

The Summer Classic Bike Show

Sunday 26 July 2026

South of England Showground, Ardingly RH17 6TL



Show Theme: Lightweight Racers PLUS
Dave Degens Dresda OC

Show Timetable

10:00 Show Opens to the Public :

Ken Fox Wall of Death Appear For the First Time! £5 Entry

11:00 Fire-up Paddock : outside Queens Jubilee Show Hall.

Hear Some Super Bikes In Action!

13:30 Fire-up Paddock : outside Queens Jubilee Show Hall.

14:30 Queens Jubilee Show Hall : Prize-giving

Including Next Gen Award : Encouraging Youngsters Into Classics.

£100 cash Prize Kindly Sponsored By

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South of England Classic
Motorcycle Show
Ardingly, West Sussex RH17 6TL
www.elk-promotions.co.uk



Rex Butcher at Ardingly

Rex Butcher will be joining us at Ardingly this Sunday. Rex co-rode the Dresda Triton with Dave Degens to an awesome victory at the 1965 Barcelona 24-Hour Endurance Race. A real Giant-killer, the machine out-performed the teams of factory bikes to win at the twisty Monjuic Circuit.

Ken Fox Wall of Death Comes to Ardingly

We're super excited to announce that The Ken Fox Wall of Death will be at The Summer Classic Bike Show on Sunday 26 July, their first time at the Showground since before 2014.

Make sure to show them your support, as show organiser Julie Diplock hopes to take to the Wall on the handlebars! Entry to the Wall is a fiver - so be there or be square!

Dresda Owners Club Launch at The Summer Classic Bike Show

Dave Degens began racing in 1956 on a BSA Gold Star. After a year racing the 'Goldie', Dave bought an AJS 7R from Twickenham dealer Geoff Monty and raced it with some success, only to have to sell the bike back to Monty when called up for National Service in the Army. Fortunately, Dave had an understanding CO, who allowed him time off to go racing, commencing with an outing at Brands Hatch aboard one of Monty's 350cc Manx Nortons. Dave kept racing Monty's bikes while doing his National Service and began working for him when it was over. In 1963 Dave bought Dresda Autos, formerly a retail outlet for scooters on Putney Bridge Road in Southwest London. By this time, he had already built three Tritons. As Dave's business activities began to expand, so did his racing career. He rode for prominent entrants such as Sid Lawton, Paul Dunstall, Tom Arter and Tom Kirby, and it was while riding for Lawton that he enjoyed his first taste of endurance racing success, winning both the 1964 & 1965 Thruxton 500-mile races on a Triumph Bonneville.

It was at Barcelona in 1964, when he was riding a works BMW, that Dave conceived the idea of building a machine specifically for endurance racing, which he was convinced would be capable of beating the works prototypes. The result was another Triton, its engine tuned for reliability and acceleration out of corners rather than top speed, as the Montjuic circuit was very twisty. Dave's conception was proved right when he and co-rider Rex Butcher won at Barcelona in 1965, enjoying a trouble-free ride against formidable factory opposition.

By this time Syd Lawton had lost faith in the complacent British motorcycle industry and switched allegiance to the Italian Aermacchi company with which his name is forever associated. Dave was surprised to discover that the diminutive pushrod singles handled better than a Manx Norton; so he took the logical next step and built a Norton Featherbed-style frame incorporating Aermacchi geometry: the first Dresda had been born. Using the new Dresda frame and a 650cc unitary construction Triumph engine, in 1970 Dave won at Barcelona for the second time, with Ian Goddard on this occasion, and this versatile chassis would later accommodate all manner of multi-cylinder engines from Japan.

Here on Show today is the Dresda built by Dave Degens and raced to victory by him and Ian Goddard in the 1970 Barcelona 24 Horas against the combined might of the British and European factory teams, the historic machine offered here has been featured in numerous motorcycling books and magazines over the years. Notable features include twin Amal Concentric carburettors; 18" Borrani wheel rims; Dresda large capacity glassfibre fuel tank; Kerber 10,000rpm tachometer; integral headlamp; and a double-sided eight-cam front brake, believed the only one cast in magnesium rather than aluminium. Dave raced the Dresda-Triumph at the 77th Goodwood Members' Meeting in 2019, and also picked up a 'Best Bike' concours award with it.

Thanks go to Rex Butcher and Guy Fithen, the new proprietor of Dresda www.dresda.co.uk for rounding up the Dresdas to celebrate the launch of the Dresda Owners Club.

Summer Classic Bike Show & Bikejumble

South of England Showground, Ardingly, W Sussex RH17 6TL

Show Classes

Best Pre 1950 1st
 2nd

Best 1950 - 1959 1st
 2nd

Best 1960 - 1969 1st
 2nd

Best 1970 - 1979 1st
 2nd

Best 1980 - On 1st
 2nd

Best Competition/ Special 1st
 2nd

Best Heavyweight (Over 350cc) 1st
 2nd

Best Lightweight (350cc and Under) 1st
 2nd

Best Lightweight Racer

Best Dresda Machine

Best Club Stand

Next Gen £100 Award for Best Under-30-Year-Old on a Classic

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Find Them in the Queens Jubilee Show Hall

South of England Classic Bike Show & Bikejumble Sunday 29th March 2026 Show Results

South of England Showground, Ardingly, Near Gatwick RH17 6TL

Best pre-1950: Duncan Moss, Hants, AJS & Matchless OC.

Machine Details: 1939 AJS 347cc, model 26.

Runner up Pre-1950: Martin Short, Essex.

Machine Details: 1936 246cc New Imperial Model 90 Clubman.

Best 1950-59: John Sullivan, West Sussex.

Machine Details: 1957 250cc Ambassador Supreme.

Runner up 1950-59: Jonathan Hemsley, EAST SUSSEX.

Machine Details: 1954 650cc Triumph Thunderbird 6T.

Best 1960-69: Tony Harmer, KENT. British Two Stroke Club.

Machine Details: 1969 350cc Yamaha YR3.

Runner up 1960-69: Stephen Ayres, W Sussex. BSA Bantam Preservation Group

Machine Details: 1968 175cc BSA Bantam D14/4 Sport.

Best 1970-on: Dave Harding, West Sussex.

Machine Details: 1974 360cc Honda CB360.

Runner up 1970-on: Colin Vincent, East Sussex. Norton OC.

Machine Details: 1971 745cc Norton Commando.

Best competition/Special: Simon Warren, Surrey. Melbray Racing.

Machine Details: 1971 50cc Kreidler Van Veen Race Bike.

Runner up Competition/Special: David Brewster,

Machine Details: 1973 380cc CZ Type 981 Motocross.

South of England Classic Bike Show & Bikejumble Sunday 29th March 2026 Show Results

South of England Showground, Ardingly, Near Gatwick RH17 6TL

Best Heavyweight: Martin L. Smith, Surrey.

Machine Details: 1965 750cc Matchless G15CSR.

Runner up Heavyweight: Martin Smith.

Machine Details: 1968 650cc Triumph Rickman Metisse.

Best Lightweight: Gordon Hallett, Herts.

Machine Details: 1951 75cc Capriolo 75 Sport.

Runner up: Simon Freeman, Norfolk. Francis Barnett OC.

Machine Details: 1964 150cc Francis-Barnett Fulmar 90 Sport.

Best British: Peter Kemp, East Sussex.

Machine Details: 1934 600cc Ariel 4F.

Runner Up British: Steve Light, West Sussex.

Machine Details: 1949 998cc HRD Vincent Rapide Series C.

Best Overseas : Brian Foord, EAST SUSSEX.

Machine Details: 1983 350cc Yamaha RD 350LC

Runner up Overseas: Martin Kemp, Hants. British Two Stroke Club.

Machine Details: 1977 500cc Ossa Yankee.

Best Two-Stroke Machine as Chosen by Stan Stephens.

Tony Harmer, KENT. British Two Stroke Club. 1969 350cc Yamaha YR3.

Best Club Stand: The British Two Stroke Club

**Next Generation Award for the Best pre-1980 Machine
Ridden by an Under-30 Rider: £100 Prize :**

Jamie Weaver, North Shrops.

Machine Details: 1959 650cc BSA A10 Golden Flash.

***Kindly Sponsored by Derek Mount and Adrian Reeves of
Greystone Triumph Tiger Specialists
www.tigercubspares.co.uk***

***With Thanks to Stan Stephens and Mike Jackson; and Show
Judges Dennis Frost and Lloyd Benton.***

Machine Descriptions Supplied by Entrant
www.elk-promotions.co.uk

No	Year	Make	Model	cc / HP	Classes Entered
1	1914	Douglas	2¾	2¾ H	Pre 1950 Club: Sunbeam MCC
Bike Details: This veteran ex-War Department is a Pioneer Run entrant.					
2	1914	Triumph	TT Roadster	499	Pre 1950 Club: Sunbeam MCC
Bike Details: 1914 Triumph TT Roadster Type 'D', 499cc fixed engine model, single speed, direct belt drive, 'push start'. The road-going version of the Type 'F' TT Racer, typical of the type of machine that could be ridden to events by amateur competitors and clubmen pre-WW1.					
3	1925	Norton	18	500	Pre 1950 Heavyweight Club: Roaring Twenties MCC
Bike Details: I have owned this bike for over a decade, it was originally owned by the same owner (who raced at Brooklands in the 1930's) as the Model 19. As far as I know he used the two bikes at competition meetings. It has been restored. Was used for racing, Hill Climbs and Sprints - now Parades and Shows.					
4	1927	Francis-Barnett	Brooklands	172	Pre 1950 Competition / Special Lightweight Club: Roaring Twenties MCC
Bike Details: This machine was built from parts by the late Arthur Walls and Graham Gasson at Flat Tank Engineering. The engine is a genuine Brooklands Villiers Race Engine and the frame is the triangulated bolt-up 'Built Like a Bridge' made famous in Francis Barnett advertising.					
5	1928	BSA	H	557	Pre 1950 Club: Sunbeam MCC
Bike Details: On the Sunbeam MCC club stand.					
6	1929	Excelsior/JAP	Brooklands Racer	250	Pre 1950 Lightweight Competition / Special Club: Roaring Twenties MCC
Bike Details: This machine was discovered in a shed and rebuilt by Flat Tank Engineering after being dormant since before WWII. Very little is known of its past history. Believed to have been raced at Brooklands and Gatwick speed trials before WWII. A similar machine I					
7	1930	Douglas	T6 Flat Twin	600	Pre 1950 Club:
Bike Details: This 1930 Douglas T6 is fitted with a 4hp side-valve flat-twin 590cc engine and hand start lever.					
8	1931	Ariel	SF	500	Pre 1950 Club: Ariel Owners MCC
Bike Details: Ariels made Slopers for a total of two years, 1931 & 1932 This is a O.H.V. 2 valve model they made in 1931 only, In 1932 they made a O.H.V. 4 valve model and a side valve. This was found 20+ years ago in a very incomplete and poor condition. It been running about 5 years now.					
9	1932	Norton	International Model	495	Pre 1950 Competition / Special Heavyweight Club: Norton OC (Surrey)
Bike Details: Early rigid frame example of the OHC Norton which eventually developed to become the post-war Manx Norton. This has a few later updates to 1935-spec including centre feed racing type magnesium cambox, hairspring valves, close ratio gearbox with Daytona kick-start first gear, internal throttle stop to give tickover with TT carb. Refurbished in the 1990s and now regularly used on the road. Handles beautifully - as long as I avoid the potholes.					
10	1932	Rudge	350 Radial	350	Pre 1950 Heavyweight Club:
Bike Details: Purchased and upgraded it to current condition. Rare 350 Radial.					
11	1933	BSA	Blue Star Junior	250	Pre 1950 Lightweight Club: BSA OC (East Sussex)
Bike Details: First time at this event.					

No	Year	Make	Model	cc / HP	Classes Entered
12	1934	Velocette	MOV	249	Pre 1950 Lightweight Club: Sunbeam MCC
Bike Details: The invoice for this bike was dated 9/12/33 number A7856 and the Velocette agent was W Goodridge & Co Ltd, of Chichester. Sold to F Longlands of 10 St Pancras, Chichester on 11/5/34. It was first registered in Sussex in 1934 as a Velocette MOV and has been in Sussex all its life. I think I'm the third owner from new. It was last taxed in 1945, when it seized! It was stripped to be rebuilt but never was. The rear left-side of the frame was also bent so this may have been the reason! This bike is still under restoration, it was given to me when a friend moved into an old house in the eighties and it was found in a leaky shed in the garden in a right mess. I rebuilt the engine & Gearbox during the Covid lockdowns with time in hand. I started work on the frame in August 2024 and the bike is yet to be finished. Bits have been collected from eBay and bike jumbles since the eighties. I first started it on the 11th June 2025, the first time it had run since 1945! First registered in Sussex in 1934, it's been in Sussex all its life. I think I'm the third owner from new. It was last taxed in 1945, when it seized it was stripped to be rebuilt but never was. The rear left-side of the frame was also bent so this may have been the reason! This bike is still under restoration, it was given to me when a friend moved into an old house in the eighties and found it in a leaky shed in the garden in a right mess. I rebuilt the engine during the Covid lockdowns. I started work on the frame in August 2024 and the bike is yet to be finished. Bits have been collected from eBay and bike jumbles since the eighties. I first started it on the 11/6/25, the first time it had run since 1945!					
14	1936	BSA	B1	250	Pre 1950 Club: BSA OC (East Sussex)
Bike Details:					
13	1936	Panther	20 Red Panther	250	Pre 1950 Lightweight Club:
Bike Details: Super OHV Sloper. Purchased in 2005 in parts, restored by me. Does not have mileometer but has used 335 Litres of petrol in the last 21 years ! The bike was supplied by Pride and Clarke Stockwell Road London. The price in 1936 was £29-15-11 (£29.75p)					
16	1938	Ariel	Red Hunter	350	Pre 1950 Club:
Bike Details: A very original 1938 example that was first registered in 1939.					
15	1938	Triumph	6S Combination	600	Pre 1950 Club:
Bike Details: Triumph model 6S 600cc single fitted with a Swallow sidecar. Two owners from new. Found in a poor condition and has been lightly restored to full running order & road legal. From Manston, in Kent and still with its original registration number. Genuine low mileage. The previous owner, 'Mr Johnson' lost a leg in WW1. The original documents include a tax disc, handbook and the original delivery label, which was tied to the handlebars by the Triumph factory!					
17	1939	New Imperial	Model 23 Unit	150	Pre 1950 Club:
Bike Details: This 1939 New Imperial Model 23 was discovered rotting away in a farmers field hedge in Kent in 1985. It was bought by a renowned vintage bike restorer and collector called David Turner in Grundisburgh who took 7 years to restore it to its former glory. David gifted the bike to his Grandson Karl who I purchased it from in May 2022. I was specifically searching for a Model 23 as my Grandparents had one in the early 1930's which they toured on two up all the way from East London to John O'Groats via the Firth of Forth Bridge. I have cosmetically restored the paintwork and some chrome over the winter of 2023/24 to freshen it up. Original matching numbers, original Kent registration and one of the last New Imperials to leave the Birmingham factory in 1939 just before WW2 when New Imperial ceased motorcycle manufacture to join the war effort.					
18	1940/4	Norton	WD 16H	500	Pre 1950 Club: Norton OC (Surrey)
Bike Details:					

No	Year	Make	Model	cc / HP	Classes Entered
19	1945	BSA	M20	500	Pre 1950 Heavyweight
Club: Bike Details: BSA WDM20, 1943, used on a regular basis and been to many shows during the summer. The 500cc single cylinder engine that pulls like a train. In my opinion, this is the best bike BSA ever made!					
20	1947	HRD Vincent	Rapide Series 'B'	998	Pre 1950 Heavyweight
Club: Vincent OC Bike Details: I have owned the bike for over 35 years, bought incomplete & missing many parts. With the help of The Vincent OC, for which I am truly grateful, it took 17 years to rebuild completely. As bought in 1990 it had the wrong rear-frame member (please ask) & the wrong forks. It was fitted with Triumph Herald car wheels & home-made hubs, disc brakes front & rear, trailer mudguards and a chrome headlamp. The engine was broken (front cam spindle) and worn badly just about everywhere else. With great help from Mac Read, Derek Sayer & many others in the VOC and lots of money (that's why it took so long) it was back on the road in 2007. It now has: 12v electrics with 'Macdouglatior' alternator, electric starter, V2 multi-plate clutch, BTH mag, Shadow brake drums, replica Lightning brake plates plus many parts replaced. Mileage is since the rebuild & I couldn't resist the 5" speedo. First registered on 18/9/1947					
21	1947	Norton	B3T	500	Pre 1950
Club: Norton OC Bike Details: An extremely rare Trials Norton.					
22	1947	Norton	Manx	500	Pre 1950 Competition / Special Heavyweight
Club: Roaring Twenties MCC Bike Details: This bike was raced early in its life, but its race history is not known. Now used for shows and track parades. With garden-gate frame, it has not been restored.					
23	1947	Vincent	Rapide & Sidecar	998	Pre 1950 Heavyweight
Club: Vincent OC Bike Details: Fitted with a 1954 Steib sidecar, clubman's sidecar outfit - known as The Fast Lady and is well known in the Vincent OC. The engine is number 15, and is the oldest post-War engine in use in Europe. It was raced in the sixties by Malcolm Attrill.					
24	1948	Norton	Manx	500	Pre 1950 Competition / Special
Club: Bike Details: 1948 Manx Norton, came 33rd in the 1948 I.O.M TT.					
25	1949	Norton	ES2	500	Pre 1950
Club: Norton OC (Surrey) Bike Details: Bought as a collection of bits 30 years ago, restored and then not used at all for over 20 years. Turning out to be a great bike, it has been ridden to Killarney for the Irish Rally and many VMCC trips.					
26	1949	Sunbeam	S8	500	Pre 1950
Club: Bike Details: Sunbeam S8 500cc twin OHC. With shaft drive and fitted with a Watsonian side car believed to be a 1954 single adult model. The Sunbeam combination has been in my ownership for the past five years and is used on a regular basis. The Sunbeam combination has been in my ownership for the last two years and is used fairly regularly.					
27	1950	Earles	Race Bike	350	1950-59 Competition / Special Lightweight
Lightweight racer Club: Roaring Twenties MCC Bike Details: Built by Ernest Earles, the man who designed Earles forks, this special was built in the fifties for use on grass tracks & road race circuits. It was raced by Cliff Bennett and Charlie Salt & is fitted with a 350cc JAP engine and one of the first all-alloy frames in use.					
28	1951	HRD Vincent	Rapide	998	1950-59 Heavyweight
Club: Vincent OC Bike Details: A 1951 frame with a 1949 engine.					

No	Year	Make	Model	cc / HP	Classes Entered
29	1952	Moto Guzzi	Astore	500	1950-59
Club:					
Bike Details: First time at this event for this special with 1952 engine and frame but later fitted with Nuovo Falcone forks and wheels. Also, a unique electric starter. Recommissioned last year but no attempt to restore the cosmetics.					
31	1953	BSA	C11	250	1950-59 Lightweight
Club:					
Bike Details: Originally restored in 1980, by current owner, with only minor work since. Reliable and easy to maintain machine, comfortable to ride as long as your not in a hurry!! Ridden frequently during summer months.					
32	1953	BSA	B31	350	1950-59 Heavyweight
Club: BSA OC (East Sussex)					
Bike Details: The B31, derived from the pre-War B29 but with a beefed-up bottom end from the M-series and telescopic front forks, came out in 1945. Initially tele-rigid, plungers were soon introduced, and a swinging arm rear fork in 1954. Sold as a civilised "ride to work" 'bike with a sporting performance when needed, the B31 was discontinued in 1959, replaced by faster but less gentlemanly 'bikes. I have owned the bike from 2003. Preferring the patina of age to a restored condition, it still gives me great pleasure to ride.					
34	1953	Matchless	G80S	500	1950-59 Heavyweight
Club: AJS & Matchless OC (Sussex)					
Bike Details: A standard fifties motorcycle sensibly modified for all year round use by current owner. Simple to restore and maintain.					
33	1953	Norton	Manx Model 40	350	1950-59 Competition / Special
Club: Norton OC (Surrey)					
Bike Details: Ex-Isle of Man racer. This bike was raced in the 1953 Junior TT by New Zealander CB 'Barry' Stormont. They finished in position 32 with an average speed of 80mph.					
30	1953	Panther	65	250	1950-59 Lightweight
Club:					
Bike Details: Best lightweight at this show in 2018. I am the second owner from new, I acquired the bike from a retired surgeon in 2017 whom looked after the bike extremely well. I regularly use the bike to attend a few Panther rallies each year, as well as a few local café runs.					
35	1954	Moto Guzzi	Airone	250	1950-59
Club:					
Bike Details: My father's bike, ridden by me after a 10 year layoff.					
36	1954	Norton	Model 19	600	1950-59
Club: Norton OC					
Bike Details: Wideline Featherbed framed special, ridden to this event from Cornwall by the Chairman of the Norton Owners Club.					
40	1955	Kawasaki	tba	500	1950-59
Club:					
Bike Details: First time at this Show for this early Kawasaki.					

No	Year	Make	Model	cc / HP	Classes Entered
37	1955	Triumph	T100	498 1950-59	
Club:					
Bike Details: The T100 on display was purchased new from the Triumph Dealership called Harvey's at 47, South Camberwell Road, London (later to join forces to become Harvey Owen) by Ernie Hall and taxed from 12th November 1954. Ernie was a toolmaker and worked during the 1950's and 1960's for Motor Cycle News, Motor Cycle Sport and Motor Cycle Mechanics and other motor cycle associated companies. He was the secretary of the Triumph owners club in 1956. He was also an ACU instructor on the RAC/ACU motor cycle training scheme. PLM 16 was originally used on the road and his wife Joan Hall also learnt to ride on PLM 16. She was to become Miss Filtrate and posed as a model on many bikes at shows including Earls Court in the 1960's. Ernie Hall converted PLM 16 and raced it regularly at Clubman's events at Silverstone and other short circuit venues. He would ride it to the race meeting and ride home afterwards. He also competed at the Thruxton 500 on a BSA B34GS. He had many friends and associations with other well-known racers from the 50's and 60's including John Surtees, Johnny Allen, Barry Sheene, Joe Dunphy, Phil Read, Martyn Ashwood, Graham Bailey, Bob Lilley and many more. Originally the T100 was introduced by the Meriden factory in 1939 with an iron engine top end. Intended primarily for Clubman's racing. Ivan Wicksteed and David Whitworth won the Maude's Trophy, riding up to John O'Groats down to Lands' End and back to Brooklands for a six hour speed test, averaging 78.50mph for six hours with a last lap of 88.46mph. A T100 holds the Brooklands 500cc lap record for perpetuity. A works T100 won the Manx Grand Prix in 1946 in the hands of Ernie Lyons. A T100 won the Clubman's senior 1952 TT in the IOM, ridden by Bernard Hargreaves at 82.45mph. The Rickman Brothers in 1958 had many National wins in Moto Cross using a pair of Tribsa's by inserting T100 engines in BSA's Gold Star rolling chassis. Fred Cooper was a well-known sprinter in the 1960's campaigned 'Hermes' at National and World level with a supercharged T100 special. Breaking National and World records. A 11.34 sec standing ¼ mile and 21.59 sec standing kilometre. Also, British 500cc and 750cc flying kilometre records in 1964 at 138.7mph. A race kit was made available by the factory during 1951–1953 and discontinued when the swing arm models were introduced. In 1953 a T100C was made available for a short period. Optional performance extras however, were still made available. The Triumph factory performance figures quoted on the 498cc T100 was 32BHP at 6500rpm and with a race kit 42BHP at 7000rpm. At the end of its race career PLM 16 was to be laid up for decades partially dismantled until purchased at the Stafford Bonham's auction on the 15th October 2022. Now fully restored by the current owner, all numbers have been verified by the Triumph Owners Club and VMCC. PLM 16 has race kit and other features such as smaller bore exhaust pipes, Les Harris connecting rods, Triumph GP valve timing, 'R' cam followers, gas flowed Delta cylinder head, twin Amal 376 chopped Monobloc's with a remote float chamber, uprated oil pump, uprated valve springs, Les Harris 9:1 pistons, folding kick-start and ball ended levers. First time at this show.					
39	1955	Triumph	TR5 Trophy	500 1950-59 Competition / Special	
Club: VMCC (Surrey & Sussex)					
Bike Details: This bike was dispatched from the Triumph works on 10th December 1954 & went to Comerfords in Thames Dutton, Surrey. It's a 1955 model & this was the first year that the TR5 had rear suspension. The bike was bought as a complete box of bits in 2008 & has undergone a full nut and bolt restoration with most of the work being carried out by myself in my home workshop. The previous owner could not find the original buff log book & the bike wasn't registered with DVLA. An age-related registration number was obtained after getting a dating certificate from VMCC - a DVLA inspector came to check engine & frame numbers. After that a registration number was issued. In the early 1960s the previous owner used the bike as a scrambler, riding it locally at Piddingworth Circuit on several occasions					
38	1955	Vincent Egli	Black Knight	998 1950-59 Competition / Special Heavyweight	
Club: Vincent OC					
Bike Details: 1955 Black Knight Series D engine fitted in a 1971 Egli frame.					

No	Year	Make	Model	cc / HP	Classes Entered
41	1956	BSA	A10 Golden Flash	650 1950-59 Club: BSA OC (East Sussex)	
Bike Details: Engine: 646cc (39.4 cu in) OHV parallel-twin. Horsepower: Approx 35 bhp. Gearbox: 4-speed, separate (pre-unit). Swinging-arm rear suspension. Brakes: front and rear drum brakes. Capable of over 100 mph.					
42	1956	BSA	DBD 34 Gold Star CI	500 1950-59 Heavyweight Club: BSA OC (East Sussex)	
Bike Details: The engine is to full Clubman Spec, with a Phil Pearson Crankshaft, Amal GP Carburettor and close ratio RRT2 Gearbox. Extensive Engine and Gearbox work carried out by Mitchell's Classics.					
43	1956	BSA	A10 Road Rocket	650 1950-59 Club: BSA OC (East Sussex)	
Bike Details: First time at this Show for this BSA, exported to USA in 1956 and re-imported in 1994. Carefully restored!					
44	1956	Triumph	Trophy 'Tribute'	500 1950-59 Heavyweight Club: Sussex British Motorcycle OC	
Bike Details: This was purchased from a deceased estate in 2024 having stood for many years unused. It is a faithful copy built for show purposes originally but never run. Even the oil drain plugs were missing! It has now been fully commissioned by me.					
45	1957	Norton	Model 50	350 1950-59 Heavyweight Club: Norton OC (Surrey)	
Bike Details: This Norton Model 50 was manufactured in 1957, it was a one owner bike until I purchased it in 2023 due to the passing of the original owner. The bike was a non runner in a poor state when I purchased it. I have been restoring the bike since to its present condition. The bike is now running well after chasing down various electrical faults and I have removed the old, failed tank liner and relined with POR-15. It's now back on the road and I'm looking forward to many more miles ahead.					
46	1957	Norton	ES2	500 1950-59 Heavyweight Club:	
Bike Details: Acquired in a very tired condition in 2012, this bike has been fully restored by the current owner over a four year period. Revised in 2025 / 2026 and minor improvements made.					
47	1957	Norton	19	600 1950-59 Club: Norton OC (Essex)	
Bike Details: Ridden from Essex.					
48	1957	Velocette	Venom Endurance	499 1950-59 Club: Sussex British Motorcycle OC	
Bike Details: The Endurance specification of this motorcycle is quite rare in the UK as only about 120 examples were built mainly for export to the USA. This particular example was originally made in 1957 and exported to Denmark where it remained until 2014. The mechanics have been completely re-built and restored by the current owner after many years of neglect previously. Having been originally registered abroad the machine is now registered on an Age Related number. The late 1950s and 1960s were the time of maximum production of the Venom model by the Veloce factory in Hall Green Birmingham. Velocettes were produced from around 1912 until the demise of the company in 1971. Racing success was very important to Veloce Ltd as it helped to generate sales to motorcycle enthusiasts. Velocettes won a number of TT races in the Isle of Man against strong opposition from other manufacturers. In March 1961 a 500cc single cylinder Velocette, with a similar engine to this machine, ran for 24 hours at an average speed of over 100 mph. This record still stands today for a 500cc single cylinder machine.					

No	Year	Make	Model	cc / HP	Classes Entered
50	1958	AJS	Model 30	600 1950-59	Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: Twin-cylinder fitted with a 1962 Watsonian Monarch sidecar. Ridden and Restored by the owner over 30 years ago with more than 36,000 miles on the clock. Still enjoyed to this day with many adventures under its belt.					
52	1958	AJS	30CS	500 1950-59	Club: AJS & Matchless OC (Sussex)
Bike Details: This bike was completed and tested by AMC Factory tester Mr Frank Hewitt on 13th January 1958. It was supplied to dealers Hoe Street Garage Ltd, Walthamstow on 3rd March 1958. Purchased in October 2019, and restored by the owner who tells us: "It wasn't an easy resto, far from it. The engine 'rebuild' in the past by a previous owner resulted in every single moving part of the engine, apart from two of the timing gears, needing replacement when the bike was rebuilt in 2019. Almost every part bought was new, so a very expensive rebuild. All numbers are correct, the bike still has the engine and gearbox it left the factory with, as well as it's original registration number. It was a particularly challenging restoration, hence the 'Problem Child' sticker."					
54	1958	AJS	7R	350 1950-59	Competition / Special Lightweight Club:
Lightweight racer Bike Details: Alan Shepherd, the British Grand Prix racer, competed with this 7R from 1959-1963 before joining MZ as a works rider. This 7R won the 1958 Junior Manx Grand Prix (226.38 miles, 6 laps, I.O.M. TT course) in 2h 32m, averaging 89.08 mph and was placed first at the Northwest 200 in 1960 and 1962 (350cc class). It was also 7th in 1960 Junior TT. In a memorable 1960 Ulster Grand Prix 350cc race, Alan Shepherd was riding for Geoff Monty, (who ran the works team that year) on this AJS. He tailed the MV Agusta of Surtees for five laps before sweeping into the lead past the grandstand. Alan blew the engine up by consistently over-revving and the timing chain broke forcing Shepherd to retire, but MV still lodged a protest about the engine capacity of the AJS. The engine was stripped & embarrassingly for the mighty Italians, all was found to be legal.					
53	1958	BSA	Goldstar	500 1950-59	Heavyweight Club:
Bike Details: BSA Goldstar DBD34. Full engine and gearbox rebuild to original specification 1000 miles ago.					
51	1958	James	Captain (Sports Spe	250 1950-59	Competition / Special Club: Vintage MCC
Bike Details: First time at this event. This bike is a Special, being built during Covid by a noted magazine scribe. It uses an uprated non-standard and uncivilised 250cvc Villiers engine with electronic ignition. Subsequently dry stored and hardly used, I recently gave it a new home and improvements are still in progress.					
49	1958	Norton	Dominator 99	600 1950-59	Competition / Special Heavyweight Club: Norton OC (Surrey)
Bike Details: This Café Racer was manufactured in 1958 and was used as a race bike in the 1960s and 70s. The history of the bike is then unknown until it was registered for the road in 1991. It then had various owners until I purchased the bike in a very sorry state in 2021, as it had been stored in a very damp shed. The frame, forks and swinging arm have been stripped down and new bearings and seals have been fitted. I have just completed a top-end engine rebuild, replacing worn parts with all new valve guides, both exhaust valves, all new valve springs, new piston rings and a honing of the bores. The bike is now on the road and being run-in! The frame, forks and swinging arm have been stripped down with bearings and seals replaced. I have just completed a top end engine rebuild. Replacing all new valve guides, both exhaust valves, valve springs, new piston rings and a light hone of the bores.					
61	1959	AJS	31L	650 1950-59	Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.					

No	Year	Make	Model	cc / HP	Classes Entered
55	1959	BSA	B31	350 1950-59	
				Club: BSA OC (East Sussex)	
Bike Details: Matching frame and engine numbers from 1st registration .					
56	1959	BSA	A10 Golden Flash	650 1950-59	Heavyweight
				Club:	
Bike Details: Bought several years ago as a impulse buy, it was actually a knacker. I had to replace & rebuild most of the engine & other parts. Took me about two years to finish and make it look half-tidy, but after spending 2 years rebuilding it I love riding it.					
59	1959	BSA	Gold Star DBD34	500 1950-59	Heavyweight
				Club: Roaring Twenties MCC	
Bike Details: First registered on the 2nd October 1959.					
58	1959	Francis-Barnett	Falcon 81	197 1950-59	Lightweight
				Club: Francis-Barnett Owners Club	
Bike Details: The original cost of this bike in 1959 with tax was £159-13/7. A stop light switch was an extra 16/6. Made in Coventry, production ceased in the early '60s. Hardly regarded as a 'classic' these days, it was a very popular utility bike, also popular on the Trials scene. With Villiers engines & solid frames there are plenty of these strong & reliable bikes still around. A vibrant & helpful owners club, coupled with the availability of Villiers engine spares ensures these bikes will be around a lot longer. I have owned this bike for about 25 years but until the Covid lockdown it was untouched at the back of the garage. With the boredom of lockdown I started renovating it. With help & advice from various people at the FBOC & the DVLA in getting an age-related number, it was back on the road. Initially I paid £300 for it & spent lots more on missing parts & spraying. It looks pretty good now & has rekindled my love of motor bikes, gave me a purpose in lockdown & rejuvenated my mechanical skills.					
60	1959	Triton	T120	650 1950-59	Competition / Special
Dresda				Club: Dresda OC	
Bike Details:					
57	1959	Triumph	6T	740 1950-59	
				Club:	
Bike Details: Morgo conversion. Norvil belt drive.					
70	1960	AJS	CSR	650 1960-69	
				Club: AJS & Matchless OC (Sussex)	
Bike Details: Spent a number of years in France repatriated back to this country in 2018 in a well used and worn condition. Completely refurbished by me in 2019.					
64	1960	BSA	Gold Star	500 1960-69	Heavyweight
				Club: BSA OC	
Bike Details: In regular use through out the year.					
66	1960	BSA	A10	650 1960-69	Heavyweight
				Club: BSA OC (East Sussex)	
Bike Details: This A10 was restored around 2005, and now used regularly.					
63	1960	Dresda	Triton	650 1960-69	Competition / Special
Dresda				Club: Dresda OC	
Bike Details: This 1960 Norton originally purchased from Gus Kuhn Motors. The Triumph engine was fitted 1970. I purchased it in 1976 as a late teenager using it as transport to Uni and as a part-time courier. I rode the bike once as far as San Sebastian in Spain. It spent 1980 - 2015 in bits in a shed before a slow rebuild including the T120 twin-leading brake, electronic ignition, tank and saddle. (The previous tank and saddle were glass fibre). The clock is original and mileage genuine in my time. The bike is mostly used now for UK touring trips e.g. Cornwall. My thanks to the guys at Dresda for keeping me on the road!					

No	Year	Make	Model	cc / HP	Classes Entered
67	1960	Dresda	Triton	650c	1960-69 Competition / Special
		Dresda		Club:	Dresda OC
Bike Details: First time at this event for this Dresda Triton.					
65	1960	Matchless	G12 CSR	646	1960-69 Heavyweight
				Club:	AJS & Matchless OC (Sussex)
Bike Details: 1960 Matchless 650 G12CSR [Competition Sport Roadster aka Coffee Shop Racer] Bike ridden to this event . Now has LED lighting and indicators to reduce risk on todays' roads full of idiots and those who shouldn't be driving anything. Owned by present owner since 2012 and bought, supposedly, as a fully restored machine but subsequently had to spend half as much again sorting out bodged work and outright lies. Vertical four-stroke parallel twin. First registered London 16th Feb 1960. Engine capacity 646cc. Bore 72mm. Stroke 79,3mm. 8.5:1 compression ratio. Dry weight 430 Lbs (193 kg). Price new OTR was £280, including £47 17s 6d Purchase Tax. Those were the days! In its day could do 108.5 mph. Wouldn't chance that now as its 65 years old.					
62	1960	Norton	Jubilee De-luxe	350	1960-69
				Club:	Norton OC
Bike Details: It has taken me 20 years to restore and modify the bike that you see here					
68	1960	Norton	99DL	600	1960-69
				Club:	Norton OC (Surrey)
Bike Details: Owned for over 30 years , built from a write off . It has served me well and most reliably . Some bikes get you in trouble , a Norton Featherbed will get you out of a pickle . It does everything well.					
69	1960	Norton	Dominator 99	600	1960-69
				Club:	AJS & Matchless OC (Sussex)
Bike Details: Bought as a pile of painted parts 15 years ago and rebuilt by the owner. Now a smashing runner. Fitted with the later SS cylinder head and twin carbs.					
72	1960c	Dresda	Triton	650c	1960-69 Competition / Special Heavyweight
		Dresda		Club:	Dresda OC
Bike Details: First time at this event for this Dresda Triton.					
71	1960c	Norton	Manx 30M	500	1960-69 Competition / Special
				Club:	
Bike Details: Ex-Tony Dunnell, fitted with a Patrick Walker engine.					
74	1961	Dresda	Triton	750	1960-69 Competition / Special
		Dresda		Club:	Dresda OC
Bike Details: Dresda triton 750cc cafe racer 1961 which was built by Dave Degens in 1996 for a bloke in Norwich who didn't really use the bike that often, then I brought it in January 2025 and recommissioned the bike and had the Dresda guys do some engine repairs to the standard it is today....					
73	1961	Norton	Manx Model 30	500	1960-69 Competition / Special
				Club:	Norton OC
Bike Details: First time at this Show.					
75	1962	BSA	Rocket Goldstar	650	1960-69 Heavyweight
				Club:	BSA OC (East Sussex)
Bike Details: One single owner since 1967 - restored by Len Haggis, motorcycle specialist of Crawley. Owner still greatly enjoys the experience of being able to ride pillion during the summer months, thanks to my friend Rick, as I am unable to ride with a diagnosis of MS.					
76	1962	Ducati	Daytona	250	1960-69 Lightweight Overseas
				Club:	
Bike Details: Early 250cc bevel driven OHC, a mini Manx Norton!The first production Ducati 250 debuted at the Milan Fair in April 1961. It was called the Diana but for some unknown reason was re-named as Daytona in the UK.First registered in the UK on 21st September					

No	Year	Make	Model	cc / HP	Classes Entered
77	1963	Francis-Barnett	Falcon 89	250	1960-69 Lightweight Club: Vintage MCC
Bike Details: Purchased in March 2025, it's had a partial engine rebuild since. On a new learning curve!					
80	1964	Honda	CB92 Super Sport	125	1960-69 Club:
Lightweight Racer Bike Details: First time at this event for this rare original spec first Honda twin. Used in the IOM 1959 for two Honda works riders to learn the course. Front brake as fitted to RC 142 race bikes.					
78	1964	Kerry	Capitano Grand Prix	48	1960-69 Lightweight Overseas Club:
Bike Details: Assembled in England, the Kerry Capitano Grand Prix was fitted with a Minarelli engine, which was its big selling-point. With 3.1BHP it was the fastest lightweight on the market, far outstripping its rivals from Norman and Phillips fitted with the 2BHP Villiers engine. The present owner bought one new in 1962, and bought this one for nostalgic reasons, when it became available in 2015.					
79	1964	Norton	Navigator	500	1960-69 Club: Norton OC (Surrey)
Bike Details: First time at this show for this unusual 500cc version of the 350cc Navigator.					
83	1965	BSA	C15	250	1960-69 Lightweight Club: BSA OC (East Sussex)
Bike Details: This bike is used regularly and is affectionately known as Daisy and she gets a wipe with an oily rag occasionally.					
81	1965	Norton	Unified Twin / Unit T	646.	1960-69 Competition / Special Heavyweight Club: Norton OC (Surrey)
Bike Details: This is the factory prototype unit construction twin engine, which was a very rare and a very secret Norton, Bracebridge Street project. Only two engines were ever constructed, and one was test in a Model 77 frame, and the other engine was tested on the Norton factory dyno. This particular bike managed 120mph at MIRA when being ridden by the factory tester Fred Swift. This engine achieved 44bhp, and up to 48bhp but it was over heating by then. This unique engine is now housed in a 1965 Norton export N15CS frame, and this engine fits in this frame perfectly. It shows what AMC and Norton may have constructed for their export market to North America or may have sent to their then importing agent, The Berliner Corporation.					
82	1965	Norton	Atlas	750	1960-69 Heavyweight Club: Norton OC (Surrey)
Bike Details: With the slimline featherbed frame, electronic ignition was fitted in 2003 and the engine rebuilt in 2007. Front twin-leading shoe front brake and indicators added, and the carburettor changed to a Monobloc one.					
86	1966	BSA	Bantam D7	175	1960-69 Lightweight Club: BSA OC (East Sussex)
Bike Details: Full Engine rebuild in 2024.					
85	1966	Honda	RC116 Tribute	50	1960-69 Competition / Special Lightweight Club:
Lightweight Racer Bike Details: I rode this actual machine in the 2007 100 Years of the TT Lap of Honour, plus for a number of years demo races with the 'Golden 50 Racing Riders NL' throughout Europe during the early 2000's. I managed to get it back earlier this year. In 1963 I finished in sixth place in the 50cc IOM race on a Honda CR110; tenth in 1964 on a Honda and fifth in 1965 on a Derbi.					
84	1966	Triumph	Tiger 100s	500	1960-69 Club: Triumph OC (West Sussex)
Bike Details: 1966 T100 with a 1963 3TA crankcase and 500cc internals.					

No	Year	Make	Model	cc / HP	Classes Entered
88	1967	BSA	A65 Thunderbolt	650	1960-69 Heavyweight Club: BSA OC (East Sussex)
Bike Details: This bike spent its first few years afloat in a crate! After traveling to the USA in 1967 from new in a box and not put together until another trip to South Africa, this bike returned to the UK and was first registered in this country in 2022. Found in quite a state so still an ongoing project! First time at this Show.					
89	1967	Dresda	Triumph T100 Dayto	500	1960-69 Competition / Special Club: Dresda OC
Bike Details: First time at this event for this Triumph. Bought by the owner in 1972, originally as a T90 with 350cc engine. Dave Degens looked after this bike for the owner fitting the original engine into a Cotton frame and fitting the 500cc engine.					
87	1967	Honda	Z50M	49	1960-69 Club:
Bike Details: 1967 was the first year the over-head cam engine was fitted. This model was built for two years. Original supplied new Colchester Essex and registered Chelmsford Essex.					
95	1968	BSA	Starfire	250	1960-69 Lightweight Club: BSA OC (East Sussex)
Bike Details: A sympathetic resto, run & rides fine. Family owned for 55 years. A usable classic, great fun to ride, been built nearly 3 years, only 500 miles.					
97	1968	BSA	Bantam D14	175	1960-69 Club: BSA OC (East Sussex)
Bike Details: Repatriated from IoM on 6th September 2019 and been recommissioned and tidied up and now frequently used for rides out					
90	1968	Norton	P11A Ranger 750	750	1960-69 Club: Norton OC (Surrey)
Bike Details: This is one of only 499 P11A Ranger 750 bikes that were constructed at the Norton Matchless factory in Plumstead, South London. All of this series of bikes were exported and they were never sold from new in the UK. This particular bike came to the UK from Ron's Cycle Sales, in Leominster, Mass, USA, in the 1980's in a very poor and bad condition. Many of the parts were missing, and they had to be either fabricated or sourced as original parts. This has taken many years, and the bike has now been restored. these were the last of the P11 series of bikes of the export desert racers.					
91	1968	Norton	P11A Ranger 750	750	1960-69 Competition / Special Club: Norton OC (Surrey)
Bike Details: This is 443 of a run of 499, produced between Sept & December 1968 and is the last of the P11 export only series of bikes made & dispatched from March 1967 to December 1968. It was sent to The Berliner Corporation, at Hasbrouck Heights, New Jersey, New York, USA. The bike was dispatched from Berliner to Ron Fratturelli of Ron's Cycles Sales, Leominster. Mass, USA. It has only had two owners. These were the last of the desert racers, factory upgrades & redesign features. They were more of a street scrambler. The frame is from the Matchless G85CS scrambler, modified to get the Atlas engine to fit it. The front forks are of the AMC Teledraulic pattern and they have the road fork internals, with the stronger fork stanctions. The earlier P11 models were ridden with a lot of success in the Mohave Desert. Mike Patrick held the Number one plate in the desert, District 37 in 1968, in California, USA.					
92	1968	Norton	P11A Ranger 750	750	1960-69 Club: Norton OC (Surrey)
Bike Details: First time at this event for this Desert Sled!					

No	Year	Make	Model	cc / HP	Classes Entered
93	1968	Norton	P11A Ranger 750	750 1960-69	
Club: Norton OC (Surrey)					
Bike Details: This Norton P11A Ranger 750 was one of 499 export desert racers, that were never sold in the UK, as they were all for export only. It returned to the UK from Ron's Cycle Sales in Leominster, Mass, USA in 1992. It was in a very bad, and dismal state, and it required a huge amount of time, effort, and work. It also required a huge amount of parts to be sourced, as well a complete a rebuild of the engine and the gearbox. There was no front forks or wheels that came with the bike, as all these had to be found, and fitted. This took many years of work, and finally it has been returned to how it was as it left the Norton Matchless Plumstead factory in October 1968.					
96	1968	Norton	Atlas	750 1960-69 Heavyweight	
Club: Norton OC (Surrey)					
Bike Details: Owned for around 30 years, built from a write off with lots of work completed in this time. Converted to electronic ignition and single carb for reliability, as it's used as daily transport. Some Dunstall type fittings have been removed and the mudguards de-chromed as it was used for daily commuting where its reliability was more important than being pretty. The head and clutch have been refurbished. It has served me well and most reliably . Some bikes get you in trouble, a Norton Featherbed will get you out of a pickle. It does everything well.					
94	1968	Yamaha	TR	350 1960-69 Competition / Special Lightweight	
Lightweight racer				Club:	
Bike Details: This is a racing bike previously owned and ridden by Ron Chandler in Grand Prix, Internationals and National meetings. It achieved several top placings.					
99	1969	Matchless	G15 CSR	750 1960-69	
Club: AJS & Matchless OC (Sussex)					
Bike Details: This bike was part of the final batch of G15s exported to South Africa prior to closure of the Plumstead factory in 1969. It was imported from the USA and restored in 2018. One of the last G15CSR's produced Used regularly for events Used regularly for club and other rallies in the UK Very late example in CSR trim with small Chrome fuel tank. Hybrid Matchless with Norton wheels and 750 Atlas engine					
100	1969	Norton	P11A Ranger	750 1960-69 Competition / Special	
Club: Norton OC					
Bike Details: First registered 1 January 1969 in the USA and re-imported to the UK in December 2004. It's the later ranger version of the P11, almost standard but with stainless rims & spokes and Boyer ignition with a switch instead of kill button. It's got high level pipes & silencers and tank lining, as original P11. Handlebar levers with adjusters, no choke, GRP battery cover with Dzus fasteners, a cam-chain tensioner, Surflex 6-spring alloy body clutch. No transfers are fitted. The lower left-hand frame rail repaired by Norman White and the engine was rebuilt and recommissioned by Dave Mitchell					
98	1969	Triumph	TR6	650 1960-69 Heavyweight	
Club: BSA OC (East Sussex)					
Bike Details: UK Model.					
101	1969c	Dresda	Manx Gold Star	350 1960-69 Competition / Special	
Dresda & Lightweight Racer				Club: Dresda OC	
Bike Details: This is Dave Degens' personal Manx Gold Star 350cc.					
102	1969c	Dresda	Trident	- 1960-69 Competition / Special	
Dresda				Club: Dresda OC	
Bike Details: One of a run of six early Dresda Tridents.					

No	Year	Make	Model	cc / HP	Classes Entered
104	1970	Dresda	Triumph	650	1970-79 Competition / Special
Dresda				Club: Dresda OC	
Bike Details: The Dave Degens, 1970 Barcelona 24 Hours-winning Dresda Triumph 650cc. Hand built by Dave Degens and raced to victory by him and Ian Goddard in the 1970 Barcelona 24 Horas against the combined might of the British and European factory teams, a truly historic machine!					
103	1970	Honda	CB750/4 K1	750	1970-79 Heavyweight
				Club:	
Bike Details: This Honda CB750 Four K1 1970 is in blue with 22,496 miles on the clock in original unrestored condition. Not bad for a bike that is 56 years that is still going. New rear tyre fitted, frame, rear swing arm, centre stand and prop stand have been repainted in gloss black .					
105	1970c	Dresda	Aermacchi Outfit	350	1970-79 Competition / Special
Dresda & Lightweight Racer				Club: Dresda OC	
Bike Details: First time at this show for this Dresda Aermacchi 350cc Outfit. When Syd Lawton became disillusioned with British makes, he switched allegiance to the Italian Aermacchi company with which his name is forever associated. Dave Degens was surprised to discover that the diminutive pushrod singles handled better than a Manx Norton; so he took the logical next step and built a Norton Featherbed-style frame incorporating Aermacchi geometry: the first Dresda was born.					
106	1971	Norton	Commando	745	1970-79 Heavyweight
				Club: Norton OC	
Bike Details: This 1971 Norton Commando 750 is presented in exceptional, mint condition and finished in a magnificent, rarely seen blue, making it a particularly striking example of one of Britain's most iconic motorcycles. It was imported from Florida, USA and restored to Immaculate spec as you see it now. Low mileage. Rides beautifully, sounds even better. Importantly, this machine retains its matching engine and frame numbers, a highly desirable feature that reflects its originality and authenticity. Renowned for its innovative Isolastic frame system, impressive performance, timeless styling and a tremendous exhaust note! the Commando earned its place as one of the finest British motorcycles of its generation. Carefully maintained and preserved, this example represents the engineering excellence and character that continue to make the Norton Commando so admired by enthusiasts and collectors alike.					
Thank you for taking the time to view this motorcycle.					
107	1972	Honda	CL350K5	348	1970-79 Overseas
				Club: Vintage MCC	
Bike Details: Bought as an unfinished project, bike had been dismantled and lots off powder coating carried out. I have rebuilt the engine, wheels and electrics, repaired the exhaust and regretted it. Judging by the visible wear 83,300 miles is all it has done. This bike was a US import, and dispelled the myth that the US climate is kinder to bikes than UK; coming from a very wet State had suffered a lot of corrosion hence the utility finish .					
108	1972	Norton	Norvil Commando	828	1970-79 Competition / Special
				Club: Norton OC (Surrey)	
Bike Details: This is a replica of the Norvil production racer, it is non matching numbers as the engine is the actual Gus Khun engine which was used in the ex Norton/Dave Croxford production racer. The Gus Kuhn bike with this engine was raced in the 1974 TT production race ridden by the late Geoff Barry who came 4th. This engine was rebuilt and tuned by the late Mick Hemmings, the bike has a new Quaife 5 speed gearbox, Bob Newby clutch and belt drive and twin racing Lockheed front disc brakes and callipers.					

No	Year	Make	Model	cc / HP	Classes Entered
109	1973	Dresda	Triton	750	1970-79 Competition / Special
		Dresda	Club: Dresda OC		
Bike Details: Built by Russell Vann and Dave Degens in 2010, details as follows: Strengthened/modified cases; Balanced crank rods and pistons; 3134 cams and followers; 750 big bore cylinders and pistons. Cylinder head: Squished, gas flowed, centre plug (twin plug) conversion. Dresda lightweight valve conversion Lightened/polished rockers. Belt drive primary/dry clutch Mk2 Amal Concentrics with alloy bellmouths T150 kickstart Dresda stainless front pipes with chrome long megaphones 5 speed gearbox Chassis/suspension: Dresda modified Wideline Featherbed frame with Dresda box section s/arm. Paioli alloy yokes Paioli forks with Maxton suspension adjustable cartridge conversion Hagon adjustable rear shocks Tarozzi rear sets, Dresda alloy plates & chain guard Lyta Manx alloy tank with Pingel fuel tap Dresda single seat and mudguards Alloy Manx oil tank Disco Volante clip-ons Domino alloy clutch lever Wheels/Brakes: 18" alloy flanged rims front and rear Conti classic attack tyres 90 front & 120 rear Grimeca rear cush drive drum hub Triumph alloy front hub Twin fully floating 10" drilled brake discs Grimeca twin brake callipers with Ferodo sintered pads Goodridge braided hoses AP3125 adjustable ratio master cylinder Hydraulic brake light switch Motogadget speedo pickup Electrics: Motogadget ChronoClassic speedo w. alloy streamline cup Wipac headlight in a hand spun Lucas style shell (not a tin stamped replica) Electronic ignition High output 3 phase alternator/reg. rec. Yuasa battery w. Optima charge point Modern switch gear LED rear light Indicators Multi blade fuse box included with all new wiring.					
110	1973	Suzuki	GT 550 K	550	1970-79
		Club:			
Bike Details: First time at this event for this USA IMPORT. Full engine rebuild and restoration completed. Running in first , 600 miles.					
111	1974	Suzuki	GT185	185	1970-79
		Club: Vintage MCC			
Bike Details: Bought new by my father, came into my possession about 1980. Restored to ride by myself in 1995. Ridden extensively with VMCC and friends to Cornwall and IoM, loaded with camping gear! Very fast 2 stroke, despite size. Ridden to IoM TT 2019, and 3 laps around the course. Has completed numerous runs with VMCC and also private runs to Cornwall with friends. First time this bike has been to this show - it goes like a train!					
112	1975	Moto Morini	3½ sport	350	1970-79
		Club:			
Bike Details: This V-twin with double front drum brake was only produced for 18 months. Now very rare.					
113	1976	Dresda	Honda 500/4	560	1970-79 Competition / Special
		Dresda	Club: Dresda OC		
Bike Details: First time at this event for this mid-70s Dresda Honda, the bike has been used for sprint racing in the current ownership.					
115	1976	Dresda	Triton	745	1970-79 Competition / Special
		Dresda	Club: Dresda OC		
Bike Details: First time at this event for this Dresda Triton fitted with an 8-Valve head.					
114	1976	Kreidler	Van Veen 50	50	1970-79 Competition / Special
		Club:			
Bike Details: British 50cc Championship winning machine 1979/1980					
116	1977	Dresda	Triton 750cc	750	1970-79 Competition / Special
		Dresda	Club: Dresda OC		
Bike Details: The last complete Dresda Triton built by Dave Degens.					
118	1977	Kawasaki	Z1000 A1 Drag Bike	1000	1970-79 Competition / Special
		Club:			
Bike Details: Pro-stock style 1977 Kawasaki Z1000 A1 drag bike. Inspired by the 'Imperial Wizard'.					

No	Year	Make	Model	cc / HP	Classes Entered
117	1977	Laverda	3CL	981	1970-79 Overseas
Club:					
Bike Details: This Italian motor cycle was exported from Italy to Spain and first registered for the road on the 13/05/77, with a Spanish registration of M-0149-CF. The motor cycle was subsequently exported from Spain to the UK in October 1994 before the introduction of the NOVA system on the 15/4/13. Stripped and only partly restored, it remained in that condition from 1994 until I purchased it in 2022, so therefore unused for at least 28 years. Completely stripped and rebuilt again since 2022 by the current owner.					
119	1978	Dresda	Triumph T140 flat tr	750	1970-79 Competition / Special
Club: Dresda OC					
Bike Details: First time at this event for this bike built as a period Flat-tracker for Speed Hill Climb Championship, but also used for various other events, including Brighton Speed Trials and Dirtquake. The engine was built and tuned by Dresda, with a very wide power/ torque band.					
122	1978	Dresda	Triumph T140	750	1970-79 Competition / Special
Club: Dresda OC					
Bike Details: This is a genuine Dresda Triumph. The frame is from 1970, and it was originally built for racing. Then in 1990 it was made road-legal. It's been fully restored by the current owner. Exhausts supplied by Campbells.					
120	1978	Harley Davidson	XLCR	1000	1970-79
Club:					
Bike Details: First time at this event for this XLCR, Harley's attempt at the cafe racer, which was not very popular at the time. Approximately 3000 made so now sought after.					
123	1978	Harley Davidson	XLCR	1000	1970-79 Heavyweight
Club:					
Bike Details: I have owned this Harley Davidson since 1993. A rare model, as only 3,131 models were produced from 1977 to 1979. This is a 1978 model and 1,201 models were produced that year. The XLCR was sold for \$3,623 USD new in 1978. Recently filmed , Bike of the day at Sykes - Harley Davidson					
121	1978	Honda	CBX 1000	1047	1970-79 Overseas
Club:					
Bike Details: Probably the oldest surviving roadworthy "Production" CBXZ in the World, number 7 off the production line. 2000042 was number one on day one of production. This frame is 2000048, so number seven according to ICOA records. The VIN plate says 1979 model but if one looks closely at the VIN plate, it was made in 4/78. Bought as a wreck in 1995 and back on the road in 1997. Frame found in the back of a motorcycle shop in Santa Monica, California. The bike has since been ridden some 25000 miles since restoration and cherished ever since.					
125	1979	Honda	CB750K	750	1970-79
Club:					
Bike Details: Entered in the Next Gen Under-30-Year-Old with a Classic Bike - Kindly Sponsored by Surface Monkey.					
124	1979	Yamaha	RD400	400	1970-79
Club:					
Bike Details: First time at this event.					
127	1980	Dresda	Manx GSXR 1100	1100	1980 On Competition / Special
Club: Dresda OC					
Bike Details: First time at this event for this Dresda Manx GSXR 1100.					

No	Year	Make	Model	cc / HP	Classes Entered
128	1980	Suzuki	GSX1100 ET	1428	1980 On Overseas Competition / Special Club:
Bike Details: Nostalgia Pro Stock drag bike. 1428cc, 200 Rear Wheel BHP, 18:1 Compression Ratio, five-speed gearbox with air shifter, 7" slick, 40mm Electron carbs, remote starter +120 octane race fuel, air shifter, lock up clutch, wheelie bars, launch control. Will do 8.9 second 1/4 miles at 150mph.					
126	1980	Triumph	Bonneville T140D S	750	1980 On Club:
Bike Details: This bike was a barn find years ago at Hammerwood, near East Grinstead. It was a totally rusty non-runner. It took two years to rebuild, and came third in the Edenbridge 2018 Best Bike in show. Spent a lot of money to get it to show condition, it's unusual to see the UK spec. model.					
129	1981	Ducati	TT2	600	1980 On Competition / Special Club: Ducati Owners Club GB
Bike Details: This was something of an incomplete barn find and I restored it in 2010. This meant a complete rebuild of the engine and sourcing parts as well as overhauling the frame and cycle parts. I paraded it at Spa Francorchamps Bikers Classics for 6 years or so and I've also taken it round Donington park on a Classic Bike event. This bike is a replica of Tony Rutter's race bike on which he won the TT formula 2 championship for 4 years from 1981 onwards which took place in the Isle of Man as well as other European circuits.					
130	1981	Suzuki	RM80X	80	1980 On Competition / Special Club:
Lightweight Racer Bike Details: First time at this Show! 1981 Suzuki RM80X motocross bike. restored in 2020!					
131	1981	Triton	Dresda Cafe racer	1000	1980 On Competition / Special Club: Dresda OC
Dresda Bike Details: First time at this event for this Hinckley Triumph-engined Dresda Triton, built by owner. Built not Bought!					
132	1985	Jawa	Sidecar 350 638	350	1980 On Club:
Bike Details: First time at this event for this barn find Jawa and sidecar - still fixing it road side.					
133	1988	Honda	VFR NC30	400	1980 On Club:
Bike Details: First time at this event.					
134	1990	Royal Enfield	Bullet	350	1980 On Club: Royal Enfield OC (Kent)
Bike Details: This Royal Enfield Bullet 350 has been regularly ridden and carefully maintained throughout my ownership, ensuring it remains reliable and enjoyable to ride. Routine servicing and general upkeep have always been carried out to keep the bike in excellent running condition.					
135	1995	Ducati	916 Biposto	961	1980 On Club: Ducati Owners Club GB
Bike Details: I purchased the bike when I was 21, some 17 years ago and have kept the bike clean and original. It's been around Brands Hatch in the past to fulfil its most use, as it's not particularly the most comfortable for everyday riding. The Ducati 916 is iconic and timeless, winning championships year on year. It came on the scene in 1994 and was a true stand out machine. Recently joined the Ducati Owners Club and look forward to many more rides. First time at this show.					
136	1996	Honda	VFR750FR	749	1980 On Club:
Bike Details: Two previous owners from new and full Honda service history. Been standing for 10 years and re-commissioned by current owner over the winter. Rides like a new bike. First time at this show.					

No	Year	Make	Model	cc / HP	Classes Entered
137	1996	Suzuki	TS200R	185 1980 On Club:	
Bike Details: A 1996 Suzuki TS200R in excellent working order and incredibly fun to ride. Sounds fantastic and accelerates enthusiastically!					
138	1999	Buell	Lightning X1	1200 1980 On Competition / Special Club:	
Bike Details: With current owner for 11 years. Non-standard.					
139	2001	Triumph	Bonneville	790 1980 On Club: Triumph OC (West Sussex)	
Bike Details: Early Hinckley model, pre-factory fire. Owned from new.					
140	2007	Triumph	Bonneville T100	865 1980 On Club: Triumph OC (West Sussex)	
Bike Details: A modern classic - the last Triumph Bonneville models to come with carburettors were the 2007 models, specifically, the Bonneville T100 (865cc) was equipped with twin carburettors from 2005 to 2007. For the 2008 model year, Triumph switched to electronic fuel injection (EFI) to meet stricter emissions regulations.					
141	2012	Triumph	Street Triple	675 1980 On Club: Triumph OC (West Sussex)	
Bike Details: One owner since new, totally standard. With the West Sussex Triumph OC.					
142	2014	Royal Enfield	Classic 500	500 1980 On Club: Royal Enfield OC (Kent)	
Bike Details: First time at this event, the owner tells us: "Only had it 2 days so don't know much more. Got it to sit alongside a classic 650, both machines are superb in their own ways. Thinking of buying one? Stop thinking and do it!"					
143	2015	Triumph	Street Twin Bonnevi	900 1980 On Heavyweight Club: Triumph OC (West Sussex)	
Bike Details: First time at this Show.					
144	2015	Triumph	Newchurch Bonnevi	865 1980 On Club: Triumph OC (West Sussex)	
Bike Details: Named after the town of Neukirchen in Austria, which every year changes its name to Newchurch for the week-long Tridays festival, this was nothing more than a Special Edition version of the Bonneville. Triumph Bonneville Newchurch Special Edition had installed an 865cc four-stroke air-cooled two-cylinder engine at its core, with a fuel injection system offering smooth power, crisp acceleration, and low emissions.					
145	2016	Triumph	Rocket 3 Roadster	2294 1980 On Club: Triumph OC (West Sussex)	
Bike Details: Triumph Rocket 111 2294cc made at Hinckley Leicestershire, owned since new.					
146	2021	Royal Enfield	Meteor	350 1980 On Club: Royal Enfield OC (Kent)	
Bike Details: Motorhead Special personal customisation: Original Meteor 350 with heavy customisation including paint, batwing fairing, touring bars, footboards and aftermarket exhaust.					
147	2023	Royal Enfield	Super Meteor	650 1980 On Club: Royal Enfield OC (Kent)	
Bike Details: Super Meteor 650 finished in Interstellar Green.					
148	2024	Triumph	Speed 400	400 1980 On Club: Triumph OC (West Sussex)	
Bike Details:					

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