

**Ashford Classic Motorcycle Show: Easter Monday 5th April 2010**  
**Preview Show Catalogue**

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|---|------------------|-----------------------------------|
| <b>1914 Douglas</b>   | <b>W De Luxe</b> | <b>2<sup>3</sup>/<sub>4</sub></b> |
| <b>Classes Entered:</b> Pre 1946  |                  | <b>VMCC (Men of Kent)</b>         |
| Douglas made motorcycles in Bristol from 1907 to 1957, 1914 was the last year of production for the 2 <sup>3</sup> / <sub>4</sub> HP model. |                  |                                   |

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| <b>1914 Rover</b>  | <b>Sturmey Archer</b> | <b>3 1/2</b> |
| <b>Classes Entered:</b> Pre 1946   |                       |              |
| Found languishing in a garage, last used in 1972, as witnessed by an old tax disc. |                       |              |

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| <b>1920 Douglas</b>  | <b>W20</b>  | <b>2 3/4</b>              |
| <b>Classes Entered:</b> Pre 1946   | Lightweight | <b>London Douglas MCC</b> |
| The W20 is the Delux version of the 1920 2 3/4 Douglas range. It was fitted with footboards, 3-speed gearbox, clutch and kickstart. Restored by the owner after some years as a non-running showroom exhibit, ongoing restoration. |             |                           |

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| <b>1925 Levis</b>   | <b>6 port</b> | <b>250</b>                |
| <b>Classes Entered:</b> Pre 1946  | Lightweight   | <b>VMCC (Men of Kent)</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. |               |                           |

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|----------------------------------|-------------|--------------------------|
| <b>1927 BSA</b>                  | <b>B1</b>   | <b>250</b>               |
| <b>Classes Entered:</b> Pre 1946 | Lightweight | <b>Cinque Ports CMCC</b> |

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|                                  |           |            |
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| <b>1929 Norton</b>               | <b>19</b> | <b>600</b> |
| <b>Classes Entered:</b> Pre 1946 |           |            |

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| <b>1929 Sunbeam</b>  | <b>Model 2</b> | <b>350</b> |
| <b>Classes Entered:</b> Pre 1946   |                |            |
| In it's 500cc version, this Sunbeam sidevalve engine was the last sidevalve to win The Isle of Man TT in 1922, ridden by Alec Bennett, at 59.97 mph. Sunbeam also won the team prize in 1914, 1923, 1928 and 1929. |                |            |

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|---|---------------|------------|
| <b>1930 Motoconfort</b>   | <b>Sports</b> | <b>308</b> |
| <b>Classes Entered:</b> Pre 1946                                | Overseas      |            |
| Dry stored for 20 years then subjected to a 3 year restoration. |               |            |

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| <b>1932 AJS</b>                                 | <b>B6 Big Port</b> | <b>349</b> |
| <b>Classes Entered:</b> Pre 1946                |                    |            |
| Big Port single, a sporting machine of its day. |                    |            |

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| <b>1932 Francis Barnett</b>  | <b>26 Condor</b> | <b>172</b>                   |
| <b>Classes Entered:</b> Pre 1946   | Lightweight      | <b>Francis Barnett Owner</b> |
| 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. Winner Best Lightweight Ashford Classic Motorcycle Show 28/3/08. |                  |                              |

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| <b>1935 Francis Barnett</b>  | <b>E39 Cruiser</b> | <b>249</b>                   |
| <b>Classes Entered:</b> Pre 1946   | Lightweight        | <b>Francis Barnett Owner</b> |
| Restored as a show bike, bought to ride in the West Kent Run and the Coast to Coast run. |                    |                              |

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| <b>1936 Brough Superior</b> | <b>SS80</b> | 980 |
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**Classes Entered:** Pre 1946 **VMCC (East Sussex)**  
With a top speed of 80mph, the side-valve SS80 cost £90=00 when new, and was described thus:

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| <b>1936 Norton</b> | <b>Brookland</b> | 500 |
|--------------------|------------------|-----|

**Classes Entered:** Pre 1946 Competition / Spe **VMCC Grasstrack & Sp**  
A Brooklands Special, this machine is used for sprinting at the Brighton Speed Trials in September and at Brooklands. The fastest time is 13.60 seconds at 98.60 mph at Santa Pod.

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| <b>1938 Rudge</b> | <b>Sports Special</b> | 500 |
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**Classes Entered:** Pre 1946  
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, the second time after an accident.

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| <b>1938 Triumph</b> | <b>5T Speed Twin</b> | 500 |
|---------------------|----------------------|-----|

**Classes Entered:** Pre 1946 **VMCC (Men of Kent)**  
Purchased new by a Londoner, who used it up until 1963 with a Steib sidecar attached. It then passed to a person in Dartford where it was left to deteriorate until it's restoration this winter.

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| <b>1938 Velocette</b> | <b>MOV</b> | 249 |
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**Classes Entered:** Pre 1946 Lightweight  
One owner for many years, restored in the 1990's. First registered 22nd November 1938.

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| <b>1939 Indian</b> | <b>Sports Scout</b> | 750 |
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**Classes Entered:** Pre 1946 Overseas **Indian Riders MCC**  
The Indian Motorcycle Manufacturing Company were based in Springfield, Massachusetts. Indian was America's oldest motorcycle brand and was once the largest manufacturer of motorcycles in the world.

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|--------------------|--------------|------|
| <b>1946 Indian</b> | <b>Chief</b> | 1200 |
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**Classes Entered:** 1946-59 Overseas **VMCC**  
Imported from Montana USA 24 years ago this bike is pretty much stock standard.

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| <b>1947 BSA - JAP</b> | <b>Sprint Racing</b> | 500 |
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**Classes Entered:** 1946-59 Competition / Spe  
Sprint racing competition machine. Built and used by the owner. Last year did 14.45 at Keeble with a terminal speed of 92 mph.

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| <b>1949 BSA</b> | <b>B33</b> | 500 |
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**Classes Entered:** 1946-59

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| <b>1949 BSA</b> | <b>A7 Star Twin</b> | 500 |
|-----------------|---------------------|-----|

**Classes Entered:** 1946-59 **VMCC**  
This is the rare early long-stroke version of the Star Twin. It was BSA's only twin carb model until the arrival of the A65. Only made for the 1949/50 seasons, it has a high compression engine with lively performance.

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| <b>1949 BSA</b> | <b>Bantam</b> | 175 |
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**Classes Entered:** 1946-59 Lightweight

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| <b>1949 Vincent</b> | <b>Rapide</b> | 998 |
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**Classes Entered:** 1946-59 **Deal & District MCC**  
Restored from a complete basket case, many parts made or repaired, such as the dynamo flange. This was missing, so a new part was fabricated from solid billet. This machine was originally built in 1948 and registered in 1949.

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| <b>1949 Vincent HRD</b> | <b>Black Shadow</b> | 998 |
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**Classes Entered:** 1946-59  
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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| <b>1950 Triumph</b> | <b>Thunderbird</b> | 650 |
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**Classes Entered:** 1946-59  
The Thunderbird 6T was designed by Edward Turner and launched in September 1949.

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|                     |                    |     |
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| <b>1950 Triumph</b> | <b>Thunderbird</b> | 650 |
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**Classes Entered:** 1946-59 **Cinque Ports CMCC**  
The twin cylinder Thunderbird 6T was designed by Edward Turner and launched in September 1949.

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|------------------------|-----------------|-----|
| <b>1950 Rotrax JAP</b> | <b>Speedway</b> | 500 |
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**Classes Entered:** 1946-59  
Speedway machine.

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| <b>1950 Rotrax JAP</b> | <b>Speedway</b> | 500 |
|------------------------|-----------------|-----|

**Classes Entered:** 1946-59  
Speedway competition machine

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| <b>1951 BSA</b> | <b>Bantam</b> | 125 |
|-----------------|---------------|-----|

**Classes Entered:** 1946-59 **Lightweight**  
Bike purchased in 2009. The exhaust has been changed, as the fishtail was toooo noisy! All lot better now, all taxed, MOT's and running well.

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|-----------------|-----------------|-----|
| <b>1951 FIS</b> | <b>Speedway</b> | 500 |
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**Classes Entered:** 1946-59 **Overseas**  
FIS speedway motorcycles were manufactured by the PZL company in Rzeszów, Poland, commencing in the mid-1950s.

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| <b>1951 Vincent</b> | <b>Comet</b> | 499 |
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**Classes Entered:** 1946-59  
Completely rebuilt to current conditon, the sidecar was sold.

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|-----------------------|-----------------------|-----|
| <b>1952 MV Agusta</b> | <b>125 Two-Stroke</b> | 125 |
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**Classes Entered:** 1946-59 **Overseas** **Lightweight**  
Believed to have been restored to its present condition in Italy some years ago. Acquired by current owner in September 2008.

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|                       |              |     |
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| <b>1953 Velocette</b> | <b>Venom</b> | 500 |
|-----------------------|--------------|-----|

**Classes Entered:** 1946-59  
This motorcycle left the factory in 350cc format before being extensively modified and enlarged to 500cc.

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|---|-----------------------------------|---------------------------------------|
| <b>1953 Vincent</b><br><b>Classes Entered:</b> 1946-59<br>One owner since 1963, and still used regularly. It has extensively toured the UK, Western Europe, North America plus Australia. Has covered in excess of half a million miles (500,000) with the current owner. Many modifications, both internal & external. | <b>Rapide</b>                     | 998<br><b>Vincent OC (South Lon</b>   |
| <b>1954 Ambassador</b><br><b>Classes Entered:</b> 1946-59<br>A popular two-stroke.  | <b>Popular</b><br>Lightweight     | 197                                   |
| <b>1954 Matchless</b><br><b>Classes Entered:</b> 1946-59<br>Big single, first registered 26th May 1954.   | <b>G80</b>                        | 500<br><b>Deal &amp; District MCC</b> |
| <b>1954 Norvin</b><br><b>Classes Entered:</b> 1946-59<br>Recently restored, with original parts and TT carbs; Manx hubs, rear sets and straight through pipes.  | <b>Manx</b><br>Competition / Spe  | 1000                                  |
| <b>1954 Tandon</b><br><b>Classes Entered:</b> 1946-59<br>A very rare machine, as possibly only 1000 were produced. Restored over a thirty year period.  | <b>Imp Supreme</b><br>Lightweight | 197                                   |
| <b>1954 Triumph</b><br><b>Classes Entered:</b> 1946-59<br>1954 was the first year of production for the Tiger Cub, which was in production until 1968.  | <b>Tiger Cub</b><br>Lightweight   | 200<br><b>Triumph OC Medway</b>       |
| <b>1954 Triumph</b><br><b>Classes Entered:</b> 1946-59  | <b>T110</b>                       | 650<br><b>BSA OC (East Sussex)</b>    |
| <b>1954 Triumph</b><br><b>Classes Entered:</b> 1946-59<br>Completely restored by the owner after catching fire. First registered 15th October 1954.   | <b>Thunderbird</b>                | 650<br><b>Cinque Ports CMCC</b>       |
| <b>1954 AJS / Matchless</b><br><b>Classes Entered:</b> 1946-59<br>Hybrid built over a period of years.  | <b>G80 CS</b>                     | 500                                   |
| <b>1955 BSA</b><br><b>Classes Entered:</b> 1946-59<br>Made in Birmingham. First registered 27th June 1955.  | <b>C11G</b><br>Lightweight        | 250<br><b>BSA OC (Kent)</b>           |
| <b>1955 BSA</b><br><b>Classes Entered:</b> 1946-59<br>A sturdy side-valve plodder! Originally supplied to Finlay Bros, Melbourne Australia. Somehow made it's way back home to the UK.  | <b>M20</b>                        | 500<br><b>BSA OC (Kent)</b>           |

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|--|--------------------------------------|------------------------------|
| <b>1955 BSA</b><br>Classes Entered: 1946-59<br>Popular single cylinder model.  | <b>C11G</b><br>Lightweight           | 250                          |
| <b>1955 BSA</b><br>Classes Entered: 1946-59<br>This popular lightweight has been fully restored to its original state.   | <b>C11G</b><br>Lightweight           | 250                          |
| <b>1955 Francis Barnett</b><br>Classes Entered: 1946-59<br>Overhauled to current condition by the owner, in his ownership for 18 months.   | <b>70 Falcon</b><br>Lightweight      | 197<br>Francis Barnett Owner |
| <b>1955 Triumph</b><br>Classes Entered: 1946-59<br>This model was Triumph's fastest motorcycle to date, with an official brake horse power (bhp) of 42 bhp.  | <b>Tiger T110</b>                    | 650<br>Triumph OC Medway     |
| <b>1956 BSA</b><br>Classes Entered: 1946-59<br>This is a Super Rocket in original unrestored condition, fitted with period Gold Star options including twin clocks, chrome mudguards & chaincase and a Goldie exhaust. | <b>A10 Super Rocket</b>              | 650<br>BSA OC (Kent)         |
| <b>1956 BSA</b><br>Classes Entered: 1946-59<br>Restoration completed by the owner in December 2009.  | <b>Bantam</b><br>Lightweight         | 125                          |
| <b>1956 Mattingly</b><br>Classes Entered: 1946-59  | <b>Speedway</b><br>Competition / Spe | 500<br>VMCC Grasstrack & Sp  |
| <b>1956 Norton</b><br>Classes Entered: 1946-59<br>Fitted with Norton's cammy engine, which was probably the most successful competition engine.  | <b>International Model 30</b>        | 500<br>Deal & District MCC   |
| <b>1957 AJS</b><br>Classes Entered: 1946-59<br>AJS was founded by Albert John Stevens. This machine was first registered 17th May 1957.  | <b>16M</b>                           | 350<br>VMCC                  |
| <b>1957 Ariel</b><br>Classes Entered: 1946-59  | <b>Huntmaster</b>                    | 650<br>VMCC (Men of Kent)    |
| <b>1957 Douglas</b><br>Classes Entered: 1946-59<br>In as purchased condition, appears to be mostly original.   | <b>Dragonfly</b>                     | 350                          |

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|                                 |                   |                              |
|---------------------------------|-------------------|------------------------------|
| <b>1957 Francis Barnett</b>     | <b>80 Cruiser</b> | 250                          |
| <b>Classes Entered:</b> 1946-59 | Lightweight       | <b>Francis Barnett Owner</b> |

Entered for the Westward Ho Reliability night run in March this year.

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| <b>1957 Matchless</b> | <b>G11</b> | 600 |
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**Classes Entered:** 1946-59  
Twin cylinder.

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| <b>1957 Norman</b> | <b>TS</b> | 242 |
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**Classes Entered:** 1946-59      Lightweight      **Norman Cycles Club**

A very rare model fitted with Anzani Twin 2-stroke engine. Fully restored.

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|--------------------|-----------------|-----|
| <b>1957 Norton</b> | <b>Model 19</b> | 600 |
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**Classes Entered:** 1946-59      **Norton OC (Kent)**

Norton's biggest OHV single. Built for sidecar use.

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| <b>1957 Norton</b> | <b>77</b> | 600 |
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**Classes Entered:** 1946-59      **Norton OC (Kent)**

The model 77 is a rare bike, they only built 598 of these and were all built in 1957. Norton used the 600cc 99 engine in the same rolling stock as the ES2.

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| <b>1958 AJS</b> | <b>16MS</b> | 350 |
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**Classes Entered:** 1946-59

Ridden by Colin Reynolds, restored by Geoff Reynolds 1991/92.

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| <b>1958 BSA</b> | <b>Gold Star</b> | 500 |
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**Classes Entered:** 1946-59

First registered 16th September 1958.

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|-----------------|-------------------------|-----|
| <b>1958 BSA</b> | <b>A10 Super Rocket</b> | 650 |
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**Classes Entered:** 1946-59      **BSA OC (Kent)**

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.

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| <b>1958 Greeves</b> | <b>Scottish</b> | 197 |
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**Classes Entered:** 1946-59      Lightweight      Competition / Spe      **Deal & District MCC**

Greeves were very popular Trials machines.

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| <b>1958 Norton</b> | <b>Dominator 99</b> | 600 |
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**Classes Entered:** 1946-59      **Norton OC (Kent)**

When restored in 1984, this machine had only 10,000 miles on the clock. Since then, it's been ridden by the same owner the past 26 years and has now covered 33,000 miles. A genuine red Dominator, first registered 3rd October 1958.

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| <b>1958 Triumph</b> | <b>Speed Twin</b> | 500 |
|---------------------|-------------------|-----|

**Classes Entered:** 1946-59

First registered on 5th May 1958, an East Sussex registration.

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|---|------------------------------|-----------------------------|
| <b>1958 Triumph</b><br>Classes Entered: 1946-59<br>Been with current owner since 1991.  | <b>Thunderbird</b>           | 650                         |
| <b>1959 BSA</b><br>Classes Entered: 1946-59<br>Popular single-cylinder model.   | <b>C15</b><br>Lightweight    | 250                         |
| <b>1959 BSA</b><br>Classes Entered: 1946-59<br>Found derelict in a barn in Norfolk in 2001, fully restored 2002 - 2007. Last registered in 1971, it was taken off the road when the oil pump shaft seized.  | <b>B31</b>                   | 350                         |
| <b>1959 BSA</b><br>Classes Entered: 1946-59<br>With the current owner for the last 12 years.  | <b>A10 Super Rocket</b>      | 650<br>Cinque Ports CMCC    |
| <b>1959 BSA</b><br>Classes Entered: 1946-59<br>Totally restored by the owner. Problems with the oil pump and pressure relief valve, hence the oil pressure gauge.   | <b>A7 Shooting Star</b>      | 500<br>BSA OC (Kent)        |
| <b>1959 BSA</b><br>Classes Entered: 1946-59<br>A well-used bike, first registered 15th September 1959, so celebrated it's 50th birthday last year. An older restoration, with original registration number and mileage. Used for many European tours. | <b>Gold Flash</b>            | 650<br>BSA OC (East Sussex) |
| <b>1959 Lambretta</b><br>Classes Entered: 1946-59   | <b>LD 150</b><br>Lightweight | 150                         |
| <b>1959 Royal Enfield</b><br>Classes Entered: 1946-59<br>Bought & Ridden back from Plymouth in 2003. Used all year round.   | <b>Constellation</b>         | 700                         |
| <b>1959 Velocette</b><br>Classes Entered: 1946-59   | <b>Venom</b>                 | 500<br>VMCC (Men of Kent)   |
| <b>1959 Velocette</b><br>Classes Entered: 1946-59<br>With single-cylinder high-camshaft pushrod engine.   | <b>MAC</b>                   | 350                         |
| <b>1960 BSA</b><br>Classes Entered: 1960-69<br>Made in Birmingham.  | <b>A10 Golden Flash</b>      | 650<br>BSA OC (Kent)        |

|   |                         |                                |
|---|-------------------------|--------------------------------|
| <b>1960 Norman</b>  | <b>B3 Roadster</b>      | 250                            |
| <b>Classes Entered:</b> 1960-69   | Lightweight             | <b>Norman Cycles Club</b>      |
| This motorcycle has recently restored paintwork, and the engine was rebuilt after a crankseal failure. With rebuilt wheels, it has done 10,000 miles since 1990. Acquired in metallic blue, which was an option for 1959.   |                         |                                |
| <b>1960 Norman</b>  | <b>B3 Sports</b>        | 250                            |
| <b>Classes Entered:</b> 1960-69   | Lightweight             | <b>Norman Cycles Club</b>      |
| Co-rote the factory entered B3 Sports at the 1959 Thruxton 500 mile race with Les Hatch. Finished second to an NSU Sports Max in the 250cc class.   |                         |                                |
| <b>1960 Norton</b>  | <b>Model 50</b>         | 350                            |
| <b>Classes Entered:</b> 1960-69   |                         |                                |
| First registered 7 June 1960.   |                         |                                |
| <b>1960 Norton</b>  | <b>Model 50</b>         | 350                            |
| <b>Classes Entered:</b> 1960-69   |                         | <b>Norton OC (Kent)</b>        |
| <b>1960 Triumph</b>   | <b>Tiger 110</b>        | 650                            |
| <b>Classes Entered:</b> 1960-69   | Competition / Spe       | <b>Triumph OC Medway</b>       |
| The Tiger 110 was Triumph's fastest motorcycle to date when it was launched in 1954. The T110 was discontinued in 1961. This bike was used on racetracks in the mid-sixties and has been with the current owner since 1969. |                         |                                |
| <b>1961 BSA</b>   | <b>M21</b>              | 591                            |
| <b>Classes Entered:</b> 1960-69   |                         | <b>BSA OC (East Sussex)</b>    |
| Bought as a wreck, it had been stored in a greenhouse for 20 years or so.   |                         |                                |
| <b>1961 BSA</b>   | <b>A10 Super Rocket</b> | 650                            |
| <b>Classes Entered:</b> 1960-69   |                         | <b>BSA OC (East Sussex)</b>    |
| Refurbished during 2007/8. Some restoration 2008/9, petrol tank, mudguards, chain guard, nacelle, speedo and rev counter.   |                         |                                |
| <b>1961 BSA A7</b>  | <b>Shooting Star</b>    | 500                            |
| <b>Classes Entered:</b> 1960-69   |                         | <b>BSA OC (Kent)</b>           |
| Restored in 1993.   |                         |                                |
| <b>1961 Motom</b>   | <b>Racer</b>            | 50                             |
| <b>Classes Entered:</b> 1960-69   | Overseas                |                                |
| This type of model was raced on track for 24 hours in Monza in 1958, beating the world record in the 50cc & 100cc class. Maximum speed of 80mph.  |                         |                                |
| <b>1961 MV Agusta</b>   | <b>Rapido Sport</b>     | 150                            |
| <b>Classes Entered:</b> 1960-69   | Lightweight Overseas    |                                |
| Restored 10 years ago, now with 10,000 miles on the new clock. As ridden by Dino Agostini, Ago's younger brother. Appearing by Popular demand with it's tiny authentic Red Seat - specially designed for tiny Italian bums! |                         |                                |
| <b>1961 Norton</b>  | <b>Model 50</b>         | 350                            |
| <b>Classes Entered:</b> 1960-69   |                         | <b>Deal &amp; District MCC</b> |
| Owned for three years, paintwork has been cleaned and the engine rebored and valves done.   |                         |                                |



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|--------------------|---------------------|-----|
| <b>1961 Norton</b> | <b>Dominator 99</b> | 600 |
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**Classes Entered:** 1960-69 **Norton OC (Kent)**  
The Dominator 99 was produced from 1956 - 1962. This example was bought new from Grays of Chatham and is still with the first owner.

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|---------------------|-------------------|-----|
| <b>1961 Triumph</b> | <b>Bonneville</b> | 650 |
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**Classes Entered:** 1960-69  
The Bonneville was launched at the 1958 Earl's Court Motorcycle Show.

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| <b>1961 Velocette</b> | <b>Venom Clubman</b> | 500 |
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**Classes Entered:** 1960-69

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|                 |            |     |
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| <b>1962 BSA</b> | <b>B31</b> | 350 |
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**Classes Entered:** 1960-69

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|                    |                  |     |
|--------------------|------------------|-----|
| <b>1962 Norton</b> | <b>Navigator</b> | 350 |
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**Classes Entered:** 1960-69 **Norton OC (Kent)**  
Introduced at the 1960 Earls Court Show in Standard and De Luxe versions, the Navigator is a larger version of the Jubilee

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|-----------------------|-----------|-----|
| <b>1963 Matchless</b> | <b>G3</b> | 350 |
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**Classes Entered:** 1960-69  
Made in Woolwich, South London and first registered 24th May 1963.

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|                    |                  |     |
|--------------------|------------------|-----|
| <b>1963 Norman</b> | <b>B2 Sports</b> | 197 |
|--------------------|------------------|-----|

**Classes Entered:** 1960-69 **Norman Cycles Club**  
Fully restored, this is one of the last machines to come out of the Norman factory in Beaver Road, Ashford, Kent.

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|---------------------------|--------------------|-----|
| <b>1963 Royal Enfield</b> | <b>250 Super 5</b> | 250 |
|---------------------------|--------------------|-----|

**Classes Entered:** 1960-69 Lightweight  
First registered on 2nd October 1963. Still with it's original registration number, this is an unusual model.

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| <b>1963 Triumph</b> | <b>Twenty One 3TA</b> | 350 |
|---------------------|-----------------------|-----|

**Classes Entered:** 1960-69 **Triumph OC Medway**  
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.

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|---------------------|----------------------|-----|
| <b>1963 Triumph</b> | <b>T20 Tiger Cub</b> | 199 |
|---------------------|----------------------|-----|

**Classes Entered:** 1960-69 Lightweight  
No known history, purchased as seen in August 2009 at a price too good to pass on.

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|-----------------------------|------------------|-----|
| <b>1965 Francis Barnett</b> | <b>95 Plover</b> | 150 |
|-----------------------------|------------------|-----|

**Classes Entered:** 1960-69 Lightweight **Francis Barnett Owner**  
Ridden from Lands End to John O'Groats, a total mileage of 935 miles, including 450 miles in one day. Took 54 hours. 'Sore backside for days afterwards!'

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**1965 Triumph**  
Classes Entered: 1960-69

**Bonneville T120**

650

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**1966 BSA**  
Classes Entered: 1960-69  
Popular single-cylinder model.

**C15**  
Lightweight

250  
**BSA OC (Kent)**

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**1966 BSA**  
Classes Entered: 1960-69  
First registered 10th April 1966.

**Bantam**  
Lightweight

173  
**Deal & District MCC**

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**1966 BSA**  
Classes Entered: 1960-69  
Originally bought as a basket-case from Rye Bikejumble some years ago. Restored by Sports Classic in 2003.

**A65 Spitfire MKII**

650

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**1967 BSA**  
Classes Entered: 1960-69  
Made in Birmingham.

**B44 Shooting Star**

441  
**BSA OC (East Sussex)**

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**1967 BSA**  
Classes Entered: 1960-69  
Ground up restoration on original bike with matching engine and frame numbers.

**Spitfire MK III**

649

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**1968 BSA**  
Classes Entered: 1960-69  
Unit twin engine, made in Birmingham

**A50**

500  
**BSA OC (Kent)**

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**1968 Motom**  
Classes Entered: 1960-69  
2 ¼ BHP, 3-speed gearbox and h-start lever.

**Codice MK II**

50cc  
Overseas

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**1968 Triumph**  
Classes Entered: 1960-69  
The twin carburettor 500cc Tiger 100 Daytona (T100T) was introduced in 1967. The model was named when a race-prepared 500cc won the 1966 Daytona in the USA.

**Daytona T100T**

500

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**1968 Triumph**  
Classes Entered: 1960-69  
First registered 15th January 1968.

**Trophy TR6**

650  
**Cinque Ports CMCC**

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**1969 BSA**  
Classes Entered: 1960-69  
Made in Birmingham.

**B25 Starfire**  
Lightweight

250  
**BSA OC (East Sussex)**

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|--|-------------|------------------------------------|
| <b>1969 BSA</b><br><b>Classes Entered:</b> 1960-69<br>One owner for over 25 years. | <b>A65T</b> | 650<br><b>BSA OC (East Sussex)</b> |
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| <b>1969 Royal Enfield</b><br><b>Classes Entered:</b> 1960-69<br>First registered 25th April 1969. This is the last model of Royal Enfield manufactured in England before the factory closed at Westwood, Bradford-on-Avon, in 1970. In excellent original condition, has been part-restored. | <b>Interceptor II</b> | 736 |
|--|-----------------------|-----|

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| <b>1969 Triumph</b><br><b>Classes Entered:</b> 1960-69<br>First registered 3rd July 1969. | <b>Tiger 100S</b> | 500<br><b>Deal &amp; District MCC</b> |
|---|-------------------|---------------------------------------|

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|---|-------------------|-----|
| <b>1969 Triumph</b><br><b>Classes Entered:</b> 1960-69<br>First registered 15th May 1969. | <b>TR6 Trophy</b> | 650 |
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| <b>1970 Triumph</b><br><b>Classes Entered:</b> 1970 On<br>Despite being a British marque, it was built for the American market and most were exported. | <b>Bonneville</b> | 650<br><b>Cinque Ports CMCC</b> |
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|---|------------------------|-----|
| <b>1970 Triumph</b><br><b>Classes Entered:</b> 1970 On<br>One of the final pre oil-in-frame UK specification T120 Bonneville made, manufactured in August 1970 a few weeks before the design changed to 'oil in frame' . Sold by Athertons of Liverpool in 1970, but cruelly sent to Pakistan when only 10 years old. | <b>T120 Bonneville</b> | 650 |
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| <b>1971 Moto Morini</b><br><b>Classes Entered:</b> 1970 On<br>Moto Morini is one of Italy's oldest motorcycle manufacturers, since 1937. G Agostini rode the Morini in 1960. | <b>Racer 5-speed</b><br>Overseas Lightweight | 165 |
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| <b>1971 Norton</b><br><b>Classes Entered:</b> 1970 On<br>This is a rare MKII Fastback. Rebuilt from a complete basket case 12½ years ago by the current owner. | <b>Commando Fastback</b> | 750<br><b>VMCC (Men of Kent)</b> |
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| <b>1972 Honda</b><br><b>Classes Entered:</b> 1970 On<br>Very early example of the K2 version of the classic sohc CB750, in the definitive Candy Gold of seventies Honda. This bike has led an unusual life & has covered just 1400 miles from new. The first owner was involved in off-shore powerboat racing. | <b>CB750 K2</b><br>Overseas | 750 |
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| <b>1972 Jawa</b><br><b>Classes Entered:</b> 1970 On<br>Speedway machine from Czechoslovakia. | <b>Speedway</b><br>Competition / Sp@Overseas | 500<br><b>VMCC Grasstrack &amp; Sp</b> |
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| <b>1972 Yamaha</b><br><b>Classes Entered:</b> 1970 On<br>Restored in 2007 for the Ace Café London. Painted in black as a tribute to commemorate the 15th Annual Rockers Reunion. Featured on the Ace Café website picture gallery. | <b>SS1E</b><br>Overseas Lightweight | 49 |
|--|-------------------------------------|----|

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|---|-------------------|-----|
| <b>1973 BMW</b>   | <b>R75/5</b>      | 746 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| One owner from new, supplied by Geoff Daryn M/C's Sandwich, March 1974, and in regular use during the years since. Therefore, this bike is original and unrestored.   |                   |     |
| <b>1973 Honda</b>   | <b>CB750 K2</b>   | 736 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| First introduced in 1969, forty one years ago, the first real Superbike from Japan, every schoolboy's dream. A little slow by today's standards but a joy to ride. Winner Best 1970-on Ashford 2008 & The South of England RealClassic Show 2008.               |                   |     |
| <b>1973 Kawasaki</b>  | <b>Z1</b>         | 903 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| A total of 20,000 Z1s were made between 1972/3, mainly for the US market with a fairly tiny minority for Europe. This is a scarce European bike with a host of detail differences from the US bikes. The yellow & green colour scheme was never sold in the US. |                   |     |
| <b>1975 Suzuki</b>  | <b>RE5 Rotary</b> | 500 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| This is an original UK bike, with genuine mileage of 41,000. All the red paintwork, the seat & most of the chrome is original.  |                   |     |
| <b>1975 Suzuki</b>  | <b>RE5 Rotary</b> | 500 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| An original UK bike which makes it very rare. The rotary engine was viewed as the next best thing & Suzuki poured vast resources into the development of the RE5. However, they did not sell & only 6000 RE5s were made in 1974/5, and about 80 came to the UK. |                   |     |
| <b>1977 BMW</b>   | <b>R80/7</b>      | 800 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| <b>69 Motorcycle Club (Do</b><br>BMW is an abbreviation of Bayerische Motoren Werke AG (Bavarian Motor Works). With current owner since July 1989, regularly used for rallies, runs and days out. Odometer shows more than 100,000 miles.                       |                   |     |
| <b>1977 Honda</b>   | <b>Dream</b>      | 250 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| With current owner since new, and it's still in showroom condition. Has won many shows, and looks the same as the day it was bought!  |                   |     |
| <b>1977 Honda</b>   | <b>550/4</b>      | 550 |
| <b>Classes Entered:</b> 1970 On   |                   |     |
| <b>Deal &amp; District MCC</b>  |                   |     |
| <b>1977 Kawasaki</b>  | <b>Z900 A4</b>    | 903 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| Total ground-up restoration over a 12 month period using refurbished original parts as much as possible. Period twin-disc conversion & American spec rear mudguard. The machine is a Z900 A4 but painted in Z1B colours. Used regularly.                        |                   |     |
| <b>1977 Yamaha</b>  | <b>RD400</b>      | 400 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| <b>VMCC (Men of Kent)</b><br>Restored from a tatty condition in 2007.   |                   |     |
| <b>1978 BMW</b>   | <b>R80/T</b>      | 800 |
| <b>Classes Entered:</b> 1970 On Overseas  |                   |     |
| Fitted with Squire sidecar. Covered over 100,000 miles rallying etc.  |                   |     |

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|--|-------------------------|------|
| <b>1978 BMW</b>  | <b>R80/7</b>            | 800  |
| <b>Classes Entered:</b> 1970 On Overseas<br>Fitted with modified Squire Sidecar.   |                         |      |
| <b>1978 Honda</b>  | <b>CBX 1000</b>         | 1047 |
| <b>Classes Entered:</b> 1970 On Overseas<br>Bought in this condition from Cosmo Classics in Hastings. Requires new seat and exhaust system, as yet no work done by current owner. This UK model is difficult to find in this condition |                         |      |
| <b>1978 Laverda</b>  | <b>Jota</b>             | 1000 |
| <b>Classes Entered:</b> 1970 On Overseas<br>One owner from new, it has covered over 90,000 miles. Used to tour Europe. In original unrestored condition.   |                         |      |
| <b>1978 Suzuki</b>   | <b>GS 750</b>           | 750  |
| <b>Classes Entered:</b> 1970 On Overseas<br>Restored 2003 - 2005 by the previous owner, including a full engine re-build. Ridden to Classic Shows & Events all over England.   |                         |      |
| <b>1978 Triumph</b>  | <b>T140V</b>            | 750  |
| <b>Classes Entered:</b> 1970 On<br>1960's style, resprayed and engine rebuilt.   |                         |      |
| <b>1979 Comet Flex Frame</b>   | <b>Speedway</b>         | 500  |
| <b>Classes Entered:</b> 1970 On Competition / Spe<br>Fitted with a Godden Weslake engine. <b>VMCC Grasstrack &amp; Sp</b>  |                         |      |
| <b>1979 Honda</b>  | <b>Britain</b>          | 750  |
| <b>Classes Entered:</b> 1970 On Overseas   |                         |      |
| <b>1979 Honda</b>  | <b>CBX 1000Z</b>        | 1000 |
| <b>Classes Entered:</b> 1970 On Overseas<br>Genuine low mileage, 2 owner from new machine with light restoration.  |                         |      |
| <b>1979 Suzuki</b>   | <b>GS 850</b>           | 850  |
| <b>Classes Entered:</b> 1970 On Overseas<br>First registered 23rd August 1979, only covered 12,700 miles in 30 years. Mileage has increased, as I use it all the time! This is a two-owner from new machine.                           |                         |      |
| <b>1979 Triumph</b>  | <b>Bonneville</b>       | 750  |
| <b>Classes Entered:</b> 1970 On<br>Initially bought in Canada and shipped back to the UK in 1981. Used regularly and in mainly original condition.   |                         |      |
| <b>1979 Triumph</b>  | <b>Bonneville T140D</b> | 750  |
| <b>Classes Entered:</b> 1970 On  |                         |      |

**1980 Triumph**

**T140ES**

**750**

**Classes Entered:** 1970 On

In UK spec, black and red colour scheme. Only three former keepers, fitted with top box and panniers.

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