	GL1000 Goldwing		1000cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Registered in the UK in 1994, this is an American import. According to the DVLA in Swansea, only four 1977 GL1000s are on the database. The early GL1000s were built in Japan from 1975-78 and were known as naked Goldwings. Pretty soon the engine size was increased to 1100cc and 1200cc and the bikes became much heavier. When introduced, they were the world's second fastest production bike, behind the Kawasaki Z1, and also the heaviest at 600lb.				

## South of England RealClassic Motorcycle Show Programme: Sunday 25th October 2015

Year	Make	Model	Club	cc
<b>1977</b>	<b>Honda</b>	<b>CB550K3</b>		<b>550 cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> The CB550 was a development of the CB500 which appeared in response to demand for a lighter sports/tourer than the flagship CB750. The CB550 appeared in 1974 and despite various quirks was a highly regarded sports tourer. Production continued in different variants until 1978 with the 4to1 exhaust F2 being the last of the marque.				
<b>1977</b>	<b>Kawasaki</b>	<b>KH 250B</b>		<b>249 cc</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<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.				
<b>1977</b>	<b>Norton</b>	<b>Commando Interstate</b>		<b>828 cc</b>
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> The Commando came onto the scene at the Earls Court Show in 1967 and with its rubber mounted engine and swinging arm pivoting on the engine plates was a radical departure from the normally staid lines produced by British factories. The design developed into a whole series of 750cc and 850cc machines; the last and largest development of the Norton twin engine.				
<b>1978</b>	<b>Bultaco</b>	<b>Sherpa</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> Unused since 1984, this machine has now had a sympathetic recommission and is being used for what it was designed for. Regularly attends local Trials events, and is enjoyed in all weathers.				
<b>1978</b>	<b>Honda</b>	<b>Dream</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> With current owner since new, and it's still in showroom condition. Restored in the mid-1990's, it has won many shows, and looks the same as the day it was bought!				
<b>1978</b>	<b>Kawasaki</b>	<b>Z1R</b>		<b>1015cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Brought from Spain in 2000, doesn't do winters! Never seen a British winter - unrestored and totally original.				
<b>1978</b>	<b>Kawasaki</b>	<b>Z1R</b>		<b>1000cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Member of The Vintage Japanese Motorcycle Club.				
<b>1979</b>	<b>CZ</b>	<b>Trial</b>		<b>175 cc</b>
<b>Classes Entered:</b> 1970 On Overseas Competition / Special				
<b>Bike Details:</b> Rare CZ 175 trials bike.				

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<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Club</b>	<b>cc</b>
<b>1979</b>	<b>Honda</b>	<b>CBX</b>		<b>1000cc</b>

**Classes Entered:**1970 On Overseas

**Bike Details:** CBX 1000 modified with R1 Forks and swinging arm, mono suspension and many other upgrades.

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<b>tba</b>	<b>Francis Barnett</b>	<b>Falcon 87</b>		<b>197 cc</b>
<b>Classes Entered:</b> Lightweight			<b>Robinsons Canterbury MC</b>	
<b>Bike Details:</b>				

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