

The South of England Classic Motorcycle Show Sunday 29 March 2026

South of England Showground, Ardingly RH17 6TL



Show Theme: Two-Stroke Motorcycles

Show Timetable

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

Hear Some Super Bikes In Action!

12:00 Noon Stan Stephens and Mike Jackson:

Presentation in the Stockman's Building

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 Donated By

Greystone Enterprises Triumph Tiger Cub Specialists

www.elk-promotions.co.uk

South of England Classic Bike Show & Bikejumble

Sunday 26th October 2025

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

Show Results

Best pre-1950: Patrick Murray, Surrey.

Machine Details: 1932 350cc Rudge 350 Radial

Runner up Pre-1950: Chas Moody, Surrey. Sunbeam MCC.

Machine Details: 1924 147cc Francis-Barnett Zarabout

Best 1950-59: RJ Woolford, West Sussex. AJS & Matchless OC (Sussex).

Machine Details: 1955 350cc AJS 16MS.

Runner up 1950-59: Peter Denyer, Surrey.

Machine Details: 1953 250cc BSA C11.

Best 1960-69: Colin Day, Surrey.

Machine Details: 1966 250cc Yamaha YDS3.

Runnerup 1960-69: Ian Avory, Surrey. BSA OC (West Sussex).

Machine Details: 1963 500cc BSA DBD34 Gold Star.

Best 1970: on Andrew Mann, SURREY. Norton OC (Surrey).

Machine Details: 1975 828cc Norton Commando Mk3.

Runner up 1970: on Mark Puddifoot, Surrey.

Machine Details: 1975 50cc Malaguti Cavalcone.

Best competition/Special: Ron Ponti, Essex.

Machine Details: 1963 50cc Honda CR110.

Runner up Competition/Special: Terrence Williams, London.

Machine Details: 1975 350cc Bultaco Sherpa T.

South of England Classic Bike Show & Bikejumble
Sunday 26th October 2025
South of England Showground, Ardingly, RH17 6TL
Show Results : Continued

Best Heavyweight: David Johnson, KENT. Vincent HRD OC.

Machine Details: 1955 998cc Vincent Black Prince Outfit.

Runner up Heavyweight: Brian Moore, West Sussex. VMCC (Surrey & Sussex).

Machine Details: 1949 500cc Triumph TR5 Trophy.

Best Lightweight: Tony Fitzgerald, Essex.

Machine Details: 1979 249cc Suzuki GT250 X7.

Runner up Lightweight: Colin Chambers, East Sussex. Sunbeam MCC.

Machine Details: 1904 3.5 HPcc Humber Olympia Tandem Forecar.

Best British: Peter Kemp, East Sussex. Ariel Owners MCC. Machine Details: 1931 500cc Ariel SF.

Runner up British: Raymond Leggett, West Sussex. BSA Bantam Preservation Group. Machine Details: 1949 123cc BSA Bantam D1.

Best Overseas 26/10/2025 242 Jerry Fiford, Surrey. BRT Racing. Machine Details: 1973 350cc Honda CB350K4.

Runner up Overseas: Keith Turner, Surrey.

Machine Details: 1974 748cc Kawasaki H2B 750.

Next Generation Under 30: Tobias Williams, London.

Machine Details: 1964 650cc Triumph Trophy.

Best Indian: Peter Hall, KENT. Indian Riders MC.

Machine Details: 1947 500cc Indian 741B.

With Thanks to Show Judges Dennis Frost and Lloyd Benton.

South of England Show & Bikejumble

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

Show Classes

<u>Best Pre 1950</u>	1 st 2 nd
<u>Best 1950 - 1959</u>	1 st 2 nd
<u>Best 1960 - 1969</u>	1 st 2 nd
<u>Best 1970 on</u>	1 st 2 nd
<u>Best Competition/ Special</u>	1 st 2 nd
<u>Best Heavyweight (350cc and over)</u>	1 st 2 nd
<u>Best Lightweight (Under 350cc)</u>	1 st 2 nd
<u>Best British</u>	1 st 2 nd
<u>Best Overseas</u>	1 st 2 nd
<u>Best Club Stand</u>	
<u>Next Gen Best U30</u>	
<u>Best Indian</u>	
<u>Best Club Stand</u>	

No	Year	Make	Model	cc / HP	Classes Entered
17	1912	Hazlewood		293	Pre 1950 Heavyweight Club: Sunbeam MCC
Bike Details: This is one of only three single-cylinder Hazlewoods known to exist. 1912 was the first year of manufacture.					
16	1913	Hazelwood		293	Pre 1950 Heavyweight Club: Sunbeam MCC
Bike Details: One of only three single-cylinder Hazlewoods known to exist.					
35	1913	JES	A	116	Pre 1950 Lightweight Club: Sunbeam MCC
Bike Details: 1913 J.E.S auxiliary engine fitted to a 1913 Tring frame. The engine was made in Gloucester, and the frame made in Hertfordshire. The engine is a fixed one horse-power / 116cc four-stroke. The bike was rescued from a scrap yard sometime in the 1990'.					
200	1914	Ixion		296	Pre 1950 Heavyweight Club: British Two Stroke Club
Two stroke Bike Details: First time at this event for this lightweight two-stroke. It's just completed the Sunbeam MCC London to Brighton Run!					
131	1926	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.					
53	1927	AJS	H4	350	Pre 1950 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: This is a very original, unrestored motorcycle. It had a complete engine rebuild some years ago following an engine failure and has a crankcase repair, a new big-end assembly, conrod, piston and barrel re-sleeved back to standard, not that you can tell from outside. Finished in used engine oil to keep the rust under control, very little original paint left. Most parts have to be manufactured as NOS spares as just not available after 94 years!					
154	1927	Francis-Barnett	Brooklands	172	Pre 1950 Competition / Special Lightweight Club: Roaring Twenties MCC
Two-stroke 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.					
77	1929	Matchless	V2	500	Pre 1950 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: OHV sporting machine. Found in South Africa and was brought to the UK 1998. The slogan was "built for the sporting gentleman" It is guaranteed to reach speeds off up to 85 mph. Manufactured for 2 years only 1928/1929. Made by the Collier Brothers to enable the rider to enter road time trials and other specialist events					
39	1929	SOS	Race Bike	-	Pre 1950 Competition / Special Lightweight Club: Roaring Twenties MCC
Two stroke Bike Details: This racing machine is fitted with a Brooklands Two-stroke engine, which was also used in a plane.					
24	1932	Norton	International Model	500	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 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.					

No	Year	Make	Model	cc / HP	Classes Entered
94	1932	Rudge	350 Radial	350	Pre 1950 Heavyweight Club:
Bike Details: Purchased and upgraded it to current condition. Rare 350 Radial.					
74	1934	Ariel	4F	600	Pre 1950 Heavyweight Club:
Bike Details: First time at this show for this Ariel four-cylinder Over Head Camshaft model.					
9	1934	Velocette	MOV	249	Pre 1950 Lightweight Club: Sunbeam MCC
Bike Details: First time at this event for this Vintage Velocette. 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!					
156	1936	Matchless	G80 Clubman	500	Pre 1950 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: Bought as a frame, engine, various bits and a tax disc in the late sixties for a few bob! Has cost a small fortune to put back on the road.					
122	1936	New Imperial	Model 90 Clubman	246	Pre 1950 Lightweight Club:
Bike Details: This bike is the only 1936 Model 90 Clubman known to exist and to have survived, as recently confirmed by the New Imperial Owners Association. There are also three 1937 versions as well, one of which is located in Norway. The original bike cost £52 when new. New Imperial last raced at the Isle of Man TT in 1936 winning the Lightweight 250cc class. This model shares a number of GP race class engine components and included polished ports. This bike was previously owned by the New Imperial guru Aled Williams from North Wales, he was a founder member of the New Imperial Owners Association and this bike sat in his dining room for over 20 years.					
4	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)					
93	1938	Rudge	Sports Special	500	Pre 1950 Competition / Special Heavyweight Club: Rudge Motor Cycle Club
Bike Details: The Sports Special 500cc model was introduced in 1937, production ceased in 1939. Made from a basket case, many years ago! This example has been rebuilt twice, first time from a basket case where parts were missing, the second time after an accident in 2000.					

No	Year	Make	Model	cc / HP	Classes Entered
92	1939	AJS	26	347	Pre 1950 Heavyweight Club: AJS & Matchless OC
Bike Details: Price new £52 GNS, Speedometer with trip an optional extra for £2 10s 0d! High or low level exhausts were a cost free option at the time of ordering.					
164	1940	Coventry Eagle	R4	249	Pre 1950 Lightweight Club: British Two Stroke Club
Two stroke Bike Details: First time in this Show - one of the last of the Coventry Eagle motorcycles to be assembled and registered before cessation of manufacture, following the destruction of Coventry in the WW2 blitz!					
6	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!					
103	1947	HRD Vincent	Rapide Series 'B'	998	Pre 1950 Heavyweight Club: Vincent OC
Bike Details: I have owned the bike for 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 'Macdouglatator' 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					
132	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.					
152	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.					
49	1948	Vincent	Rapide	998	Pre 1950 Heavyweight Club: Vincent OC
Bike Details: First time at this show for this Vincent Rapide.					
64	1949	BSA	D1	125	Pre 1950 Lightweight Club: BSA Bantam Preservation Group
Bike Details: Bought as a basket case and restored in 2020.					
18	1949	BSA	Star Twin	500	Pre 1950 Competition / Special Heavyweight Club: Sussex British Motorcycle OC
Bike Details: Rare bike, not many were made.					
81	1949	HRD Vincent	Rapide Series C	998	Pre 1950 Heavyweight Club:
Bike Details: This is a HRD Vincent rapid series C in touring trim.					
38	1950	Earles	Race Bike	350	1950-59 Competition / Special Heavyweight 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.					

No	Year	Make	Model	cc / HP	Classes Entered
110	1950	Vincent	Black Shadow Serie	998	1950-59 Heavyweight Club: Vincent OC
Bike Details: Only the second time at this Show for this Black Shadow!					
57	1951	Capriolo	75 Sport	75	1950-59 Lightweight Club:
Bike Details: First time at this show for this rare example of these OHC Italian lightweights. Bought early '25 and ridden in the Manx VMCC rally. A "Home" winter restoration.					
44	1951	Francis-Barnett	PowerBike 50	98	1950-59 Lightweight Club: Francis Barnett Owners Club
Bike Details: First time at this Show - Bike as found, in an unrestored state, although running.					
48	1951	HRD Vincent	Rapide	998	1950-59 Heavyweight Club: Vincent OC
Bike Details: A 1951 frame with a 1949 engine.					
159	1951	Vincent	Black Shadow	998	1950-59 Heavyweight Club: Vincent OC
Bike Details: Bought in 1971 with the help of a University grant - who says educashun don't pay?! Used for commuting from Kent to Yorkshire and for rallies in UK and Europe (Austria, Germany, Italy, France).					
119	1952	James	Comet	98	1950-59 Lightweight Club: British Two Stroke Club
Bike Details: First time to this Show! Used regularly and very reliable - a credit to James and Villiers!					
60	1952	Matchless	G80	500	Pre 1950 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: Registered 1952 but possibly a 1948 model as it has a 1948 engine. Bought restored some eight years ago but I have carried out quite a bit of work on her since. This bike has replaced the first bike that I ever owned a 1959 G80 back in 1979 in Zimbabwe which I regretted selling.					
30	1953	BSA	B31	350	1950-59 Heavyweight Club: BSA OC (East Sussex)
Bike Details: Purchased 2003, first registered on 24/3/53. With around 55,000 miles on the clock in remarkably original condition complete with dealer's brass plates, starts easily & runs quietly. After some light re-commissioning work including a magneto overhaul, it was fit for the road. I have deliberately avoided re-spraying or cosmetic improvement, preferring an original patina of age as opposed to a better-than-factory appearance. One minor concession was to paint the cylinder barrel with pot-black, as it was very rusty. Other necessary work has been to lightly bore the barrel to remove a step necessitating an oversize piston & new valve guides, & relining the petrol tank after the sealant broke up, causing the valves to stick. I have covered more than 15,000 miles since owning her, typical statistics I suspect. Despite its relative slowness it always gives me a comfortable ride & great pride of ownership.					
71	1953	Francis-Barnett	Falcon 58	197	1950-59 Lightweight Club: Francis-Barnett Owners Club
Bike Details: With the current owner since 1959, bought from CMW Motorcycles Chichester for £67=10s. Was restored to ride, with some safety improvements for today's busy roads. Regularly ridden and has completed runs of 400 miles in a day, to and from Mallory Park at the Festival of One Thousand Bikes.					
136	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.					

No	Year	Make	Model	cc / HP	Classes Entered
19	1953	Panther	65	250	1950-59 Lightweight
Club: Bike Details: Best lightweight at this show in 2018. 2nd 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.					
125	1953	Royal Enfield	Bullet	350	1950-59 Heavyweight
Club: Busy Bee Motorcycle Club Bike Details: Date of first registration was 12th October 1953. Owner has owned for 49 years purchased in 1976!					
138	1954	Adler	MB250	250	1950-59 Lightweight
Two stroke Club: British Two Stroke Club Bike Details: First time at this Show! The first Adler in the UK - a private purchase from the Frankfurt factory by a Mr Ager of Hounslow. He actually ordered a M250 in 1953 but the factory updated it to a newly introduced MB250. Obviously it's one of the first MB's made, recorded on the Adler Club of Germany's Register - it's the 4th oldest Adler in the World and the oldest one in the world in use today the first 3 are in static collections. Avon Autos of Hanwell started to import Adler MB250's in late 1954 Expensive at £220 - only about 10 still exist in the UK.					
120	1954	AJS	18S	500	1950-59 Heavyweight
Club: Norton OC (Surrey) Bike Details: The AJS Model 18S 500 cc is almost identical to the Matchless G80 and both were produced in the same Associated Motor Cycles (AMC) London factory from 1945 to 1966. These bikes represent the end of the era of big British singles, as when AMC merged with Norton production concentrated on twins. Engine - 498 cc Single cylinder, pushrod 2 valve, four-stroke. Bore / stroke 82.5 mm × 93 mm (3.25 in × 3.66 in) Power 28bhp @ 5600rpm (late models) Transmission four 4-speed AMC gearbox. Wheelbase 55" (140 cm) Weight 394 pounds (179 kg) (dry Fuel capacity three gallons. The 500 c long-stroke AJS 18CS was produced from 1951 through 1955. In 1956 it was replaced by the shorter stroke, larger bore models that used the same numeric codes. The bore of these early models was 82.5 mm (3.25 in), while the 1956 through 1966 "short stroke" (final version) models had a bore of 86 mm (3.39 in). The C was for Competition (Scrambles) and the S for Suspension (not a rigid rear frame).					
69	1954	AJS	16 MS	350	1950-59 Heavyweight
Club: AJS & Matchless OC (Sussex) Bike Details: AJS was founded by Albert John Stevens and 2010 marked the 100th year of motorcycle production. Made at Plumstead by Associated Motor Cycles Ltd. With present owner since 1989					
118	1954	Francis-Barnett	Kestrel	225	1950-59 Lightweight
Two stroke Club: British Two Stroke Club Bike Details: First time at the Show! Built from a pile of rusty bits and styled like a green laner. Fitted with a Villiers 7E engine, bored out to 225cc. Great fun to ride.					
63	1954	Triumph	Thunderbird 6T	650	1950-59 Heavyweight
Club: Bike Details: This Triumph Thunderbird is fitted with a sprung hub and SU carburettor.					
1	1954	Vincent	Black Shadow	998	1950-59 Heavyweight
Club: Vincent OC Bike Details: Owned since 1984 and ridden across the USA, twice. With upgraded cycle parts including forks from a 1976 CB750 Honda. Much modified for long-distance touring purposes. A recent restoration still running in.					
37	1955	Vincent Egli	Black Knight	998	1950-59 Competition / Special Heavyweight
Club: Vincent OC Bike Details: First time at this show for this 1955 Black Knight Series D engine fitted in a 1971 Egli frame.					

No	Year	Make	Model	cc / HP	Classes Entered
85	1956	BSA	Bantam D1	125	1950-59 Lightweight
				Club:	BSA Bantam Preservation Group
Bike Details: Popular BSA two-stroke!					
97	1956	Norvin		998	1950-59 Competition / Special Heavyweight
				Club:	Vincent OC
Bike Details: Norton Dominator chopped Vincent V twin 1000cc with Rapide spec engine NorVin. Fitted with a Norton AMC gearbox, Swedish belt drive clutch, 28mm Mikuni carburettors, Norton Commando hubs & brakes and Lucas RM24 alternator. Built by Oxney Motorcycles, construction time 343 hours.					
158	1956	NSU	Super Fox	123	1950-59 Lightweight
				Club:	
Bike Details: Half engine size NSU Supermax with Ultramax overhead camshaft, only in production for 2 years.					
139	1956	Prior	K100	97	1950-59 Lightweight
				Club:	British Two Stroke Club
Bike Details: The Prior K100 is a German Hercules imported into the UK by J B Scooters of Wolverhampton,. Its name change was due the English cycle firm of Hercules having copyright on the name. The German make of Hercules were making cycles years before the English firm Hercules. So called their machines Prior! J B Scooters only imported the Hercules K175 So how this K100 came to be in the UK is a mystery. In Germany the K100 was Germanys best selling under 100cc machine for 6 years. 1955 to 1961.					
142	1957	Ambassador	Supreme	250	1950-59 Lightweight
				Club:	
Bike Details: Meet 'PAM', a 1957 Ambassador Supreme. Restored in 2014 by Michael Barter, after sitting in a shed for 41 years.					
20	1957	Matchless	G12	650	1950-59 Heavyweight
				Club:	AJS & Matchless OC(EL & Essex)
Bike Details: First time at this show.					
25	1957	Matchless	Trials 500 CS	500	1950-59 Competition / Special Heavyweight
				Club:	AJS & Matchless OC (Sussex)
Bike Details: First time at this Show - Re-imported from America by Cheney Motorcycles - last used in the Talmag trial.					
55	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.					
62	1957	Norton	International	500	1950-59 Heavyweight
				Club:	Norton OC
Bike Details: First time at this Show! The bike was taken off the road in 1980, cylinder head removed and the bike left outside - owner could not remember why it had been stripped! The engine had filled with water, making removing the piston impossible without drilling it out!					
13	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. The bike is now back on the road and I'm looking forward to many more miles ahead.					

No	Year	Make	Model	cc / HP	Classes Entered
5	1957	Royal Enfield	Bullet	350	1950-59 Heavyweight
Club:					
Bike Details: My Royal Enfield 350 Bullet is more than just my bike, it's my escape whenever I get a chance. Meticulously maintained with no expense spared, it runs as beautifully as it looks, delivering me a perfect ride every time I hit the road. First time at this Show!					
84	1957	Sinclair Goddar	Power Pak	49	1950-59 Lightweight
Two-stroke					
Club:					
Bike Details: When the Power Pak was announced in April 1950 by Sinclair Goddard & Co Ltd of 162 Queensway, Bayswater, London W2, the firm claimed that the bike's main features were "lightweight, simplicity, a positive non-slip drive, ease of fitting, and lack of vibration". The specification included an Amal carburettor, Wico-Pacy ignition and a KLG waterproof spark plug. The Power Pak was a 49cc engine and it was claimed that it would cruise at 27 to 30mph and would return 200mpg at 20mph.					
95	1957	Triumph	Thunderbird 6T	650	1950-59 Heavyweight
Under 30					
Club:					
Bike Details: First time at this Show! The bike was purchased from a family friend, original to my knowledge. Has had 3 previous owners.					
40	1958	AJS	Model 30	600	1950-59 Heavyweight
Club: AJS & Matchless OC (Sussex)					
Bike Details: Twin-cylinder fitted with a 1962 Watsonian Monarch sidecar. Restored over 30 years ago with 36,000 miles on the clock. Still enjoyed to this day with many adventures under its belt.					
109	1958	BSA	Goldstar	500	1950-59 Heavyweight
Club: BSA OC					
Bike Details: First time at this Show! BSA Goldstar DBD34.					
14	1958	Norton	Dominator 99	600	1950-59 Competition / Special Heavyweight
Club: Norton OC (Surrey)					
Bike Details: This bike 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.					
134	1958	Yamaha	YD1	250	1950-59 Lightweight
Two stroke					
Club: British Two Stroke Club					
Bike Details: This is the Yamaha YD1, the first two-stroke twin model that Yamaha produced, based on the German Adler MB250.					
153	1959	AJS	31 DL	650	1950-59 Heavyweight
Club: AJS & Matchless OC(EL & Essex)					
Bike Details: The bike was purchased by a previous owner in December 1992 in pieces and subsequently rebuilt. It was registered in November 1993 and the original number retained. It was then sold and owned and loved by one owner for 18 years before I purchased it. Not a show pony, this is my touring bike. It's been on many trips and rallies, the furthest travelled was to the AJS&MOC International Jampot Rally in Slovenia, a round trip of around 2500 miles, also Luxembourg. Not a show pony or trailer queen but ridden to every destination.					

No	Year	Make	Model	cc / HP	Classes Entered
7	1959	AJS	31 CSR	648	1950-59 Heavyweight Club: AJS & Matchless OC(EL & Essex)
Bike Details: First time at this event for this machine, purchased at Kempton Park in September 2025 in boxes. This is it's first long run from Essex.					
29	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.					
155	1959	BSA	A10 Golden Flash	650	1950-59 Heavyweight Club:
Under-30 Bike Details: This perhaps not quite so "Flashing" example of a Golden Flash has trundled its way from North Shropshire to the show. The bike's longest owner Mr D W Morris kept the bike for 45 years. On its bill of sale, shows a front fairing and side panniers as part of the deal. The fairing is in my shed and the craven panniers still in use, decorated with its past travels. Patinated paintwork and unmolested mechanicals (still original pistons and grind on crank!), this bike is near original as it when it left Small Heath. An authentically original A10, which has never lost its storyline over its' 67 years!					
79	1959	BSA	Gold Star DBD34	500	1950-59 Heavyweight Club: Roaring Twenties MCC
Bike Details: First registered on the 2nd October 1959.					
202	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.					
91	1959	Matchless	G3C	350	1950-59 Competition / Special Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: This bike was fitted with a 1962 short-stroke motor some years ago by the previous owner as a Matchless version of Gordon Jackson's famous "1 dab" ISDT AJS, registration 187 BLF. Owned by the present owner since October 2014 and restored by him in 2017.					
135	1959	Yamaha	YDS-1	250	1950-59 Lightweight Club: British Two Stroke Club
Two stroke Bike Details: First time at this Show! This was the first sports twin from Yamaha, 5 speeds, 19bhp , all original and in use!!					
107	1960	BSA	Bantam D7	175	1960-69 Lightweight Club: BSA Bantam Preservation Group
Two Stroke Bike Details: Restored 12 years ago and regularly ridden since.					
133	1960	BSA	A10	650	1960-69 Heavyweight Club: BSA OC (East Sussex)
Bike Details: This A10 was restored around 2005, and now used regularly.					
8	1960	BSA	D7	175	1960-69 Lightweight Club: BSA Bantam Preservation Group
Two stroke Bike Details: This Bantam was restored in 2023 and runs well. Now has a 175 engine with a four-speed gearbox box, instead of the old three-speed gearbox.					

No	Year	Make	Model	cc / HP	Classes Entered
66	1960	BSA	Gold Star	500	1960-69 Heavyweight Club: BSA OC
Bike Details: In regular use through out the year.					
99	1960	BSA	Gold Star Catalina	350	1960-69 Heavyweight Club: British Owners Club Essex
Bike Details: First time at this show, fitted with works factory front brake.					
165	1960	Matchless	G80TCS Typhoon	600	1960-69 Competition / Special Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: The Matchless Typhoon (600cc single cylinder) was a hybrid of the G80CS made specifically for USA desert racing. The exact number manufactured is unknown but believed to be around 120 over a three year period between 1959 and 1961. 1960 being the first year of the duplex frame. This bike was purchased in a sad state some twelve years ago. Then returned to originality after a complete "nut and bolt" restoration by the current owner. It is regularly used for road use only.					
86	1960	Matchless	G12 CSR	646	1960-69 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: Bike ridden to this event today! 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. Now has indicators and LED lights all round for the increasing number of idiots on the road driving 4-wheelers who don't understand hand signals...or just basically shouldn't be on the road at all. Owned since 2012 and bought, supposedly, as a fully restored machine and spent same amount again just fixing all the damn bodesges and lies.					
144	1960	Motobi	Catria	175	1960-69 Lightweight Club:
Bike Details: Purchased two years ago - cosmetically was in good order but have now completed work to electrical system, forks, clutch etc.					
146	1960	Norton	Dominator 99 De Lu	600	1960-69 Heavyweight Club: Norton OC (Surrey)
Bike Details: Built in Feb 1959, the 86th of a 1250 run, supplied by Harold Daniell. Only routine servicing in the last 30 years. Converted to 12v with EI assist. Ignition .Runs well ,economical and speedy ,my favourite bike . With the current owner for some 35 years, with one previous owner. This bike spent the first 10 years being ridden all over Europe as a press photographer's transport to Grand Prix events. It was written off in a crash in 1970 and was left dismantled for many years until I became the current owner and rebuilt it in 1990. It was rebuilt using all original parts except the body panels, which came from another bike. Originally fitted with alloy panniers and Fairshield engine enclosures, it is now fitted with Craven panniers. The engine has lightened 650 pistons fitted, with 10 thou OS bores otherwise all original . Always in use, it starts first kick, idles slow and quiet, very economical and fast. With a slimline Featherbed frame it handles like it should - who needs more?					
114	1961	BSA	C15	250	1960-69 Lightweight Club:
Bike Details: First time at this show for this bike, restored in memory of my friend Tony Reynolds who passed away last year and built all my preunit triumph gearboxes. Tony finished the engine but I built the rolling chassis with new wheels and paint!					
46	1961	Francis-Barnett	Falcon 87	200	1960-69 Lightweight Club: Francis-Barnett Owners Club
Bike Details: First time at this Show! Bike is fully original and unrestored.					

No	Year	Make	Model	cc / HP	Classes Entered
33	1961	Norton	Dominator 99 Cafe	600	1960-69 Competition / Special Heavyweight Club: Norton OC (Surrey)
Bike Details: This machine was re-imported from the USA in 1984 and first registered in the UK in 1985. Purchased by the present owner in May 2007 as a part-finished project bike, and now in the custom style of my youth. The most difficult modification was removing the tinware primary chain casings and replacing them with a set of early Commando alloy casings. The timing side and oil delivery was a challenge as the top-end cylinder head totally filled with oil after a few miles. A 650cc downdraft head with twin-carbs and a set of swept-back pipes with big-bore silencers have been fitted, together with an aluminium slimline petrol tank and a custom-made oil tank. The rest is down to hours of polishing, to produce a sixties Cafe Racer. I cover about 500 miles a year enjoying Norton Rallies at home and abroad.					
32	1961	Norton	99 Dominator	599	1960-69 Heavyweight Club: Norton OC (Surrey)
Bike Details: First time at this Show!					
160	1961	Triton	Special	750	1960-69 Competition / Special Heavyweight Club: BSA OC (East Sussex)
Bike Details: This 1961 Norton Atlas Featherbed frame is fitted with a Triumph 6T engine with 750 conversion, Triumph Slickshift gearbox and Commando Roadholder front forks!					
108	1962	BSA	Rocket Goldstar	650	1960-69 Heavyweight Club: BSA OC (East Sussex)
Bike Details: 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 M.S.					
113	1962	Honda	RC110	50	1960-69 Competition / Special Lightweight Club:
Bike Details: Second time at this Show for this 1963 Honda RC110 50cc racing machine					
163	1962	Matchless	G15/45	750	1960-69 Heavyweight Club: AJS & Matchless OC (Sussex)
Bike Details: This is a rare model, made for the export market. In total, 212 were made for the American market, and this is number 52 and was repatriated in 1998. As far as I am aware this is one of 5 that have found their way back to this country. They somehow gained a bad reputation for oil leaks and unreliability mostly by people that have never owned one. This one is oil tight and an rides very well. The model was fitted with a stretched 650 engine until the Norton engine was fitted. The '45' of the model number refers to 45 cubic inches, for the US market.					
140	1962	Matchless	G15/45	750	1960-69 Heavyweight Club:
Bike Details: First time at this Show!					
58	1962	Norton	Dominator 650 Man	650	1960-69 Heavyweight Club: Norton OC (Surrey)
Bike Details: This Norton was built using a 650SS Featherbed Frame but the engine comes from one of the fairly rare 1961 Norton Manxman 650s exported to the USA. The engine has been lightened internally, with most of the timing gears, pinions and valve operating gear losing lots of excess weight. A single carb and electronic ignition help to add lots of pulling power, a good fuel consumption and reliability. The Twin Leading Shoe Front Brake is a copy of an early Norton Commando item but this version was manufactured in Indonesia. Up to 2026 the bike was used regularly; being ridden both to events and to work all year round and was often covering over 3000 miles each year.					
47	1963	Francis-Barnett	Fulmar Trials	150	1960-69 Competition / Special Lightweight Club: Francis Barnett Owners Club
Bike Details: Bike built out of spares as a replica of the Ex Works trials version of the Fulmar.					

No	Year	Make	Model	cc / HP	Classes Entered
65	1963	Francis-Barnett	Falcon 89	250	1960-69 Lightweight Club: Francis-Barnett Owners Club
Bike Details: Purchased in March 2025, from a retiree, through a dealer. On a new learning curve!					
130	1963/6	Triumph	Tiger 90	350	1960-69 Heavyweight Club: Sussex British Motorcycle OC
Bike Details: First time at this Show! The bike has a Bikini fairing - 1 year only model					
45	1964	Francis-Barnett	Fulmar 90 Sport	150	1960-69 Lightweight Club: Francis Barnett Owners Club
Bike Details: Bike fully restored by myself to the condition you see here today.					
128	1964	Matchless	G12CSR	650	1960-69 Heavyweight Club:
Bike Details: First time at this Show – the bike was repatriated back from the USA and restored back here in the UK 2018-19. Repatriated back from the USA and restored in the UK 2018-19.					
52	1964	Matchless	G12 CSR	650	1960-69 Heavyweight Club: AJS & Matchless OC(EL & Essex)
Bike Details: Ridden here today from Essex.					
141	1964	Norton	N15CS	750	1960-69 Competition / Special Heavyweight Club: Norton OC (Surrey)
Bike Details: This Street Scrambler / Desert Sled was originally exported to USA. It's fitted with a hybrid 750cc Atlas engine in Matchless G15 frame with Norton running gear.					
207	1964	Triumph	Tiger T100 SC	500	1960-69 Competition / Special Heavyweight Club:
Bike Details: Imported from the South Africa, it took 9-10 months to restore. This model was never sold in the UK.					
72	1964	Yamaha	YDS-2	250	1960-69 Lightweight Club: British Two Stroke Club
Two stroke Bike Details: Yamaha introduced the YDS2 in 1962, their second sports 250cc model, and the last premix version. Yamaha claimed 25BHP at 7500RPM, and a top speed of over 80mph, which was impressive for the time. The YDS2 model was sold around the world, though they weren't a huge seller in this country. This particular bike was purchased by me in 1991 for £150 as an incomplete project. It took me 30 years to finally get round to restoring it, and it was certainly worth the wait. The bike goes and stops very well, and is standard, other than a Vape electronic ignition being fitted.					
26	1965	BSA	Bantam D7	175	1960-69 Lightweight Club: BSA OC (East Sussex)
Two-stroke Bike Details: This model has a two-stroke engine and just three gears and original Wipac 6-volts electrics. First registered with Wiltshire County Council to Mr Frederick Messenger, Lower Stratton, Swindon on 20th April 1965. 12 months road tax cost £4.					
82	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.					
112	1965	Honda	RC116R 'TT' Tribute	49	1960-69 Competition / Special Lightweight Club:
Bike Details: This machine is a copy of the Honda that Luigi Taveri won the 1966 50cc IOM TT Race, it's a brand new build , finished last 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.					

No	Year	Make	Model	cc / HP	Classes Entered
129	1965	Matchless	G15CSR	750	1960-69 Heavyweight
Club:					
Bike Details: First time at this Show for this rare Matchless - the production numbers of the Matchless Cafe racer was only in the 100s.					
75	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.					
32	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.					
43	1965	Triumph	TR6 Trophy	650	1960-69 Heavyweight
Club:					
Bike Details: This local bike was supplied by Redhill Motors of Brighton. Restored from a wreck after being found abandoned in a garage at Slinfold in 2012 where she had spent over 20 years since 1993. Restored to its present condition by the present owner and back on the road in 2014. Ridden frequently and an absolute joy to ride.					
203	1965c	DMW	Hornet	250	1960-69 Lightweight
Two stroke					
Club:					
Bike Details: First time at this show for this extremely rare two-stroke race machine. DMW Motorcycles were a British motorcycle manufacturer. Based in Wolverhampton, DMW ('Dawson Motors Wolverhampton') was founded in 1940.					
101	1966	BSA	Bantam D7	175	1960-69 Lightweight
Club: BSA Bantam Preservation Group					
Bike Details: Rebuilt by the previous owner in the 90s					
90	1966	Honda	C200	86	1960-69 Lightweight
Club:					
Bike Details: First time at this Show! Rare Honda C200, brought back to life after sitting in a Pennsylvanian barn since 1971, with a sympathetic restoration carried out.					
111	1966	Honda	RC115 Tribute	84	1960-69 Competition / Special Lightweight
Club:					
Bike Details: I rode this actual machine in the 2007 100 Years of the TT Lap of Honour, and I managed to get it back a few months ago. 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.					
76	1967	BSA	A65 Thunderbolt	650	1960-69 Heavyweight
Club: BSA OC (East Sussex)					
Bike Details: 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.					
117	1967	Norton	650 SS	650	1960-69 Heavyweight
Club: Norton OC (Surrey)					
Bike Details: This bike was rebuilt 26,000 miles ago and is used on a regular basis including European trips					

No	Year	Make	Model	cc / HP	Classes Entered
34	1967	Triton	Featherbed Widelin	750	1960-69 Competition / Special Heavyweight Club: Sussex British Motorcycle OC
Bike Details: First registered 2nd January 1967, too much history to mention. A classic sixties Café Racer one-off special, maintained to keep it looking as original as possible. The Triumph engine has had a Morgo conversion from 650cc to 750cc.					
102	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.					
3	1968	BSA	Bantam D14/4 Sport	175	1960-69 Lightweight Club: BSA Bantam Preservation Group
Bike Details: First time at this show for this Bantam, one of the more rare sport models. With matching engine and frame numbers, recently brought back to running order.					
21	1968	Honda	C90	90	1960-69 Lightweight Club:
Bike Details: A Bit of everything, this bike was built with leftover and spare parts. 1968 Frame, 1970s handlebars, 1980s wheels, 1960s suspension and loads more. It has a terrifying top speed of 60mph (if the wind is in the right direction) Tank Range is around 180 miles.					
145	1968	Norton	Atlas	750	1960-69 Heavyweight Club: Norton OC (Surrey)
Bike Details: Owned approx. 30 years ...lots of work completed in this time, converted to electronic ignition and single carb for reliability, as used as daily transport. Converted to single carb and electronic ignition and de-chroming mudguards. Some Dunstall type fittings removed as it was used for daily commuting where its reliability was more important than being pretty. The head and clutch have been refurbished.					
127	1968	Triumph	Rickman Metisse	650	1960-69 Competition / Special Heavyweight Club:
Bike Details: First time at this event.					
96	1969	BSA	Rocket 3	750	1960-69 Heavyweight Club:
Bike Details: Imported back to the UK in April 1983, restored in 1986 then we sold it in 1996. Repurchased it in 2023 and gave it an engine refresh and added electric start and indicators as they're needed for modern day driving. Used frequently,					
10	1969	Matchless	Seeley Mk3 G50	500	1960-69 Competition / Special Heavyweight Club: BRT Racing
Bike Details: The Matchless G50 engine is entirely brand new, it has better main and big end bearings than the original. Bore is 90mm and Stroke is 78mm (giving 496cc) and it has a compression ratio of 11.2:1. The gear box is Hemmings latest six-speed racing box with magnesium cases and uses a Bob Newby racing clutch and belt primary drive. The Carburettor is a Mikuni 38mm and ignition is by Lucas Magneto. The front forks are Ceriani 35GP, fitted with 230mm Ceriani double sided twin leading brake, the rear brake is much modified Conical hub with twin leading shoe brake and improved cam levers. The exhaust is High level and designed to meet the current noise regulations etc.					
51	1969	Triumph	TR6	650	1960-69 Heavyweight Club: BSA OC (East Sussex)
Bike Details: UK Model.					
61	1969	Yamaha	YR3	350	1960-69 Heavyweight Club: British Two Stroke Club
Bike Details: First time at this Show! A Yamaha YR3 350cc, manufactured in 1969. Less than 70 of these machines were imported into the UK so, a relatively rare bike.					

No	Year	Make	Model	cc / HP	Classes Entered
87	1970	BSA	A65 Thunderbolt	650	1970 On Heavyweight
Club:					
Bike Details: First time at this show for this 1970 BSA Thunderbolt Special Edition.					
105	1970	BSA	A50 ROYAL STAR	500	1970 On Heavyweight
Club: BSA OC (Kent)					
Bike Details: First time at this Show - The very last year of the A50 models - According to factory records, this Royal Star was built in August, 1970!					
50	1970	Honda	CB750/4 K1	750	1970 On Heavyweight
Club:					
Bike Details: This Honda CB750 Four K1 1970 is in blue with 22,235 miles on the clock in original unrestored condition. Not bad for a bike that is 56 years that is still going.					
104	1970	Triumph	T120 Bonneville	650	1970 On Heavyweight
Club: Triumph OC (Medway)					
Bike Details: Manufactured on 11th and 12th August 1970 as a UK & General Export specification T120 R Bonneville. This makes it one of the last of the pre-oil-in-frame UK specification bikes to be made. It was shipped on 13th August 1970 (luckily it was not a Friday!) to Atherton & Co, the Triumph export agent for India and Pakistan in Liverpool, and was shipped to Pakistan. I acquired this bike in March 2002 as a 'ride and restoration' project, rather an understatement! Every part of the bike has been completely stripped down, cleaned, inspected, painted, restored or replaced. The only parts of the engine/gearbox that were OK were the crankcases and chaincase (and even the chaincase needed welding). EVERYTHING else in the engine/gearbox was replaced! It started first kick once restored...!					
88	1970	Triumph	T120 Bonneville	649	1970 On Heavyweight
Club:					
Bike Details: The Triumph Bonneville T120R (1962-1972) is an iconic British parallel twin specifically designated as the high-performance model for the American market. Renowned for its 115mph capability, twin Amal carburettors and unit construction, it is considered a peak 1960's classic. Colour scheme of this bike is Astral Red and Silver Sheen scallops, with accented gold pinstriping. Mudguards are paint matched rather than chromed. First time at this Show.					
78	1971	BSA	Bantam B175 GPO	175	1970 On Lightweight
Two stroke					
Club: BSA Bantam Preservation Group					
Bike Details: Despatched from the BSA factory in January 1971 to the GPO office in Falkirk, Scotland. Then transferred to Aberdeen Post Office where it delivered telegrams 3½ years before being retired and sold off. This bike has not been restored, and is one of the last batches made before the demise of BSA.					
54	1971	BSA	A65	650	1970 On Heavyweight
Club: BSA OC (East Sussex)					
Bike Details: First time at this show for the popular twin. Reassembled from a bare frame using new old stock and various non-original parts.					
2	1971	BSA	A65L	650	1970 On Heavyweight
Club: BSA OC (East Sussex)					
Bike Details: Built in August 1971, this bike was dispatched to Elite Motors, Garratt Lane, Tooting, London on 12th October 1971. Sold and registered in February 1973, it still retains the original factory fitted engine. Six owners from new.					
205	1971	Kreidler	Van Veen Race Bike	50	1970 On Competition / Special Lightweight
Two Stroke					
Club: Melbray Racing					
Bike Details: This machine finished in second place in the 1973 Spanish Grand Prix, ridden by Jarno Saarinen, 250cc World Champion rider.					

No	Year	Make	Model	cc / HP	Classes Entered
115	1971	Norton	Commando 750 Fas	750	1970 On Heavyweight Club: Norton Owners Club
Bike Details: First time at this Show! The Fastback Long Range was made in small numbers, approx. 400 were manufactured, mainly for the Australian market, although this bike never left the UK. It has all matching numbers.					
150	1971	Norton	Commando	745	1970 On Heavyweight Club: Norton Owners Club
Bike Details: This Norton Commando 750 was imported from Florida, USA. Restored to Immaculate spec as you see it now. Low mileage. Rides beautifully, sounds even better. This Immaculate Norton Commando 750 represents one of the finest surviving examples of its kind. Renowned for its performance and style, the Commando was an icon of British motorcycling. It is rare to see Norton preserved and presented to this standard, making this machine a true standout.					
70	1971	Yamaha	250 RD	250	1970 On Lightweight Club: Sussex British Motorcycle OC
Two stroke Bike Details: Only the second time at this Show!					
15	1972	Harley Davidson	FLH	960	1970 On Heavyweight Club:
Bike Details: Custom Hardtail Harley Davidson, fitted with a 960cc diesel engine. Open chain primary drive. Many bespoke custom fabricated parts.					
147	1972	MZ	TS 125	125	1970 On Lightweight Club: British Two Stroke Club
Under-30 two-stroke Bike Details: First time at this Show! This is my MZ TS 125 - it has been used for commuting in all weathers, club runs, rallies, rescuing other broken down motorcycles and international touring. The bike is currently approaching 53,000 miles, and is on its 2nd engine. The carburettor has been upgraded to a Mikuni, the twist grip is from Villiers and all lighting has been upgraded to LEDs, complete with additional spot lamps. Despite modifications, the generator is original and still running 6V with points. This is my favourite bike to ride and work on and is my go-to bike for long distance riding and I can never see myself selling it. It may not be spotlessly clean as I am often too busy enjoying myself riding it, which, I think we can all agree, is what all two wheeled machines are all about!					
12	1973	CZ	Type 981 Motocross	380	1970 On Competition / Special Heavyweight Club:
Two Stroke Bike Details: First time at this show for this CZ Motocross bike					
41	1973	Honda	CB350K4	350	1970 On Heavyweight Club: BRT Racing
Bike Details: Imported to the UK in 2019 then underwent total restoration using where possible genuine Honda parts. Still retains its original silencers. The only modern upgrade was the fitting of Boyer Bransden ignition system. Owned and used for classic bikes runs by Jerry Fiford The Oldest Rocker in Town.					
161	1973	Suzuki	Seeley TR500	500	1970 On Competition / Special Heavyweight Club:
Two stroke Bike Details: Subject to availability. This tubular-framed Seeley was one of Barry Sheene's most successful bikes. Barry's 1973 Seeley TR500 helped him win the FIA formula 750 Championship, the Shell Sport Championship, King of Brands and MCN Man of the Year.					

No	Year	Make	Model	cc / HP	Classes Entered
123	1974	Honda	CB350K4	325	1970 On Heavyweight
Club:					
Bike Details: I bought this bike in boxes of loose parts in December 2021 after only going to buy the engine as a spare for my other K4 I've owned since 1985. About 30-40% of the bike was missing so replacement Honda parts were sourced from all over the world. The initial nut and bolt restoration took 14 months to get the bike presentable but it wasn't totally original for the model. Over the last 3 winters I have managed to find the last of the hard to find original Honda parts i.e. front mudguard, plain points cover, did wheel rims, rear light/lens, genuine Honda stamped silencers. It has NOS clocks with '0' miles and unused since the rebuild. Factory matching numbers, genuine UK bike, toolkit and owners handbook are present and the bike was featured in Classic Bike magazine in February 2026.					
59	1974	Honda	CB360	360	1970 On Heavyweight
Club:					
Bike Details: Mostly finished running restoration, using all the original parts. It is the early 360 fitted with the twin-leading-shoe front brake, the later models had a front disc brake. Quite a rare bike on the roads nowadays.					
209	1974	Yamaha	TZ 350A	350	1970-79 Competition / Special Heavyweight
Club:					
Bike Details: Purchased from Bill Smith's bike shop in Liverpool in 1975, it was raced under the sponsorship of Hallet's of Canterbury and ESSO at various tracks around the UK.					
106	1975	Kawasaki	KT 250	250	1970 On Lightweight
two-stroke					
Club:					
Bike Details: First time at this show for this two-stroke, restored to original spec using as many genuine parts as possible. Probably the best looking 70s trials bikes (in my opinion!)					
83	1975	Norton	Commando Mk3	828	1970 On Heavyweight
Club: Norton OC (Surrey)					
Bike Details: This Norton 850 Mk3 Interstate left the factory in May 1975 and was first registered in March 1976, when the last of the 850s were being assembled at Andover. Since then, it has passed through the hands of nine owners, of whom I am the last, acquiring the bike in October 2014. The bike spent most of its youth in Wales before moving to Cambridge and finally down to Surrey, where it has been a daily rider for many years.					
121	1977	Ducati	125 Regularita	125	1970 On Lightweight
Two stroke					
Club: British Two Stroke Club					
Bike Details: First time at this Show! Ducati made 3,468 125cc 2 strokes between 1975 and 1978. The first Ducati with left foot gear change. The Regularita Six Days version launched in 1977.					
73	1977	Ossa	Yankee	500	1970 On Heavyweight
Two stroke					
Club: British Two Stroke Club					
Bike Details: One of only four OSSA Yankees known of in this country. OSSA built the engine for the Yankee Motor Co. in America, who designed an enduro bike, with the help of Dick Mann. The bike didn't sell, so OSSA decided to build their own 500cc road bike. Launched in 1976, it features electronic ignition, 12V electrics, Brembo brakes and a Mikuni oil pump. OSSA claimed 58BHP and 115mph top speed, which is ambitious, as this bike has been dynoed and produces 34BHP at the back wheel, the same as an early Yamaha RD400. The bike handles and stops very well, the engine characteristics are more GT than RD, making for a torquey but quick bike.					
22	1978	BMW	R80/7	800	1970 On Heavyweight
Under-40					
Club:					
Bike Details: BMW R80/7 1978 Ex-police bike. Imported from Oman in 2023.					

No	Year	Make	Model	cc / HP	Classes Entered
157	1978	Harley Davidson	XLCR	1000	1970 On 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.					
23	1978	Honda	CB250T	250	1970 On Lightweight
Club: Honda Owner's Club					
Bike Details: First time at this Show! Owned for 20 years and ridden every year!					
148	1979	Honda	Z50J	49	1970 On Lightweight
Club:					
Bike Details: Fully restored from a sad worn-out machine, after being rescued from its trip to the recycling centre. A much loved and occasionally used machine from my varied collection of motorcycles.					
56	1979	Honda	CBX1000Z	1000	1970 On Heavyweight
Club:					
Bike Details: First time at this Show!					
98	1981	Benelli	2c Electronica	250	1970 On Lightweight
Two-Stroke Club:					
Bike Details: First time at this show for this rare Italian two-stroke twin in original condition. Also sold as a Moto Guzzi.					
11	1981	Ducati	TT2	750	1970 On Competition / Special Heavyweight
Club: BRT Racing					
Bike Details: In 1981 Ducati prepared a special racing twin based on the production model, simply known as the TT2. The frame is extremely light at just 7kg made by Verlicchi Italy. The forks are Marzocchi with magnesium-dash alloy sheaths, while the single-shock cantilever rear suspension used a single Paioli unit. Also noteworthy are the Campagnolo ultra-light alloy wheels with a diameter of 18"; later the bike was fitted with a 16" front wheel. The TT2 won the 1981, 82 and 83 world championship.					
208	1981	Yamaha	TZ 350G	350	1980 On Competition / Special Heavyweight
Club:					
Bike Details: Purchased in 1995 from a fellow racer as a frame & rolling chassis, an engine was sourced from another racer & the bike was built up in 1996. It raced under the primary sponsorship of the late RH Ovenden of Kent at many tracks across the UK.					
36	1982	Fantic	RC 125 Caballero E	Origi	1970 On Competition / Special Lightweight
Two Stroke Club:					
Bike Details: From factory the bike had a piston port of 125, with unbelievable top end power, but nothing much below 8-9 thousand rpm! So, in an attempt to calm a create a more usable power delivery, I, with the help of some very knowledgeable people, converted it to a 175. Using a 156 trials barrel, bored to 175 with a pressed ported liner, then machined out inlet to accept a Yamaha reed valve cage with force 3 carbon fibre reed. Finally, a custom stainless steel expansion chamber designed, (not by me) to complete the conversion.					
42	1983	Yamaha	RD 350LC	350	1970 On Heavyweight
Two-stroke Club:					
Bike Details: First time at this Show for this RD 350LC Hybrid.					
124	1985	Suzuki	RG500CH	500	1970 On Competition / Special Heavyweight
Two stroke Club:					
Bike Details: This 1985 RG500 was exported to Athens in Greece where it stayed until I brought it home in 2015. I completed the Classic Racer parade lap at the Isle of Man Classic TT in 2017. It's a low mileage example and has benefitted from living in a sunny climate					

No	Year	Make	Model	cc / HP	Classes Entered
116	1985	Yamaha	RD350LC	347	1970 On Heavyweight Club: British Two Stroke Club
Two stroke Bike Details: A 1985 Yamaha RD350LC motorcycle with only 31K! Owned 4 years. Rebuilt from the ground up , frame repaired and powder coated , engine rebuilt , new panels , suspension, brakes , seat , exhausts, rearsets etc. Completely repainted in early colours.					
28	1985	Yamaha	MS50 E	50	1970 On Lightweight Club: British Two Stroke Club
Two stroke Bike Details: First time at this Show!					
100	1986	Suzuki	RG500 Mk 6	500	1970 On Competition / Special Heavyweight Club:
Two stroke Bike Details: First time at Show! Suzuki 1986 Mark 6 Race Bike! Restored in lockdown! Very quick and more rider-friendly than the earlier model! I have owned the bike for 30+ years, having purchased it as a wreck in France!					
89	1987	MZ	TS125 CAFE RACE	125	1970 On Competition / Special Lightweight Club:
two-stroke Bike Details: First time at this Show!					
206	Racer	Suzuki	RG500	500	1970 On Competition / Special Heavyweight Club: Melbray Racing
Two Stroke Bike Details: First time at this Show for this 500cc two-stroke racer, in Randy Mamola colours.					
204	Racer	Yamaha	TZ250A	250	1970 On Competition / Special Lightweight Club: Melbray Racing
Two Stroke Bike Details: First time at this Show for this 250cc two-stroke racer, restored by Eddie Laycock.					

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



The South of England Classic Motorcycle Show : March 2026
www.elk-promotions.co.uk

JHB Engineering

**Cylinder Head Repair & Rebuild, Lead free conversions.
Valves and Guides supplied & fitted.
CNC Machining, Turning and Milling.**

**New cups & cones & fork spindles supplied, inc Ariel
(Veteran - 1960) & Pre-War Triumph. Other girder fork
spindles made to order.**

Please contact John for a quote.

jhbeng@yahoo.co.uk

Unit 4a, 65-81 Winchelsea Road, Rye, East Sussex TN31 7EL
Telephone 01797 226775 ~ Fax 226310



BHP Performance Accessories
Triumph Hinckley Bonneville
Triumph Cafe Racer Parts
TEC South of England Agent
01932 786030 or leave a message
Large range of Hydraulic & Gas Shock-
absorbers to fit most British, Italian,
Japanese and Harley models.



Find BHP in the Abergavenny Hall!

JHB Engineering

**Cylinder Head Repair & Rebuild, Lead free conversions.
Valves and Guides supplied & fitted.
CNC Machining, Turning and Milling.**

**New cups & cones & fork spindles supplied, inc Ariel
(Veteran – 1960) & Pre-War Triumph. Other girder fork
spindles made to order.**

Please contact John for a quote.

jhbeng@yahoo.co.uk

**Unit 4a, 65-81 Winchelsea Road, Rye, East Sussex TN31 7EL
Telephone 01797 226775 ~ Fax 226310**

ELK Classic Motorcycle Events

South of England Showground, Ardingly RH17 6TL

Sundays 29 March

26 July and 25 October

Ashford TN24 0HB

Easter Monday 6 April

Romney Marsh TN26 2JD

Sunday 28 June

20 Sept

**2026
Dates**



www.elk-promotions.co.uk

**The South of England Classic Motorcycle Show : March 2026
www.elk-promotions.co.uk**



Legendary Engine Tuner

Stan Stephens

Guest of Honour

Ardingly Classic

Bike Show & Jumble

Sunday 29th March 2026



Purchase Stan's books at **Dandy Booksellers:**

www.dandybooksellers.com/Stan-Stephens

or call 020 7624 2993

