

Free

Summer Classic Bike Show & Autojumble

Sunday 24th July 2016
South of England Showground Ardingly



Photo: Keith Fryer www.phoenixphoto.co.uk

Show Programme

Now in our 10th Year!

South of England Classic Show

Show Results - April 2016

Yet again, a great turn-out of motorcycles in the October Show, with the quality of machines on display making the job of judging a huge task for our judges, Rick Parkington, Classic Bike magazine Technical Editor and Lloyd Benton.

Best Pre 1950

1st David Chambers, Kent. 1913 Triumph Model C. **First time this machine exhibited here.**
2nd Richard Paterson, Kent. 1947 Vincent Rapide. **First time at this show.**

Best 1950 - 1959

1st Ian Paterson, Kent. 1958 650cc BSA A10 Golden Flash. **First time at this show**
2nd Alan Scott, Sussex. 1956 500cc Triumph TRW. Ex Royal Air Force.

Best 1960 - 1969

1st Malcolm Cooper, West Sussex. 1960 BSA A10 Golden Flash.
2nd Mrs Pat Drew, Buckinghamshire. 1960 250cc Matchless G5. **First time at this show**

Best 1970 on

1st Jonathan Kemp, Kent. 1972 Honda CB360/F.
2nd Neil Spalding, Kent. 1975 750cc Triumph Trident T160V. **First time at this show**

Best Competition/ Special

1st Rod Foakes, Surrey. 1957 500cc Norbsa Cafe Racer.
2nd M Johnson, Surrey Cycles. 1961 350cc AJS 7R. **First time at this show**

Best Heavyweight (250cc and over)

1st Dave Harding, West Sussex. 1977 Honda CB750/K6.
2nd Anita Dray, Kent. 1930 750cc Indian 101 Scout. Fitted with hand gear change, foot clutch and a left-hand throttle.

Best Lightweight (Under 250cc)

1st Tony Chapman, Essex. 1968 100cc Yamaha YL1. **First time at this show.**
2nd Clive Tanner, Essex. 1975 Ducati 350 MK3D **First time at this show**

Best British

1st John Lelliott, West Sussex. 1959 500cc BSA Gold Star DBD34.
2nd Graham Ladd, Surrey. 1950 BSA Bantam D1. **First time at this show.**

Best Overseas

1st Neil Brailsford, Hants. 1981 Ducati TT2.
First time at this show.
2nd Michael Tourle, East Sussex. 1954 175cc MV Agusta CSTL. **First time at this show.**

Best Club Stand: Norton Owners Club - Surrey Branch.

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Year	Make	Model	Club	cc
1925	Levis	T3		211 cc
Classes Entered: Pre 1950 Lightweight VMCC (Men of Kent)				
Bike Details: Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.				
1925	OEC	TT / Brooklands		2 ³ / ₄ Hcc
Classes Entered: Pre 1950 Lightweight				
Bike Details: Manufactured by the Osborne Engineering Company of Gosport, Hants. Fitted with a Blackburne engine, 3 ¹ / ₄ gallon fuel tank and interchangeable wheels with heel rear brake. Fast and light.				
1925	Rex Acme	TT / Brooklands		2 ³ / ₄ Hcc
Classes Entered: Pre 1950 Lightweight				
Bike Details: This type of machine was used by WL Handley to win the 1925 Junior TT at an average lap speed of 65.02 mph, and a lap record of 65.89 mph. Fitted with a Blackburne engine.				
1936	Matchless	G80 Clubman		500 cc
Classes Entered: Pre 1950				
Bike Details: Bought as a frame, engine, various bits and a tax disc in the late sixties for a few bob! Has cost a small fortune to put back on the road.				
1938	Rudge	Sports Special		500 cc
Classes Entered: Pre 1950 Competition / Special VMCC (Surrey & Sussex)				
Bike Details: The Sports Special 500cc model was introduced in 1937, production ceased in 1939. This example has been rebuilt twice, first time from a basket case where parts were missing, the second time after an accident in 2000.				
1940	BSA	WM20		600 cc
Classes Entered: Pre 1950 BSA OC (East Sussex)				
Bike Details: This is a civilianized ex-WD machine. De-mobbed from the army in 1971, having served in the Middle East 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. Every last nut & bolt rebuilt and upgraded to 600cc with an M21 crank assembly, she's known as Katy. One of the first five thousand built for the war effort.				
1946	AJS	16 Trials		350 cc
Classes Entered: Pre 1950 Competition / Special				
Bike Details: Ex-works machine. Hugh Viney won the Scottish Six Days Trial on this bike for three consecutive years: 1947, 1948 & 1949.				

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Year	Make	Model	Club	cc
1947	Vincent	Rapide		998 cc
Classes Entered: Pre 1950				
Bike Details: 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, Suzuki generator and 12V alternator, 5-speed gearbox, 16" wheels with sidecar tyres, lowered suspension) but it's been kept true to its sixties concept. Regularly used for overseas rallies in Canada, the USA and Europe.				
1949	BSA	Bantam D1		175 cc
Classes Entered: Pre 1950 Lightweight				
Bike Details: 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.				
1953	Douglas	MK V		348 cc
Classes Entered: 1950-59				
Bike Details: Restored in 1981 from an incomplete basket case. Member of London Douglas MCC.				
1953	Moto Guzzi	Airone Sport		250 cc
Classes Entered: 1950-59 Lightweight Overseas				
Bike Details: The Moto Guzzi Airone (Heron) was one of Italy's most popular 250cc motorcycles. About 27,500 were manufactured from 1939 - 1957, with the more powerful and faster Sport version being introduced in 1949. The Sport could reach a max. of 73 mph. The Airone was imported to the UK in very small numbers, almost special order only, by Bob Foster M/C's of Parkstone, Dorset. They were very expensive, with a 1953 new price in the UK of £205 0s 0d. In comparison, a new Triumph Speed Twin of the day cost £203 3s 4d. Imported and UK registered in 2015, it's had only 5 owners from new, having spent most of its life around Florence.				
1954	BSA	Bantam D1		125 cc
Classes Entered: 1950-59 Lightweight				
Bike Details: First registered on 8th February 1954.				
1954	Norton	Dominator 88		500 cc
Classes Entered: 1950-59 Norton OC (Kent)				
Bike Details: Very original, recently rebuilt, this is a November 1954 model going into '55. It's been with the present owner since 1978 and is never trailered, apart from by the AA!				
1955	BSA	Gold Star		500 cc
Classes Entered: 1950-59				
Bike Details: Made in Birmingham, the Gold Star was BSA's competition single.				
1955	Norton	99		600 cc
Classes Entered: 1950-59 Competition / Special				
Bike Details: A Café Racer one-off special.				

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Year	Make	Model	Club	cc
1956	BSA	Gold Star DB32		350 cc
Classes Entered: 1950-59			BSA OC (East Sussex)	
Bike Details: A barn find with no documentation or registration, this machine was rebuilt & restored during 2008/9 with many new parts. The engine left the BSA factory in a CB32 4000 series Scrambles frame on 4/6/56, the fate of this unregistered frame is unknown. The current frame came from a 1956 BSA31 350cc which was delivered to Raymond Motors of NW London on 19/11/56. The bike was registered for road use with an age related registration number on 18/3/09, regularly ridden & exhibited since then.				
1956	Norman	B2S		197 cc
Classes Entered: 1950-59 Lightweight				
Bike Details: First registered on 20th November 1956. I am the second owner from new. It had not been used since 1982 and had been stored in a loft in large pieces.				
1956	Norton	International		499 cc
Classes Entered: 1950-59				
Bike Details: First registered on 12th July 1956.				
1957	Ambassador	Supreme		cc
Classes Entered: 1950-59 Lightweight				
Bike Details: Meet 'PAM', a 1957 Ambassador Supreme. Restored in 2014 by Michael Barter, after sitting in a shed for 41 years.				
1957	BSA	C15 SS80		250 cc
Classes Entered: 1950-59 Lightweight			Dover Transport Museum	
Bike Details: The bike was acquired in December 2014 as a fully restored C15, but it was discovered to be an SS80, the sports version of the C15. However, it took most of 2015 to put right the bodesges, too many to list! It is now a very pleasant and reliable bike, nice to ride. It cost around £1200 to put it right.				
1957	Scott	Red Squirrel		596 cc
Classes Entered: 1950-59			Scott Owners Club	
Bike Details: This is an early example of the 'Birmingham' Scott that was produced by Matt Holder (Aerco Jig & Tools) from 1956 to 1972. Owned by the current owner for over 50 years, purchased in 1963 for £80-00, it was used as everyday transport for the first eight years of ownership.				
1958	AJS	30 Spring Twin		600 cc
Classes Entered: 1950-59				
Bike Details: Fully restored over 5 years, only three owners & 30,000 miles from new. An excellent handling machine, good for touring. 45 mpg, uses little oil, was fitted with a sidecar. As featured in Classic Bike Guide Magazine 2004.				
1958	Norman	B3 Roadster		250 cc
Classes Entered: 1950-59 Lightweight			Cinque Ports CMCC	
Bike Details: Acquired in late 2014 as a field bike.				

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Year	Make	Model	Club	cc
1958	Triumph	6T Thunderbird	Cinque Ports CMCC	650 cc
Classes Entered: 1950-59				
Bike Details: Been with the current owner since 1991, bought on his birthday 25 years ago! Member of Cinque Ports CMCC.				
1959	AJS	31L		650 cc
Classes Entered: 1950-59				
Bike Details: Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.				
1959	BSA	Gold Star DBD34		500 cc
Classes Entered: 1950-59				
Bike Details: First registered 2nd October 1959.				
1959	NSU	Quickly		50 cc
Classes Entered: 1950-59 Lightweight Overseas				
Bike Details: Restored some years ago.				
1959	Velocette	Venom Clubman		499 cc
Classes Entered: 1950-59				
Bike Details: Bought as parts from a friend, the frame was supplied by Geoff Dodkin, the well known London Velocette dealer in East Sheene.				
1960	Lambretta	LI 150 Series 2		150 cc
Classes Entered: 1960-69 Overseas Lightweight				
Bike Details: This is a 1960 LI 150 Series 2 street racer.				
1960	Norman	B4 Sports	Norman Cycles Club	250 cc
Classes Entered: 1960-69 Lightweight				
Bike Details: 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.				
1960	Norton	Dominator De Luxe 88	Norton OC (Kent)	500 cc
Classes Entered: 1960-69				
Bike Details: 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.				
1961	Norton	Dominator 99	Norton OC (Kent)	600 cc
Classes Entered: 1960-69				
Bike Details: The Dominator 99 was produced from 1956 - 1962. This example was bought new from Grays of Chatham and is still with the first owner.				
1962	BSA	C15 SS80 Sport Star		250 cc
Classes Entered: 1960-69 Lightweight				
Bike Details: First registered on 19th February 1962.				

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Year	Make	Model	Club	cc
1962	Ducati	Monza Racer		250 cc
Classes Entered: 1960-69 Lightweight Competition / Special				
Bike Details: The engine, frame and forks were found at the July 2014 Kempton Park autojumble, the engine had been standing outside and was not in good condition. It was totally stripped and rebuilt with new bearings, the hairpin valve springs replaced with coil springs and the inlet tract bored to accept a new 32mm rubber-mounted Amal carburettor. The oil feed system has been modified to give an external positive feed to the camshaft to prevent cam failure which could be a problem with the original engine. The frame has been stripped of all unwanted lugs and weight and fitted with rearsets and an under-slung cross-over exhaust made by the owner. The handmade alloy tank is based on the original sixties Vic Cramp tank, and a double-sided Grimeca front brake is fitted together with an original rear brake. The complete rebuild has taken 2½ months from start to finish - lots of midnight hours & polishing!				
1962	Ducati	Daytona		250 cc
Classes Entered: 1960-69 Lightweight Overseas				
Bike Details: Early 250cc bevel driven OHC, a mini Manx Norton! The first production Ducati 250 debuted at the Milan Fair in April 1961. It was called the Diana but for some unknown reason was re-named as Daytona in the UK. First registered in the UK on 21st September 1964.				
1963	BSA	DBD34 Gold Star		500 cc
Classes Entered: 1960-69 Competition / Special BSA Gold Star OC				
Bike Details: 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.				
1963	Lambretta	LI 150		150 cc
Classes Entered: 1960-69 Lightweight Overseas				
Bike Details: Full mod version with period accessories.				
1963	Matchless	G9		500 cc
Classes Entered: 1960-69				
Bike Details: Built up from a collection of spares as a 2014 winter project. The frame is from a 1963 650 CSR and the engine is a 1961 500cc G9.				
1963	Moto Guzzi	Galletto Avviamento Lettrico		192 cc
Classes Entered: 1960-69 Lightweight Overseas				
Bike Details: The Galletto (Cockerel) a motorcycle or scooter? Moto Guzzi's version of a vehicle that offered its customers 'the best of both worlds'. It gives weather protection, level of comfort and enclosure of a scooter, but the riding position, stability and braking performance of a motorcycle. With a total production run of 40,250 examples of the 192cc model, the Galletto was originally conceived to compete with the success of Vespa and Lambretta scooters in the post-war years. This 1963 example was the final variant of 5 models, and was manufactured from 1961 until 1966. It was Moto Guzzi's first 12 volt electric start motorcycle, using a 75 watt belt-driven Marelli dynastart. With horizontal 4-stroke ohv engine with electric start This little bike has a top speed of 85 km/h (53 mph). It has a single sided swinging arm (unusual then, but commonplace now) and all 3 wheels are fully interchangeable. While popular in Italy with many still in regular use, due possibly to its high cost when new of 259,000 Lire (around £150) with optional spare wheel. These bikes are rare in the UK.				

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Year	Make	Model	Club	cc
1964	Norton	650 SS		650 cc
Classes Entered: 1960-69				
Bike Details: 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
Classes Entered: 1960-69 Lightweight Overseas Cinque Ports CMCC				
Bike Details: First registered on 4th October 1965, this is one of the very first of the 100 Yamahas ever to be imported to the UK. All restoration by the current owner.				
1965	Lambretta	LI 150 Series 3		150 cc
Classes Entered: 1960-69 Overseas Lightweight				
Bike Details: This is a 1965 LI 150 Series 3 Silver Special.				
1965	Triumph	T120 Bonneville		650 cc
Classes Entered: 1960-69				
Bike Details: Rebuilt from a basket case.				
1966	AJS	Sapphire 90		250 cc
Classes Entered: 1960-69 Lightweight Robinsons Canterbury MC				
Bike Details: This is the last of the lightweight singles, produced to keep up with the Japanese machines that were beginning to dominate the market in the mid 1960s.				
1967	BSA	B44 Shooting Star		441 cc
Classes Entered: 1960-69 BSA OC (East Sussex)				
Bike Details: Single-cylinder machine, made in Birmingham.				
1967	Norton	Atlas		750 cc
Classes Entered: 1960-69				
Bike Details: A recent acquisition from Yorkshire. Shows signs of some part restoration, but not overmuch. Lovely, original machine!				
1968	Triumph	Bonneville		650 cc
Classes Entered: 1960-69				
Bike Details: Delivered from Meriden to Victor Horsman in Liverpool on 7th May 1968, I became the third owner in June 1971 and have owned it ever since. Appearing in various trims, I had it converted to run on unleaded petrol in 1998 - a big mistake as it never ran properly again! Eventually in 2011 the engine was rebuilt by the late Hughie Hancox, the last rebuild he ever did. It was rebuilt to standard with low compression pistons, the head having been skimmed in the past and is now a nice, nostalgic ride.				
1969	BSA	A65 Lightning		650 cc
Classes Entered: 1960-69 BSA OC (East Sussex)				
Bike Details: 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.				

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Year	Make	Model	Club	cc
1969	BSA	A75 Rocket 3		750 cc
Classes Entered: 1960-69				
Bike Details: 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!				
1969	Kawasaki	H1		498 cc
Classes Entered: 1960-69 Overseas				
Bike Details:				
1970	Norton	Commando		750 cc
Classes Entered: 1970 On				
Bike Details: First registered on the 24th August 1970.				
1971	Ducati	Silver Shotgun		350 cc
Classes Entered: 1970 On Overseas Lightweight				
Bike Details: Ducati introduced one of their most memorable series of sporting singles, the 250/350/450 Desmos in 1971. They became known as Silver Shotguns, in reference to the attention-getting, heavily metal-flaked finish. They were nothing short of over-the-counter production café racers.				
1971	Norton	Seeley		850 cc
Classes Entered: 1970 On Competition / Special				
Bike Details: The engine is originally from a Norton Commando, one of the very last kick-start bikes. The original 4-speed AMC gear box has been replaced with the latest 5-speed racing box from Mick Hemmings with magnesium cases. The engine is an 850 combat engine with race camshafts, new 32 mm Amal performance carburettors & lots of lightened and polished bits inside and Boyer race ignition. The Seeley Mk 3 frame was built new in 2015 by Roger Titchmarsh, who is licensed by Colin Seeley to produce the frames today using the original jigs. The seat, faring & petrol tank are all taken from the original templates. The front forks are Ceriani, fitted with 230mm Ceriani double-sided twin-leading brake. The rear brake is a Triumph conical hub converted to Manx looks and with improved cam levers. The exhaust are my custom design, handmade with removable baffles.				
1971	Triumph	Rob North F750 Replica		750 cc
Classes Entered: 1970 On Competition / Special				
Bike Details: In 1970 Triumph commissioned Rob North, a Midlands frame specialist, to build just 9 of these F750 race bikes. Later it is believed a further 4 were built, using the Trident 750cc engine. This bike was originally a 1970 T150T with 4-speed gearbox, in very poor condition with a cracked timing cover etc. The engine was totally rebuilt using new & improved parts such as billet con-rods, Boyer race ignition, Norman Hyde uprated oil pump, racing valve-springs etc. The gearbox has a 5-speed cluster & it's planned to replace the clutch with an air-cooled unit. The paint finish and decals are all based on the original Paul Smart bike, Paul had a lot of success on the Rob North triple & campaigned them after Triumph fell into decline. The frame was built using the original jigs & the welding was done by the original welder. The petrol & oil tanks are handmade.				
1972	Harley Davidson	Bobber		883 cc
Classes Entered: 1970 On Overseas Competition / Special				
Bike Details: First registered on 10 March 1972.				

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Year	Make	Model	Club	cc
1972	Honda	CB 350/F		350 cc
Classes Entered: 1970 On Overseas			VJMC (Kent)	
Bike Details: Imported from Colorado in 2012. Good example of a mainly original CB350F. This 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.				
1972	Honda	500/4		500 cc
Classes Entered: 1970 On Overseas			Dover Transport Museum	
Bike Details: This Honda 500/4 has been restored to its present condition by Dover Transport Museum and is to be raffled to raise funds for the museum. Tickets are £1 and the draw takes place at our Classic Bike Day on the September 4th.				
1974	Kawasaki	H2B		750 cc
Classes Entered: 1970 On Overseas				
Bike Details: Original Kawasaki (UK) import model and one of only 120 genuine UK 1974 registered bikes. Price new was £845.00, value now is somewhat more. It's been fitted with the optional factory twin-disc front brake option, drilled for greater efficiency. Additional upgrades include box-section rear swing-arm and Marzocchi piggy-back gas shock absorbers. The mileage is totally genuine and the engine was rebored and totally rebuilt some 5 years ago. This is first-time appearance at any show, and these machines are rarely seen.				
1974	Norton	Commando Mark IIA		828 cc
Classes Entered: 1970 On			Norton OC (Surrey)	
Bike Details: Made in 1974 but not registered until 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. Used almost daily, this model was generally regarded as the best of the Commandos. This one is nothing special, but is well loved and has never been restored.				
1975	Triumph	Trident T160		750 cc
Classes Entered: 1970 On				
Bike Details: Re-imported from the USA in 2003, this bike is finished in blue /white and fitted with a US petrol tank. Still with its original tin-ware, it's in good condition for its age and has just over 14,000 miles on the clock. Fitted with an electric start in addition to the kickstart.				
1976	Honda	CB 400/4		408 cc
Classes Entered: 1970 On Overseas				
Bike Details: 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	Honda	CB400/4		408 cc
Classes Entered: 1970 On Overseas				
Bike Details: First registered on 22nd November 1976.				

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Year	Make	Model	Club	cc
1976	Suzuki	GT 750(A)		750 cc
Classes Entered: 1970 On Overseas				
Bike Details: Water-cooled three-cylinder two-stroke. Fully restored over a two year period.				
1977	Honda	GL1000		999 cc
Classes Entered: 1970 On Overseas				
Bike Details: First registered on the 31st December 1977. Imported to the UK in July 1994 and is now with the fourth owner. It's been lovingly refreshed by the current owner, with new brake seals, HEL brake-lines, piston and master cylinder kits fitted. Its had new cables, water pump, stator, starter motor and the exhaust was imported from the USA. The new seat came from David Silver Spares Ltd. The centre-stand and radiator brackets have been powder-coated. New Avon RoadRider tyres are fitted, and the rear wheel has had new spokes and has been polished. The electrics were sorted by Ferret of Electrickery. Lots of polishing, helicoiling, skinned knuckles, shouting and swearing have been involved! Still not finished but getting there!				
1977	Honda	CB 750 F1 Cafe Racer		750 cc
Classes Entered: 1970 On Overseas Competition / Special				
Bike Details: A full restoration cafe racer with full power engine - the best these is! Very fast.				
1977	Yamaha	XS650D	VJMC	650 cc
Classes Entered: 1970 On Overseas				
Bike Details: Dubbed as 'The Japanese Bonneville'. Owned by current owner for over 20 years, restoration was completed May 2012.				
1978	Honda	CB250T Dream		250 cc
Classes Entered: 1970 On Overseas Lightweight				
Bike Details: Produced in April 1978, one of a limited number made before they changed to the Super Dream. Restored to original condition and will be ridden to the show.				
1978	Honda	Dream		250 cc
Classes Entered: 1970 On Lightweight Overseas				
Bike Details: With current owner since new, and it's still in showroom condition. Restored in the mid-1990's, it has won many shows, and looks the same as the day it was bought!				
1978	Suzuki	GS1000N		1000cc
Classes Entered: 1970 On Overseas				
Bike Details: A rare early wire wheel GS1000, found in garage, unused for years. Wheels rebuilt & a lot of spit & polish has brought it back.				
1978	Triumph	Bonneville		750 cc
Classes Entered: 1970 On				
Bike Details: Recently recommissioned by the current owner after being stored for a long time. Running really well!				

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Year	Make	Model	Club	cc
1979	Ducati	Darmah		cc
Classes Entered: 1970 On Overseas				
Bike Details:				
1979	Kawasaki	KZ650B		650 cc
Classes Entered: 1970 On Overseas				
Bike Details: Imported by American Imports in 1997. The American models have an accelerator pump on one carburettor to prevent flat spots. Difficult to get the diaphragm for these, but it works very well. 60 BHP at 8000 rpm.				
1979	Suzuki	Dunstall GS1000 CS		1000cc
Classes Entered: 1970 On Overseas				
Bike Details: This is my 1979 Paul Dunstall Suzuki GS1000CS. It was found in bits in February 2011 in a garden in Crawley, thanks to eBay. Originally the bike came from Heron Suzuki, also in Crawley, and was one of only two that was made for them (the other was allegedly used by the late Barry Sheene at Oulton Park in 1979 and came 2nd after Ron Haslam). It produces 114bhp at the back wheel and 153.6 mph with a standing mile of 11.4 seconds. It cost £2,883 new in 1979 and was 5mph faster than the Kawasaki turbo-charged Rickman SS1000.				
1979	Triumph	T140D (US)		749 cc
Classes Entered: 1970 On				
Bike Details: This is an American import, imported from the States in 2002. Some items altered back to standard, ie push-in exhausts fitted, brake pipes etc. Mileage believed genuine at 8,300 miles.				
1980	Suzuki	GSX 1100 ET		1100cc
Classes Entered: 1970 On Overseas				
Bike Details: An Italian import, when purchased in 2006 it had a small 19 litre petrol tank, 4 into 1 exhaust & damaged side panels. Substantially rebuilt and returned to standard spec. 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. Keep thinking of selling it as it is too heavy for me but cannot bring myself to do it as I'll never find another in this condition!				
1981	Ducati	TT2		750 cc
Classes Entered: 1970 On Competition / Special Overseas				
Bike Details: In 1981 Ducati prepared a special racing twin based on the production model, simply known as the TT2. The frame is extremely light at just 7 kg made by Verlicchi Italy. The forks are Marzocchi with magnesium-dash alloy sheaths, while the single-shock cantilever rear-suspension used a single Paioli unit. Also fitted are Campagnolo ultra-light alloy wheels with an 18" diameter. All original parts were used to build it and we think it looks pretty nice and a dead ringer for the original factory bike. The brakes are Brembo 280mm on the front and 260mm on the rear. The under-engine exhaust is by Quill from Two Wheel Classics and the rest is lots of hard work and time. The bike will be used at CRMC events in 2016 and also at the Belgian Classic GP at Spa and the Classic TT.				

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Year	Make	Model	Club	cc
1983	Moto Guzzi	V50 MK III		493 cc
Classes Entered: 1970 On Overseas			VMCC Goodwood	
Bike Details: Recently purchased in May 2016 to replace a Triumph TR6 Trophy which was becoming too heavy to kickstart. Rebuild commenced by previous owner, who passed away prior to completion. Since purchase it's been thoroughly examined and checked with some items replaced to ensure smooth running. An ex-Dutch Police petrol tank has been temporarily fitted while the petrol leak in the original is fixed. However, the replacement tank rather suits the bike! Mirrors, a top box and rack have also been fitted. Winter jobs include refurbishing the wheels, fitting new tyres and repainting in the correct Silver. Already used for a number of Vintage Motor Cycle Club (VMCC) events including the 70th Anniversary Baton Rally, and will continue to do so over the coming years.				
1983	Yamaha	XT500		497 cc
Classes Entered: 1970 On Overseas				
Bike Details: I have owned this bike since 1988 and I've enjoyed keeping her and restoring her over the years. The bike is still used on the road and was ridden to this show today. Not one to sell, it's a keeper - as long as I can kick it over!				
1984	BMW	K100RS		1000cc
Classes Entered: 1970 On Overseas				
Bike Details:				
1984	Suzuki	GS 250T		249 cc
Classes Entered: 1970 On Overseas Lightweight				
Bike Details: Only 6,000 miles from new, still with original unrestored frame and tank. My brother bought it from a lady in Newhaven, it then sat in his front room for 20 years, until I put it back on the road three years ago. This four-stroke is fitted with original pipes from Ireland; Marving silencers from Italy; new shocks, original wire wheels, headlamp and chainguard.				
1989	Honda	CD250U		248 cc
Classes Entered: 1970 On Overseas Lightweight				
Bike Details: First registered on 1st June 1989.				
1990	Honda	VFR 750		750 cc
Classes Entered: 1970 On Overseas				
Bike Details:				
1994	Moto Guzzi	California		1064cc
Classes Entered: 1970 On Overseas				
Bike Details: Purchased last year, known as Dallas as she's a bit of a Diva!				
2002	Benelli	Tornado LE		900 cc
Classes Entered: 1970 On Overseas				
Bike Details: This machine is number 131 of only 150 produced. This triple-cylinder was built to homologate Benelli into World SuperBike Racing.				

South of England Summer Classic Bike Show Programme: Sunday 24th July 2016

Year	Make	Model	Club	cc
2004	Benelli	Tornado TRE 900		900 cc
Classes Entered: 1970 On Overseas				
Bike Details: Finished in silver & green, flawed but beautiful.				
2015	Norton	916 Sport		cc
Classes Entered: 1970 On				
Bike Details:				
n/k	Triumph	Tiger Cub Café Racer		200 cc
Classes Entered: 1960-69 Competition / Special Lightweight				
Bike Details: Bought from E-Bay as a non-working bike. Lots of work done, as last ridden on the track in 1995 then laid up. New tyres etc, and custom seat cover hand made by Von Zeti. Looking for the original builder, Allan Baker of Maidstone. Can you help?				
tba	To be advised	tba		tba cc
Classes Entered:				
Bike Details:				
tba	Triton	-		850 cc
Classes Entered:- Competition / Special				
Bike Details:				

Year Make Model Club cc

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