



and frame numbers T150 T151. It has had a nut & bolt restoration and has been with the current owner since 1997.

**2<sup>nd</sup> Andy Davis, 1963 Matchless G80 CS.** 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.

**Best 1970 on 1<sup>st</sup> Piers Richardson, 1971 BSA A75R Rocket 3 Mk II.** Manufactured at Armoury Road, Small Heath, Birmingham on 9th July 1971 & exported to Baltimore, USA, a few days later, as were the majority of bikes BSA made that year. It was re-imported back to the UK in 1991.

Fully overhauled in 2001 following an engine failure, taking 2 years to complete. To improve reliability it includes many modern, enhanced components, while attempting to maintain the original look.

The Mk II model features the newly introduced front telescopic forks with alloy lower sliders & internal coil springs, conical wheel hubs with redesigned drum brakes, new moulded side panels with flatter flanks, megaphone-style silencers, rubber mounted, chrome-plated mudguards, chrome flat-back 7 in. head lamp & indicators.

Under 6,000 Rocket 3's were made between August 1968 & January 1972.

**2<sup>nd</sup> Dave Harding, 1970 BSA A65Lightning.** Restored in 2006, regularly used on the road. This Lightning is one of the last of the pre oil-in-frame machines. With the Starfire styled tank that was fitted for 1970 only.

**Best Competition/ Special 1<sup>st</sup> Stephen Elston, 1950 Earles.** Built by Ernest Earles, the man who designed Earles forks, this special was built in the fifties for use on grass tracks & road race circuits. It was raced by Cliff Bennett and Charlie Salt & is fitted with a 350cc JAP engine and one

of the first all-alloy frames. The frame weighs only 20lb including the swinging-arm and suspension units.

**2<sup>nd</sup> M Brinkley, 1963**

Triumph Metisse. Metisse is French for mongrel, this oil-in-frame bike came in many variations, BSA, Matchless etc. Built by the Rickman Brothers, this example has the Triumph T100C race-tuned engine with BSA Gold Star gearbox and clutch. It should have Norton Roadholders but is now fitted with the later Ceriani forks whilst retaining the Norton front wheel.

**Best Heavyweight 1<sup>st</sup> Nobbie Melrose, 1941 Indian 741 Scout**

**2<sup>nd</sup> Lloyd Benton, 1979 Honda CBX**

1000Z. Genuine low mileage, two owners from new machine with light restoration.

**Best Lightweight 1<sup>st</sup> Maurice Dew, 1958 Motom Super Sport.** This 1958 Motom was made in Italy and has a 48cc engine and three-speed gearbox, Restored by the owner over the winter.

**2<sup>nd</sup> Fred Winborn, 1958 BSA Bantam**

D3. Rebuilt from a basket-case over fifteen years ago by the owner.

**Best British 1<sup>st</sup> Pat Gill, 1930 Matchless Silver Hawk.**

The Matchless Silver Hawk was a Bert Collier designed motorcycle introduced at the Motorcycle Show at Olympia, London as an up-market OHC V4 machine. This machine is one of 504 built, the first British Superbike!

**2<sup>nd</sup> Chris Harris, 1938 Brough Superior**

SS80. With a top speed of 80mph, the side-valve SS80 cost £90=00 when new.

**Best Overseas 1<sup>st</sup> Mr AR Murphy, 1962 Harley**

Davidson FLH Duo-Glide. Imported from the USA in 1990 in running order by previous owner.

**2<sup>nd</sup> Mr S Linton, 1977 Kawsaki KH**

250B. Purchased privately in 1993 and used occasionally for

pleasure and RealClassic Shows. Considered to be a rolling restoration project, with parts sourced and replaced as necessary.

**Best Club Stand: Francis Barnett Owners Club.** A great turn-out of machines ranging from 1927 to 1966 and an interesting display on Francis Barnett test-rider Minnie Grenfell pipped first prize for the Francis Barnett Owners Club.

**Real Classic Dave Piggott, 1929 Ariel Model A.** The Model A was introduced at the end of 1925 and designed by Val Page. Made in Selly Oak, Birmingham.