

Draft Ashford Classic Motorcycle Show Programme: Easter Monday 21st April 2014

| Year | Make | Model | Club | cc |
|--|------------------------|------------------------|---------------------|------|
| | Itom | Mk8 Competition | | 50cc |
| Classes Entered: 1950-59 Lightweight Competition / Special | | | | |
| Bike Details: Was raced in Ireland all its racing life. The motor has a dutch barrel. Has been restored by Ray Palmer. | | | | |
| 1914 | Rover | Sturmey Archer | | 3 ½ |
| Classes Entered: Pre 1950 | | | Sunbeam MCC | |
| Bike Details: Found languishing in a garage, last used in 1972, as witnessed by an old tax disc. Not a barn find but a garage find. | | | | |
| 1915 | Indian | Little Twin | | 681 |
| Classes Entered: Pre 1950 Overseas | | | VMCC (Men of Kent) | |
| Bike Details: | | | | |
| 1920 | Douglas | W | | 2 ¾ |
| Classes Entered: Pre 1950 Lightweight | | | Sunbeam MCC | |
| Bike Details: The model W is the Deluxe version of the 1920 2 ¾ Douglas range. It was fitted with footboards, 3-speed gearbox, clutch and kickstart. This machine was kept in a London motorcycle dealership as a non-runner for many years. Purchased in 2005, it was restored by the owner in time for the Douglas centenary in 2007 and used for London Douglas Club events. | | | | |
| 1925 | Harley Davidson | J | | 998 |
| Classes Entered: Pre 1950 Overseas | | | VMCC (Men of Kent) | |
| Bike Details: First registered in Manchester in February 1925, this machine is in original condition except the leather saddle and petrol tanks have been repaired, the wheels have been rebuilt. Original paint; DAF distributor cap and homemade rotor-arm (and it works!) | | | | |
| 1928 | Sunbeam | 9 | | 500 |
| Classes Entered: Pre 1950 | | | Deal & District MCC | |
| Bike Details: A machine for the sporting rider, based on the works bikes of previous years. | | | | |
| 1929 | Norton | 19 | | 588 |
| Classes Entered: Pre 1950 | | | Norton OC | |
| Bike Details: | | | | |
| 1930 | Indian | 101 Scout | | 750 |
| Classes Entered: Pre 1950 Overseas | | | Indian Riders MCC | |
| Bike Details: Restored mainly in Sweden, using many original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system, which were fitted on import. The American & UK machines were fitted with standard Indian equipment. The Scout was popular for its handling, speed/weight ratio & versatility. Fitted with hand gear change, foot clutch and a left-hand throttle. | | | | |
| 1930 | Norton | 20 | | 500 |
| Classes Entered: Pre 1950 | | | | |
| Bike Details: Twin-port overhead valve single. | | | | |

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| 1932 | Francis-Barnett | 26 Condor | | 172 |
| Classes Entered: Pre 1950 Lightweight | | | Francis-Barnett Owners Club | |
| Bike Details: Restored and hand painted by the owner, this machine is one of only two known to exist. A rare machine, made for one year only and one of only two known survivors. Fitted with the Brooklands engine, it has completed the test hill at Brooklands museum with ease for the third year. | | | | |
| 1932 | Francis-Barnett | Model 28 Lapwing | | 150 |
| Classes Entered: Pre 1950 Lightweight | | | Francis-Barnett Owners Club | |
| Bike Details: Restored by the owner. | | | | |
| 1936 | Norton | International | | 500 |
| Classes Entered: Pre 1950 | | | Norton OC | |
| Bike Details: | | | | |
| 1937 | Norton | 50 | | 350 |
| Classes Entered: Pre 1950 | | | Norton OC | |
| Bike Details: | | | | |
| 1938 | AJS | Silver Streak | | 250 |
| Classes Entered: Pre 1950 Lightweight | | | | |
| Bike Details: Restored to its current condition by the present owner and friends. | | | | |
| 1938 | Norton JAP | Sprint Race Bike | | 500 |
| Classes Entered: Pre 1950 Competition / Special | | | | |
| Bike Details: Sprint racing competition machine, built and used by the owner. Best time and speed at Honington, over ¼ mile with 15.02 seconds and a terminal speed of 88 mph. | | | | |
| 1938 | Velocette | MOV | | 249 |
| Classes Entered: Pre 1950 Lightweight | | | | |
| Bike Details: One owner for many years, restored in the 1990's. First registered 22nd November 1938. | | | | |
| 1940c | Rotrax JAP | Speedway | | 500 |
| Classes Entered: Pre 1950 Competition / Special | | | | |
| Bike Details: Speedway competition machine. Fitted with a 1938 5-stud JAP S/S engine in an early forties Rotrax frame. | | | | |
| 1942 | Indian | 741B | | 600 |
| Classes Entered: Pre 1950 Overseas | | | Indian Riders MCC | |
| Bike Details: 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 but with most parts being of standard design. The engine would have originally been a 500cc, she has been beefed up a bit for modern riding to 600cc. Covered many thousands of miles in England & Europe over the last few years. | | | | |

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| 1947 | BSA/JAP | Sprint Racing Bike | | 500 |
| Classes Entered: Pre 1950 Competition / Special | | | | |
| Bike Details: Sprint racing competition machine. Best time and speed for ¼ mile was in 2012 at Western Zoyland 14.11 seconds, terminal speed 98 mph. | | | | |
| 1947 | Velocette | KTS MKII | | 350 |
| Classes Entered: Pre 1950 | | | VMCC (Men of Kent) | |
| Bike Details: This machine was off the road from 1964 until it was restored to its present condition in 2001 by the current owner. | | | | |
| 1948 | Brockhouse | Corgi Mark I | | 98 |
| Classes Entered: Pre 1950 Lightweight | | | VMCC (Men of Kent) | |
| Bike Details: The Corgi Mark I was the first model of the civilian version of the paratroopers Welbike. Restored from a basket case, this machine is push-start. Other upgrades included kickstart and 2-speed gearbox. With sprung front forks and tank grill. | | | | |
| 1948 | BSA | M21 | | 591 |
| Classes Entered: Pre 1950 | | | VMCC (Men of Kent) | |
| Bike Details: This model was the first M series BSA with telescopic forks. Some non-standard features! Looks it's age - not just another restoration with its history removed! | | | | |
| 1948 | Francis-Barnett | 50 Power Bike | | 98 |
| Classes Entered: Pre 1950 Lightweight | | | Francis-Barnett Owners Club | |
| Bike Details: In unrestored condition. With current owner for the past 7 years - who has no plans to restore. | | | | |
| 1949 | BSA | M21 | | 591 |
| Classes Entered: Pre 1950 Competition / Special | | | BSA OC (East Sussex) | |
| Bike Details: A special, but made with only BSA parts. | | | | |
| 1949 | Norton | International Special | | 490 |
| Classes Entered: Pre 1950 Competition / Special | | | | |
| Bike Details: Rebuilt into a featherbed frame using period Norton and Inter parts in the 1960's, hence the 'special'. Been with the present owner since. | | | | |
| 1949 | Rogers / JAP | Speedway | | 500 |
| Classes Entered: Pre 1950 Competition / Special | | | | |
| Bike Details: | | | | |
| 1949 | Vincent HRD | Black Shadow | | 998 |
| Classes Entered: Pre 1950 | | | | |
| Bike Details: Made in Stevenage, Herts, the Black Shadow was the World's fastest production motorcycle from 1948 until the rise of the superbike in the seventies. | | | | |

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| 1950 | BSA | Bantam D1 | | 125 |
| Classes Entered: 1950-59 Lightweight VMCC (Men of Kent) | | | | |
| Bike Details: Virtually as found some twenty years ago, freed and replaced clutch, now runs and drives but won't stop tho'! Still awaiting restoration. | | | | |
| 1950 | Douglas | Trials | | 350 |
| Classes Entered: 1950-59 Competition / Special VMCC | | | | |
| Bike Details: Douglas boldly entered the hotly contested trials arena in 1949 with the 350cc 90 Plus. Not many of these trials bikes were made, possibly around 35. | | | | |
| 1950c | Rotrax JAP | Speedway | | 500 |
| Classes Entered: 1950-59 Competition / Special | | | | |
| Bike Details: Speedway competition machine. Fitted with a 1949 4-stud JAP S/S engine in an early fifties Rotrax Jackson frame. | | | | |
| 1951 | Ariel | VH Red Hunter | | 500 |
| Classes Entered: 1950-59 Ariel Owners MCC | | | | |
| Bike Details: This is a 1951 model Ariel Red Hunter 500cc, with OHV engine. In original unrestored condition. | | | | |
| 1952 | Ariel | VH | | 500 |
| Classes Entered: 1950-59 Ariel Owners MCC | | | | |
| Bike Details: | | | | |
| 1953 | Francis-Barnett | Falcon 58 | | 197 |
| Classes Entered: 1950-59 Lightweight Competition / Special Francis-Barnett Owners Club | | | | |
| Bike Details: 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, Arbuthnot and Edinburgh. | | | | |
| 1953 | Velocette | MAC | | 350 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: With single-cylinder high-camshaft pushrod engine. | | | | |
| 1954 | BSA | RGS Replica | | 650 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: | | | | |
| 1954 | DOT | SH4P | | 197 |
| Classes Entered: 1950-59 Lightweight Deal & District MCC | | | | |
| Bike Details: | | | | |

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| 1954 | Triumph | Thunderbird | | 650 |
| Classes Entered: 1950-59 | | | Cinque Ports CMCC | |
| Bike Details: Completely restored by the owner after catching fire. First registered 15th October 1954. Has appeared in Midsomer Murders TV series. | | | | |
| 1954 | Velocette | MAC | | 350 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: Barn find. | | | | |
| 1954 | Vespa | Douglas | | 125 |
| Classes Entered: 1950-59 Lightweight Overseas | | | Robinsons Canterbury MC | |
| Bike Details: First registered on 15th July 1955. | | | | |
| 1955 | BSA | C11G | | 250 |
| Classes Entered: 1950-59 Lightweight | | | VMCC (Men of Kent) | |
| Bike Details: An unrestored example of this model, with current owner since 1968, supplied by Marcel Hauet. Used extensively, including a trip to the South of France, both reliable and economical. | | | | |
| 1955 | Triumph | Tiger T110 | | 650 |
| Classes Entered: 1950-59 | | | VMCC | |
| Bike Details: The Tiger 110 model was announced in 1954. Very high performance (8.5:1 pistons), a sporty version of the Thunderbird. This machine was originally part of a display of a collection of motorcycles that were privately owned privately. With the current owner for the last six years, it's maintained regardless of cost and ridden very regularly. | | | | |
| 1955 | Triumph | Speed Twin | | 500 |
| Classes Entered: 1950-59 | | | Cinque Ports CMCC | |
| Bike Details: This machine was originally exported for the Dubai Police when new, and imported back to the UK in 1996. Finished in the original Dubai Police colour, the radio equipment was not allowed to leave Dubai. We do have a picture of the original number plate which is very different from a UK plate! | | | | |
| 1955/6 | Matchless | G80CS | | 500 |
| Classes Entered: 1950-59 Competition / Special | | | | |
| Bike Details: Bought in 2004 as a part-finished project, and restored over the first 2 winters whilst ridden during the Summer. Now completed over 22,000 miles, but not ridden as much as I would like. Hope to ride more this Summer, it's a great fun to ride. | | | | |
| 1955c | Ariel | HS | | 500 |
| Classes Entered: 1950-59 Competition / Special | | | Cinque Ports CMCC | |
| Bike Details: Ariel had much success in scrambles with the HS 500cc model; the model began life in 1954 and had all alloy engines and shared the same frame as the road going model but it was built with Reynolds tubing, and without many of the standard castings such as the rear pillion footrests. | | | | |

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| 1956 | AJS | 16MS | | 350 |
| Classes Entered: 1950-59 | | | Deal & District MCC | |
| Bike Details: AJS was founded by Albert John Stevens and 2010 marked the 100th year of motorcycle production. | | | | |
| 1956 | BSA | Gold Star Competition Scramble | | 500 |
| Classes Entered: 1950-59 | | Competition / Special | BSA OC (East Sussex) | |
| Bike Details: | | | | |
| 1956 | BSA | C12 | | 250 |
| Classes Entered: 1950-59 | | Lightweight | BSA OC (Kent) | |
| Bike Details: Full restoration carried out by the previous owner. | | | | |
| 1956 | BSA | Gold Star DB32 | | 350 |
| 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 | BSA | Bantam | | 125 |
| Classes Entered: 1950-59 | | Lightweight | | |
| Bike Details: A GPO Bantam, restoration completed by the owner in December 2009. | | | | |
| 1956 | Francis-Barnett | Falcon 76 Trials | | 197 |
| Classes Entered: 1950-59 | | Lightweight | Competition / Special | Francis-Barnett Owners Club |
| Bike Details: This was a Francis Barnett works machine and was ridden by Ray Peacock. It has been in the same ownership for many years. | | | | |
| 1956 | Maserati | Rospo Tipo 50/T2/SS | | 50cc |
| Classes Entered: 1950-59 | | Lightweight | Competition / Special | |
| Bike Details: Maserati manufactured motorcycles from 1953-1960 with capacities of 50cc,70cc,125cc and 250cc. All the bikes are rare but this model is the most sought after. Made for one year only. | | | | |
| 1956 | Norman | B2 | | 197 |
| Classes Entered: 1950-59 | | Lightweight | Norman Cycles Club | |
| Bike Details: Restored during 2013/14 by Norman expert Ron Warrener with help from ex-Norman employee Les Hatch. Quite a rare beast. | | | | |
| 1957 | Ariel | FH Huntmaster | | 650 |
| Classes Entered: 1950-59 | | | VMCC (Men of Kent) | |
| Bike Details: Popular twin, first registered on 4th October 1957. Purchased from a close friend's father in pieces, and put together with the help of a lot of people, using as many original items as possible. The engine was completely rebuilt. Ridden to the Italian Dolomites in 2011 with a pillion and luggage. | | | | |

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| 1957 | BSA | A10 Golden Flash | | 650 |
| Classes Entered: 1950-59 | | | BSA OC (Kent) | |
| Bike Details: 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. | | | | |
| 1957 | Francis-Barnett | Falcon 74 | | 197 |
| Classes Entered: 1950-59 Lightweight | | | Francis-Barnett Owners Club | |
| Bike Details: Found in a coal shed in a rough state. Restored by the owner and regularly ridden. | | | | |
| 1957/9 | Maserati | Tipo L/75/T2 Turismo | | 74 |
| Classes Entered: 1950-59 Lightweight Overseas | | | | |
| Bike Details: An extremely rare machine, as Maserati the car manufacturers only made motorcycles from 1953 to 1960. | | | | |
| 1958 | Ariel | Huntmaster | | 650 |
| Classes Entered: 1950-59 | | | Ariel Owners MCC | |
| Bike Details: | | | | |
| 1958 | BSA | A10 Super Rocket | | 650 |
| Classes Entered: 1950-59 | | | BSA OC (Kent) | |
| Bike Details: 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. | | | | |
| 1958 | Greeves | Scottish | | 197 |
| Classes Entered: 1950-59 Lightweight Competition | | | Deal & District MCC | |
| Bike Details: Greeves were very popular Trials machines. | | | | |
| 1958 | Motom | Super Sport | | 48 |
| Classes Entered: 1950-59 Overseas Lightweight | | | NACC | |
| Bike Details: This 1958 Motom was made in Italy and has a 48cc engine and three-speed gearbox, Restored by the owner over the winter. | | | | |
| 1958 | Norton | ES2 | | 500 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: The Norton ES2 model was made from 1928 to 1963 and was originally a sporting model, having an OHV single cylinder engine. | | | | |
| 1958 | Triumph | 6T Thunderbird | | 650 |
| Classes Entered: 1950-59 | | | Cinque Ports CMCC | |
| Bike Details: Been with the current owner since 1991, bought on his birthday 23 years ago! | | | | |

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| 1959 | BSA | A10 Super Rocket | Cinque Ports CMCC | 650 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: With the current owner for the last 14 years. | | | | |
| 1959 | BSA | C15 | BSA OC (Kent) | 250 |
| Classes Entered: 1950-59 Lightweight | | | | |
| Bike Details: Popular single-cylinder model. | | | | |
| 1959 | Triumph | Tiger 110 | Cinque Ports CMCC | 650 |
| Classes Entered: 1950-59 | | | | |
| Bike Details: The Tiger 110 (T110) was announced in 1955, a very high performance (8.5:1 pistons), sporty version of the Thunderbird. The engine output: was 42 bhp compared to the Thunderbird's 34 bhp. | | | | |
| 1960 | BSA | A10 Golden Flash | Robinsons Canterbury MC | 650 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: Made in Birmingham. | | | | |
| 1960 | BSA | Gold Star DBD34 | | 500 |
| Classes Entered: 1960-69 Competition / Special | | | | |
| Bike Details: Catalina Scrambler. | | | | |
| 1960 | Francis-Barnett | Falcon | Robinsons Canterbury MC | 197 |
| Classes Entered: 1960-69 Lightweight | | | | |
| Bike Details: | | | | |
| 1960 | Norman | B3 Roadster | Norman Cycles Club | 250 |
| Classes Entered: 1960-69 Lightweight | | | | |
| Bike Details: This motorcycle has recently restored paintwork, and the engine was rebuilt after a crankseal failure. With rebuilt wheels, it has done more than 10,000 miles since 1990. Acquired in metallic blue, which was an option for 1959, this is a ride to work machine. Good handling, Dad had one in 1959. | | | | |
| 1960 | Norman | B3 Sports | Norman Cycles Club | 250 |
| Classes Entered: 1960-69 Lightweight | | | | |
| Bike Details: This is Ashford's local make, with the Norman factory being located in Beaver Road. | | | | |
| 1960 | Norman | B2CS Trials | | 197 |
| Classes Entered: 1960-69 Competition / Special Lightweight | | | | |
| Bike Details: | | | | |
| 1960 | Norton | 50 | Norton OC (Kent) | 350 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: Fitted with the Wideline frame, this model was only made for 2 years. Rare in original condition as most were made into Tritons. First registered 1st June 1960, with current owner since 1995. | | | | |

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| 1961 | BSA | Bantam D7 | | 175 |
| Classes Entered: 1960-69 Lightweight BSA OC (East Sussex) | | | | |
| Bike Details: First registered on 31st December 1961. | | | | |
| 1961 | BSA | A10 Super Rocket | | 650 |
| Classes Entered: 1960-69 BSA OC (East Sussex) | | | | |
| Bike Details: Restored in 2010 to Rocket Gold Star specification: petrol tank, mudguards, chain guard, nacelle, speedo and rev counter. | | | | |
| 1961 | BSA | A7 Shooting Star | | 500 |
| Classes Entered: 1960-69 BSA OC (Kent) | | | | |
| Bike Details: Restored in 1993. | | | | |
| 1961 | Norman | B4 Sports | | 250 |
| Classes Entered: 1960-69 Lightweight Norman Cycles Club | | | | |
| Bike Details: This is Ashford's local make, with the Norman factory being located in Beaver Road. | | | | |
| 1961 | Triumph | Trophy TR6 | | 650 |
| Classes Entered: 1960-69 South London Classic MCC | | | | |
| Bike Details: Production of the TR6 Trophy started in 1956. | | | | |
| 1962 | AJS | 250 CSR | | 248 |
| Classes Entered: 1960-69 Lightweight Deal & District MCC | | | | |
| Bike Details: Popular lightweight. AJS was founded by Albert John Stevens 100 hundred years ago, so celebrate their 100th Anniversary this year! The CSR stands for 'Competition / Sport / Road' | | | | |
| 1962 | Triumph | Tiger 90 | | 350 |
| Classes Entered: 1960-69 Competition / Special VMCC (Men of Kent) | | | | |
| Bike Details: This machine was eighth off the production line in 1962, and was despatched on 18th October 1962 to Harwoods of Richmond, London. Sold to it's 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. | | | | |
| 1962 | Triumph | TR6 Trophy | | 650 |
| Classes Entered: 1960-69 Cinque Ports CMCC | | | | |
| Bike Details: Production of the TR6 Trophy started in 1956. | | | | |
| 1963 | Aermacchi | Ala Verde | | 250 |
| Classes Entered: 1960-69 Lightweight Overseas VMCC (Men of Kent) | | | | |
| Bike Details: | | | | |
| 1963 | Francis-Barnett | Trials 92 | | 250 |
| Classes Entered: 1960-69 Lightweight Competition / Special Francis-Barnett Owners Club | | | | |
| Bike Details: This machine has been in the same ownership for many years. Was trialled by Ian Hillier, now regularly ridden, including the Brooklands Test Hill challenge. | | | | |

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| 1963 | Matchless | G80CS | | 500 |
| Classes Entered: 1960-69 | | Competition / Special | AJS & Matchless OC (Sussex) | |
| Bike Details: 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. | | | | |
| 1963 | Triumph | T21 Twenty One 3TA | | 350 |
| Classes Entered: 1960-69 | | | Triumph OC Medway | |
| Bike Details: The 350cc 'Twenty One' 3TA was named for it's 21 cubic inches engine size, it was the first all-unit motorcycle made by Triumph, introduced for the 21st Anniversary of Triumph Engineering Co. Ltd. Totally restored to original specification some years ago. | | | | |
| 1964 | Ducati | 48 sport | | 50cc |
| Classes Entered: 1960-69 | | Lightweight | Competition / Special | |
| Bike Details: | | | | |
| 1964 | Norton | 650 SS | | 650 |
| Classes Entered: 1960-69 | | | Norton OC (Kent) | |
| Bike Details: With present owner since 2007, fairly original. | | | | |
| 1964 | Norton | 650 SS | | 650 |
| 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. | | | | |
| 1965 | BSA | A65 Lightning | | 650 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: Totally restored. | | | | |
| 1965 | BSA | Bantam | | 175 |
| Classes Entered: 1960-69 | | Lightweight | Robinsons Canterbury MC | |
| Bike Details: The Bantam was a popular two-stroke lightweight. | | | | |
| 1965 | Triumph | TR6 Trophy | | 650 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: First time out for this classic Triumph twin. Restored from a wreck after being found in a garage where she had spent the last 20 years. | | | | |
| 1966 | AJS | Sapphire 90 | | 250 |
| 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. | | | | |

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| 1966 | BSA | Bantam | Deal & District MCC | 173 |
| Classes Entered: 1960-69 Lightweight Bike Details: First registered 10th April 1966. | | | | |
| 1966 | BSA | D7 Bantam | Triumph OC Medway | 175 |
| Classes Entered: 1960-69 Lightweight Bike Details: Totally restored. | | | | |
| 1966 | Norton | Atlas | Norton OC (Kent) | 750 |
| Classes Entered: 1960-69 Bike Details: Big Twin from Bracebridge Street. | | | | |
| 1966 | Velocette | LE MKIII | | 197 |
| Classes Entered: 1960-69 Lightweight Bike Details: Ex Hampshire Police vehicle. | | | | |
| 1967 | BSA | Victor Grand Prix Scambler | Sunbeam MCC | 441 |
| Classes Entered: 1960-69 Competition / Special Bike Details: This bike has had only three previous owners on Jersey until purchased by the current owner on Christmas Day 2013. The engine and gearbox are original, with a cosmetic refurbishment. | | | | |
| 1967 | BSA | C15 | | 250 |
| Classes Entered: 1960-69 Lightweight Bike Details: Ridden to work most days. | | | | |
| 1967 | BSA | B44 Shooting Star | BSA OC (East Sussex) | 441 |
| Classes Entered: 1960-69 Bike Details: Single-cylinder machine, made in Birmingham. | | | | |
| 1967 | BSA | Bantam D10 Sports | BSA Bantam Club | 175 |
| Classes Entered: 1960-69 Lightweight Bike Details: Popular two-stroke lightweight. | | | | |
| 1967 | Triumph | Daytona | Robinsons Canterbury MC | 500 |
| Classes Entered: 1960-69 Bike Details: First registered on 26th May 1967. | | | | |
| 1968 | BSA | Bantam D10 Sports | BSA Bantam Club | 250 |
| Classes Entered: 1960-69 Lightweight Special Bike Details: Fitted with Ariel Arrow Sports Engine and twin leading shoe Honda front brake. Believed to be one of only three in the country that has been converted | | | | |

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| 1968 | Hagon | Sprinter | | 250 |
| Classes Entered: 1960-69 Competition / Special | | | | |
| Bike Details: | | | | |
| <hr/> | | | | |
| 1968 | Triumph | Tiger 100SS | | 500 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: | | | | |
| <hr/> | | | | |
| 1968 | Triumph | Thrupton Replica | | 650 |
| Classes Entered: 1960-69 Competition / Special | | | | |
| Bike Details: | | | | |
| <hr/> | | | | |
| 1969 | BSA | A65 Lightning | | 650 |
| Classes Entered: 1960-69 | | | | |
| 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. | | | | |
| <hr/> | | | | |
| 1969 | BSA | Bantam B175 | | 175 |
| Classes Entered: 1960-69 Lightweight | | | | |
| Bike Details: One of the last models of the popular Bantam. | | | | |
| <hr/> | | | | |
| 1969 | BSA | Lightning | | 650 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: Recently renovated by Club member Dave Woodward, any grime added by the owner! The bike eats push-rods, rocker arms and £10 notes. | | | | |
| <hr/> | | | | |
| 1969 | Honda | CB 750 | | 736 |
| Classes Entered: 1960-69 Overseas | | | | |
| Bike Details: The first SuperBike! | | | | |
| <hr/> | | | | |
| 1969 | Triumph | TR25W | | 250 |
| Classes Entered: 1960-69 Lightweight | | | | |
| Bike Details: | | | | |
| <hr/> | | | | |
| 1969 | Triumph | Tiger T100S | | 498 |
| Classes Entered: 1960-69 | | | | |
| Bike Details: First registered 3rd July 1969. | | | | |
| <hr/> | | | | |
| 1970 | Norton | Commando S-type | | 750 |
| Classes Entered: 1970 On | | | | |
| Bike Details: The Commando S-type is a rare American Export model which was only made for two years, production finished in June 1970. This bike was sold by the famous Norton dealer Gus Kuhn Motors and stayed in the UK. | | | | |

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| Year | Make | Model | Club | cc |
|--|---------|---------------------|----------------------|-----|
| 1970 | Triumph | T120 Bonneville | | 650 |
| Classes Entered: 1970 On | | | Triumph OC Medway | |
| Bike Details: Manufactured on 13th August 1970 (luckily a Thursday!), this is one of the final original UK specification T120 Bonneville. 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, this version is often considered to be 'Best of Breed'. | | | | |
| 1971 | BSA | Bantam B175 | | 175 |
| Classes Entered: 1970 On Lightweight | | | BSA Bantam Club | |
| Bike Details: Popular two-stroke lightweight. | | | | |
| 1971 | BSA | B25 Gold Star 250SS | | 250 |
| Classes Entered: 1970 On Lightweight | | | BSA OC (East Sussex) | |
| Bike Details: First registered on 3rd June 1971. | | | | |
| 1971 | Honda | CB 750/4 | | 736 |
| Classes Entered: 1970 On Overseas | | | The "750 Fours" | |
| Bike Details: | | | | |
| 1971 | Triumph | Bonneville T120R | | 650 |
| Classes Entered: 1970 On | | | | |
| Bike Details: The Bonneville T120 was Edward Turner's last production design at Triumph. The Bonneville model was named after Johnny Allen clocked 193mph (310kph) on Bonneville Salt Flats, in a 650cc Triumph powered streamliner in 1955. | | | | |
| 1971 | Triumph | Rickman Métisse | | 650 |
| Classes Entered: 1970 On Competition / Special | | | | |
| Bike Details: Restored to current condition by the owner and friends. | | | | |
| 1972 | Norton | Commando | | 750 |
| Classes Entered: 1970 On | | | VMCC | |
| Bike Details: 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. | | | | |
| 1973 | BMW | R75/5 | | 746 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: One owner from new, purchased from Geoff Daryn M/C's Sandwich in March 1974, and in regular use during the years since. Therefore, this bike is original and unrestored. | | | | |
| 1973 | Honda | CB 750 K2 | | 736 |
| Classes Entered: 1970 On Overseas | | | The "750 Fours" | |
| Bike Details: 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. | | | | |

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| Year | Make | Model | Club | cc |
|---|------------|-----------|----------------------------|-----|
| 1975 | Honda | CB 400/4 | BSA OC (East Sussex) | 408 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: First registered 19th May 1975. | | | | |
| 1975 | Honda | CB 750 K2 | The "750 Fours" | 736 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: The Honda CB750 K2 model was introduced in 1972. | | | | |
| 1975 | MV Agusta | 350S | | 350 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: This is the early square-tank model, re-styled by Guigaro, the car designer. This is a barn find, recently imported from Italy. Bought in September 2013 with some birthday money! Unrestored, complete and running. | | | | |
| 1976 | Honda | CB 750 K6 | | 750 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: First registered on 25th August 1976 | | | | |
| 1976 | Kawasaki | Z900 | | 903 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: With the present owner for over 20 years, not a full blown restoration just trying to keep it nice and original! Ridden mostly, shown occasionally. Never been on a trailer! | | | | |
| 1976 | Moto Guzzi | 250 TS | Moto Guzzi Club (GB) | 231 |
| Classes Entered: 1970 On Overseas Lightweight | | | | |
| Bike Details: Purchased five years ago and lightly restored, the engine has been untouched. It's a high performance machine but with a very peaky power delivery. This model was not popular in the UK, due to the 6V electrics and the high purchase price new. However, it is as quick as a Suzuki X7! | | | | |
| 1977 | BMW | R80/7 | 69 Motorcycle Club (Dover) | 800 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: BMW is an abbreviation of Bayerische Motoren Werke AG (Bavarian Motor Works). With current owner since July 1989, regularly used for commuting, pleasure and rallies ever since. Odometer shows more than 100,000 miles. | | | | |
| 1977 | Honda | CB 750 K6 | The "750 Fours" | 750 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: Restored about 5 years ago from a total wreck rat-bike state using mainly original parts, I nearly bought one in 1976, so it has taken over thirty years to get one. This is the last of the original-styled CB750s which were first launched in 1969 and ran from K0 to K6. Regularly ridden & enjoyed. | | | | |
| 1977 | Honda | CB 550/4 | Deal & District MCC | 544 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: First registered 1st May 1977. | | | | |

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| Year | Make | Model | Club | cc |
|--|------------|------------------|------|------|
| 1977 | Honda | CB 550F | | 550 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: First registered on 1st May 1977. | | | | |
| 1978 | Honda | Dream | | 250 |
| Classes Entered: 1970 On Overseas Lightweight | | | | |
| 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 | Moto Guzzi | Le Mans MKI | | 850 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: Only a limited number of these machines were produced in white, and as far as is known were only for the home (Italian) market. Imported from Italy in 1986, the seat style confirms a 'late' example of the MKI. | | | | |
| 1979 | Honda | CX500 | | 500 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: Recently purchased without the engine, having been off the road for 12 years. | | | | |
| 1979 | Honda | Britain | | 750 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: Phil Read replica. | | | | |
| 1979 | Laverda | 1200 Anniversary | | 1200 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: 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. | | | | |
| 1979 | Moto Guzzi | V50 Mark II | | 490 |
| Classes Entered: 1970 On Overseas | | | | |
| Bike Details: In red and black, this is an Italian V-twin in excellent and unrestored condition. With the present owner since 1981, over thirty years. Standard apart from being fitted with windscreen, rear carrier and top-box. | | | | |
| 1979 | MZ | TS 125 | | 125 |
| Classes Entered: 1970 On Lightweight Overseas | | | | |
| Bike Details: Fitted with original MZ factory legshields. With their simple design, solid construction, plentiful supply of cheap spares and thriving Owners Club these East German communist utility bikes are extremely practical classics. The engine is virtually identical to the pre-War DKW design that BSA used for the original D1 Bantam. When it was introduced several years after the demise of the BSA Bantam the MZ was often labelled as the 'modern Bantam'. With 10 BHP on tap, 90-100mpg, a top speed in the low sixties, great handling and comfortable riding position it is a perfect machine for buzzing around the country lanes of Kent. | | | | |

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| Year | Make | Model | Club | cc |
|--|-------------------|-------------------|----------------------|-------------|
| 1979 | Suzuki | GT200 X7 | | 200 |
| Classes Entered: 1970 On Overseas Lightweight | | | | |
| Bike Details: This bike had sat in a shed for 30 years and needed some TLC to get her back on the road. | | | | |
| 2002 | Moto Guzzi | VII Sport | | 1100 |
| Classes Entered:- Overseas | | | Moto Guzzi Club (GB) | |
| Bike Details: | | | | |
| 2012 | Moto Guzzi | California | | 1100 |
| Classes Entered:- Overseas | | | Moto Guzzi Club (GB) | |
| Bike Details: Special Edition | | | | |