

## South of England Summer Classic Bike Show Programme: Sunday 26th July 2015

Year	Make	Model	Club	cc
1917	Triumph	H		550 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> The Model H Triumph was the most successful WW1 motorcycle in terms of both reliability and volume supplied. Between 1915 and 1918 inclusive the Triumph factory of Priory Street, Coventry supplied over 20,000 complete machines to the British military and at least a another 10,000 to the Allied forces.				
1925	Levis	6 port		250 cc
<b>Classes Entered:</b> Pre 1950 Lightweight VMCC (Men of Kent)				
<b>Bike Details:</b> First registered 18 May 1929, the first year of production for this model fitted with a 6 port two-stroke engine. Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.				
1925	Rex Acme	TT		2¾ Hcc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> 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.				
1926	AJS	G6 TT Replica		349 cc
<b>Classes Entered:</b> Pre 1950 Competition / Special Sunbeam MCC				
<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 it's 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.				
1926	Cotton	Brooklands Race Bike		2¾ Hcc
<b>Classes Entered:</b> Pre 1950 Competition / Special Lightweight				
<b>Bike Details:</b> This is an ex FC Millar, Blackburne-engined Brooklands Cotton. FC Millar raced Cotton and Chater Lea. He ran 'Millars Motors of Mitcham' in Surrey from the twenties to the sixties.				
1936	Panther	20 'Red Panther'		250 cc
<b>Classes Entered:</b> Pre 1950 Lightweight				
<b>Bike Details:</b> Super OHV Sloper!				
1937	Rudge	Special		500 cc
<b>Classes Entered:</b> Pre 1950				
<b>Bike Details:</b> First registered on 11th June 1937.				
1938	Scott	Proto-type Clubman Special		596 cc
<b>Classes Entered:</b> Pre 1950 Scott Owners Club				
<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.				

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1939	Ariel	Red Hunter		500 cc
<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.				
1947	Vincent	Rapide		998 cc
<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 it's sixties concept. Regularly used for overseas rallies in Canada, the USA and Europe.				
1951	Matchless	G80		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered on 16th March 1951.				
1952	Ariel	VH		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> With the same owner for the last thirty years. Completed a 10,000 trip around Turkey.				
1953	Douglas	MK V		348 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Restored in 1981 from an incomplete basket case. Member of London Douglas MCC.				
1954	AJS	20 Spring Twin		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> The engine has been rebuilt and the magneto & dynamo restored, it has now covered 20,000 miles. With current owner for 19 years, who has been a AJS & Matchless OC member for 22 years.				
1954	Ariel	VB		600 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Ariel Combination fitted with Canterbury Sidecar.				
1955	BSA	Gold Star		500 cc
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> Made in Birmingham, the Gold Star was BSA's competition single.				

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Year	Make	Model	Club	cc
1956	BSA	Gold Star DB32		350 cc
<b>Classes Entered:</b> 1950-59		BSA OC (East Sussex)		
<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.				
1957	Ambassador	Supreme		cc
<b>Classes Entered:</b> 1950-59 Lightweight				
<b>Bike Details:</b> Meet 'PAM', a 1957 Ambassador Supreme. Restored in 2014 by Michael Barter, after sitting in a shed for 41 years.				
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	A10 Golden Flash		650 cc
<b>Classes Entered:</b> 1950-59		BSA OC (Kent)		
<b>Bike Details:</b> Bought as a basket-case in Nov 2004, 80% complete. Rebuilt to owner's spec, on the road in July 2005. Had a major set-back in May 2006 with the engine bearings, but was re-built in time for the BSA OC rally at Billing, Northants, & was awarded Best Twin. Some modifications from the original specification, ridden regularly to international rallies etc.				
1957	BSA	C15		250 cc
<b>Classes Entered:</b> 1950-59 Lightweight		Robinsons Canterbury MC		
<b>Bike Details:</b> Robinsons Canterbury MC				
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 form 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.				
1958	AJS	18S		500 cc
<b>Classes Entered:</b> 1950-59		AJS & Matchless OC(EL & Essex)		
<b>Bike Details:</b> The AJS model 18 was in production from 1949-1963.				

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Year	Make	Model	Club	cc
<b>1958</b>	<b>BSA</b>	<b>A10 Super Rocket</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1950-59		BSA OC (Kent)		
<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.				
<b>1959</b>	<b>Aermacchi</b>	<b>Ala Azzurra</b>		<b>250 cc</b>
<b>Classes Entered:</b> 1950-59 Overseas Lightweight				
<b>Bike Details:</b> Imported from Italy July 2012 and now UK registered. Attended the brilliant race meeting 'Bikers Classic' at Spa Francorchamps in 2014. The bike ran like a Swiss watch throughout the 750 mile round trip.				
<b>1959</b>	<b>AJS</b>	<b>18</b>		<b>500 cc</b>
<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.				
<b>1959</b>	<b>BSA</b>	<b>Gold Star DBD34</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> First registered 2nd October 1959.				
<b>1959</b>	<b>BSA</b>	<b>A7 Shooting Star</b>		<b>500 cc</b>
<b>Classes Entered:</b> 1950-59				
<b>Bike Details:</b> In original condition, with the current owner for two months.				
<b>1959</b>	<b>BSA</b>	<b>A10 Super Rocket</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1950-59		Cinque Ports CMCC		
<b>Bike Details:</b> With the current owner for the last 14 years.				
<b>1959</b>	<b>NSU</b>	<b>Quickly</b>		<b>50 cc</b>
<b>Classes Entered:</b> 1950-59 Lightweight Overseas				
<b>Bike Details:</b> Restored some years ago.				
<b>1960</b>	<b>BSA</b>	<b>Golden Flash</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Fitted with a Garrard Grand Prix sidecar, it's been built to tour on and the sidecar re-commissioned as necessary. Tour of the Cotswolds completed, other tours imminent!				
<b>1960</b>	<b>BSA</b>	<b>A10 Super Rocket</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69		South London Classic MCC		
<b>Bike Details:</b> This bike was found in a garden shed twenty years ago in need of restoration. It was restored by the present owner over 10 years ago and the speedo was reset last year with 95,000 miles showing. With the present owner for over twenty years and used throughout the year - ridden not hidden!				

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Year	Make	Model	Club	cc
1960	Norman	B4 Sports		250 cc
<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.				
1960	Norton	Dominator De Luxe 88		500 cc
<b>Classes Entered:</b> 1960-69 Norton OC (Kent)				
<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	Triumph	Tigress		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> This is a 250cc twin-cylinder four-stroke scooter, with electric start and 12V electrics. The second owner acquired it in 1961 and kept it until 2011. Restored by the present owner in 2014.				
1961	BSA	A10 Super Rocket		650 cc
<b>Classes Entered:</b> 1960-69 South London Classic MCC				
<b>Bike Details:</b> Made in Birmingham, the Super Rocket was the high performance version of the A10.				
1961	Honda	CB 72		250 cc
<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.				
1961	Norton	Dominator 99		600 cc
<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.				
1962	BSA	C15 SS80 Sport Star		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight				
<b>Bike Details:</b> First registered on 19th February 1962.				
1962	Triumph	TR6 Trophy		650 cc
<b>Classes Entered:</b> 1960-69 Cinque Ports CMCC				
<b>Bike Details:</b> Production of the TR6 Trophy started in 1956.				

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Year	Make	Model	Club	cc
1963	Ducati	Monza Racer		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight Competition / Special				
<b>Bike Details:</b> 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 a 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! The bike has been used in CRMC and other classic events in 2015.				
1963	Ducati	Daytona		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight Overseas				
<b>Bike Details:</b> 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	Matchless	G9		500 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Re-built from a pile of bits over the last winter.				
1963	Triton	Cafe Racer		650 cc
<b>Classes Entered:</b> 1960-69 Competition / Special				
<b>Bike Details:</b> Dresda build.				
1963	Triumph	T21 Twenty One		350 cc
<b>Classes Entered:</b> 1960-69 Triumph OC Medway				
<b>Bike Details:</b> 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	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	C15		249 cc
<b>Classes Entered:</b> 1960-69 Competition / Special Lightweight Sunbeam MCC				
<b>Bike Details:</b> A trials machine, used regularly in pre-65 events.				

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Year	Make	Model	Club	cc
1965	Triumph	Tiger 100SS		500 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> The Tiger 100SS (Sports Specification) was the sportier version of the 5TA Speed Twin. This one was retrieved from the back of a shed in North Wales in 1996 and has been completely restored to original condition and colours.				
1965	Triumph	T120 Bonneville		650 cc
<b>Classes Entered:</b> 1960-69				
<b>Bike Details:</b> Rebuilt from a basket case.				
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	AJS	Sapphire 90		250 cc
<b>Classes Entered:</b> 1960-69 Lightweight Robinsons Canterbury MC				
<b>Bike Details:</b> 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.				
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!				
1967	Honda	RC181 Replica		- cc
<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 Mike Hailwood's 1967 Senior TT winning machine.				
1967	Matchless	G15 CS		750 cc
<b>Classes Entered:</b> 1960-69 Competition / Special AJS & Matchless OC (Surrey)				
<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.				
1968	Honda	RC181 Replica		500 cc
<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.				



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Year	Make	Model	Club	cc
<b>1969</b>	<b>Bridgestone</b>	<b>MK II SS</b>		<b>200 cc</b>
<b>Classes Entered:</b> 1960-69 Overseas Lightweight				
<b>Bike Details:</b> Bridgestone, the well known Japanese tyre manufacturer, also produced motorcycles for the home and foreign markets from around 1950 to 1971. They were high quality, high performance rotary valve induction two-strokes from 50cc to 350cc. This example is the popular USA-style street scrambler imported from the USA and restored to its present condition by a previous owner. Both the 175cc and 200cc twins of this period had the unique feature of allowing the rider to choose between a 4 or 5 speed gearbox by operating a lever, located on left rear of the engine just above the footrest.				
<b>1969</b>	<b>BSA</b>	<b>A65 Lightning</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1960-69 BSA OC (East Sussex)				
<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>A75 Rocket 3</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1960-69 South London Classic MCC				
<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 400/4 outsold it!				
<b>1969is</b>	<b>BSA</b>	<b>C15</b>		<b>249 cc</b>
<b>Classes Entered:</b> 1960-69 Competition / Special Lightweight Sunbeam MCC				
<b>Bike Details:</b> This bike was built to trial in 1989, and was a very competitive machine but is now in need of some serious updating. Ridden in many pre-70 trials events including Sunbeam MCC events.				
<b>1970</b>	<b>Triumph</b>	<b>T120 Bonneville</b>		<b>650 cc</b>
<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'.				
<b>1970</b>	<b>Triumph</b>	<b>Bonneville T120R</b>		<b>650 cc</b>
<b>Classes Entered:</b> 1970 On Triumph OC (West Sussex)				
<b>Bike Details:</b> Despite being a British marque, it was built for the American market and most were exported. This is one of the last Bonnies made before the oil-in-frame models were produced. Ridden weekly around Kent, Sussex and Surrey as well as on trips to Devon.				
<b>1970/7</b>	<b>Triumph</b>	<b>Bonneville</b>		<b>750 cc</b>
<b>Classes Entered:</b> 1970 On Competition / Special				
<b>Bike Details:</b> Triumph "T130"?				



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Year	Make	Model	Club	cc
1971	Triumph	Rob North F750 Replica		750 cc
<b>Classes Entered:</b> 1970 On Competition / Special				
<b>Bike Details:</b> 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 and was in a very poor condition with a cracked timing cover etc. The engine has been totally rebuilt using new and 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, and 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 and campaigned them after Triumph fell into decline. The frame was built using the original jigs and even the welding was done by the original welder. The petrol & oil tanks were handmade. The bike will be used at CRMC and other classic events in 2015.				
1971	Triumph	T150V		750 cc
<b>Classes Entered:</b> 1970 On Competition / Special				
<b>Bike Details:</b> This bike has undergone a complete rebuild including all engine casings vapour blasted, reground crankshaft, new valves and guides, all oil seals and lock tab washers replaced etc. New Norman Hyde clutch plates and oil pump fitted, Rob North primary belt drive fitted to help smooth take-up. All cycle parts have been rechromed or polished, with new stainless steel fixings throughout. The only deviation from standard is the fitting of a new Robinson period front brake with 230mm double-sided twin-leading shoes. The wheels were rebuilt with alloy rims and new Avon tyres fitted. The bike was restored in 2014 and has been used at racing events in the last 2 years.				
1972	Honda	CB 350/F	VJMC	350 cc
<b>Classes Entered:</b> 1970 On Overseas				
<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.				
1974	Kawasaki	H2B		750 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> 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	Yamaha	RD350A		347 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This machine is a US import, and was last registered in Iowa in 1989. Purchased by the current owner in July 2014, who spent 8 months completing a full restoration. Both barrels and the crankshaft were seized solid with rust. Now in regular use.				

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Year	Make	Model	Club	cc
1975	Honda	GL1000		1000 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is a 1975 Honda Goldwing fitted with a 1982 Martello sidecar, manufactured by Mareello Plastics Ltd of Folkestone in Kent.				
1975	Triumph	Trident T160		750 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> Re-imported from the USA in 2003, this bike is finished in blue /white and fitted with a US petrol tank. Still with it's original tin-ware, it's in good condition for it's 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	Mid Sussex British MCC	400 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> First registered on 22nd June 1976.				
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	Honda	CB 750/4 F1 Super Sport	Sidecar Owners Club	750 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> This is a one-owner from new machine, and was restored in 2006. Fitted with a matching 1976 Watsonian Monza sidecar, the bike was bought together with the sidecar on 2nd October 1976. The bike cost £1,100 from TC Hillier in Oxted and the sidecar cost £327 from Munday's of Brixton.				
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.				
1977	Honda	CB550 K3		550 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> I was told of this bike in a Southwick garage by a work colleague. Bought from the first owner for £100 in pieces and in a poor state. Two years and much work later, the fuel tank and side panels have not been touched.				

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Year	Make	Model	Club	cc
1977	Honda	GL1000		999 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> 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. It's 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 Electricrery. Lots of polishing, helicoiling, skinned knuckles, shouting and swearing have been involved! Still not finished but getting there!				
1977	Kawasaki	KH400 A4		400 cc
<b>Classes Entered:</b> 1970 On Overseas			VMCC (Surrey & Sussex)	
<b>Bike Details:</b> One of 303 original UK import models manufactured in 1977 but not registered until 1980. Original and restored to a high standard, finished in Candy Purple paintwork, the last of the triples. Parts were refurbished and rechromed, some NOS parts fitted. This buzzy little 'stroker' is great fun to ride and quite happily pops the front wheel under power. Handling is at best slightly unpredictable, but generally a pleasure to ride on a sunny day and being a bit girly and pretty has many admirers - comes with lady owner.				
1977	MZ	TS 250/1 Supa 5		250 cc
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> In mostly original unrestored condition complete with MZ factory legshields. Simple, rugged, economical and reliable East German utility machine. With a plentiful supply of cheap spares still available, these machines are extremely practical classics. Member of MZ Riders Club, regularly used for MZ Riders Club camping weekends all over the UK. In the past two years 'Mitzi' has been to Shropshire, Lincolnshire (twice), Wiltshire (five times), Devon (twice) and Oxfordshire.				
1977	Norton	Commando Inrterstate		828 cc
<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.				
1978	Kawasaki	Z1R 11		1015cc
<b>Classes Entered:</b> 1970 On Overseas			Norton OC (Kent)	
<b>Bike Details:</b> Brought from Spain in 2000, doesn't do winters! Never seen a British winter - unrestored and totally original.				
1978	Yamaha	XS750 2D		747 cc
<b>Classes Entered:</b> 1970 On Overseas			VJMC	
<b>Bike Details:</b> Only one previous owner since new, supplied by Gus Kuhn Motors in London, used for two years then left in a garage. Acquired by the current owner in 2010 after a 30 year lay up, the bike is largely untouched and nearly all original apart from powder coating the frame and new tyres. The mileage is genuine and all documented. After the 30 year lay up, she started on the button after cleaning the carbs and filling with fresh petrol.				

## South of England Summer Classic Bike Show Programme: Sunday 26th July 2015

Year	Make	Model	Club	cc
1979	Honda	CX500		500 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> The CX500 was Honda's first V-twin model. This machine has been recently restored, after being off the road for 20 years. All original.				
1979	Laverda	1200 Anniversary		1200cc
<b>Classes Entered:</b> 1970 On Overseas International Laverda OC				
<b>Bike Details:</b> This is a limited edition factory special celebrating 30 years of motorcycle production, from 1949-1979. Although it was a proposed run of 200 machines, it's now believed that less than 100 were built, of which very few were imported to the UK in 1979. Owned for over 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	Triumph	T140D (US)		749 cc
<b>Classes Entered:</b> 1970 On				
<b>Bike Details:</b> 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.				
1979	Yamaha	DT		100 cc
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> First registered on 2nd February 1979, I ironically bought it on 2nd February 2015 from the dealer that supplied it new and has maintained and serviced it throughout its life. Totally original and unrestored.				
1980	Suzuki	GSX 1100 ET		1100cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> 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!				
1981c	Yamaha	RD250 LC		250 cc
<b>Classes Entered:</b> 1970 On Competition / Special Overseas				
<b>Bike Details:</b> Bought to race in the MCN Trophy series of races.				
1988	Honda	XBR500		500 cc
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Launched by Honda in 1985 in response to the Yamaha SR500, the XBR500 is powered by a single-cylinder four-valve engine with the valves arranged radially, the Radial Four Valve Combustion Chamber, or RFVC. Displacing 498 cc and producing 44 hp, the frugal engine originated from the Honda XR series of off-road models. Unusually for a Japanese machine, it features a dry-sump engine, the oil being stored in a separate oil tank below the seat. The steel-braided hoses connecting the oil tank to the engine are a strong visual element.				

## South of England Summer Classic Bike Show Programme: Sunday 26th July 2015

Year	Make	Model	Club	cc
<b>1988</b>	<b>Norton</b>	<b>Commander Special</b>		<b>588 cc</b>
<b>Classes Entered:</b> 1970 On Norton OC (Kent)				
<b>Bike Details:</b> First registered on 28th October 1988. Fitted with rotary engine,				
<b>1988</b>	<b>Norton</b>	<b>Commander Sport</b>		<b>588 cc</b>
<b>Classes Entered:</b> 1970 On Norton OC (Kent)				
<b>Bike Details:</b> This machine was the last one of five to go to West Midlands Police for use as a traffic vehicle. It is now stripped of Police equipment and rebuilt as a fast road machine. The engine is water-cooled with F1 chambers giving over 100BHP. A very unusual bike.				
<b>1989</b>	<b>Honda</b>	<b>CG125 BRJ</b>		<b>125 cc</b>
<b>Classes Entered:</b> 1970 On Lightweight Overseas				
<b>Bike Details:</b> An old bike brought back to life.				
<b>1994</b>	<b>Moto Guzzi</b>	<b>California 3 Special Edition</b>		<b>1000cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Moto Guzzi have produced a version of the California almost continuously from 1971 to the present day.				
<b>1994</b>	<b>Moto Guzzi</b>	<b>California</b>		<b>1064cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Purchased last year, known as Dallas as she's a bit of a Diva!				
<b>1995</b>	<b>Kawasaki</b>	<b>ZX 1100E1</b>		<b>1052cc</b>
<b>Classes Entered:</b> 1970 On Overseas				
<b>Bike Details:</b> Purchased in 2002 from local dealer Fins Motorcycles in Redhill. Maintained by the owner and used on a regular basis locally and for longer rides during the spring and summer months. In original condition with the addition of a Scottoiler and replacement 'Predator' exhaust system, which was changed in 2007.				