

The South of England Classic Motorcycle Show Sunday 26 October 2025

South of England Showground, Ardingly RH17 6TL



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Show Theme: Indian Motorcycles
With thanks to The Indian Riders Motorcycle Club

Show Timetable

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

Hear Some Super Bikes In Action!

Noon: Allan Ford: Indian and the Wall of Death

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.

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South of England

Summer Classic Bike Show & Bikejumble

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

25/7/25 Show Results

Best Pre 1950

1st Simon Warren, Surrey, 1931, Rudge, 500 TT

2nd Stephen Elston, West Sussex, 1925, OEC, TT/Brooklands,

Manufactured by the Osborne Engineering Company of Gosport, Hants. Fitted with a Blackburne engine, 3¼ gallon fuel tank and interchangeable wheels with heel rear brake. Fast and light.

Best 1950 - 1959

1st Geoffrey Booker, Oxfordshire, 1959 Triton Café Racer.

MARMITE: Legendary Norton handling married to the pre-unit Triumph engine. A great bike with plenty of show and a lot of go. LOVE OR LOATH IT, not everyone's cup of tea.

The bike was restored in 2009 but not ridden until I purchased it in 2022 with just 12 miles on the clock. I recommissioned it and made a few alterations since owning it, and I ride it when I can. Routt 750cc conversion with 3134 cams, five-speed gearbox conversion.

Robinson four-leading shoe front brake. Bespoke swept back exhaust pipes.

2nd Dave Graham, Gloucestershire, 1956, Norton,

International Model 30, Norton Featherbed International Model 30. 500cc 1956 year Model. Delivered to Watson Cairns, Yorkshire, 10th Nov 1955

Only 550 Featherbed International's 350cc/500cc were built between 1953 - 58

This bike was restored in 2015 and engine rebuilt by owner with lots of help and advice from Andy Savage.

Best 1960 - 1969

1st Mick Snowdon, East Sussex, 1960, BSA, A10, This A10 was restored around 2005, and now used regularly.

2nd Jeff Read, West Sussex, 1960 Laverda, Mini

scooter. Very rare and original, only the spare wheel is missing. Ridden here today, about 60 mile round trip. Quite slow but great fun. Unused for 17 years before purchase earlier in the year. After fitting new tyres, changing the oil and giving it a good clean it started straight away and I've not touched it since.

A UK registered bike and only 50 imported. I'm not sure how many still exist.

Best 1970 - 1979

1st Chris Williams, West Sussex, 1976, Suzuki,

GT500A. This is my Suzuki GT500A which I use all year round as my daily transport and have owned for about 18months and has been 100% reliable. I would like to restore it one day, however I also like being able to use it without having to worry about weather etc.

2nd Brian Sprawson, West Sussex, 1974, Honda, XL 250 Motosport

Best 1980 - On

1st Nick Hare, 1981, Honda, CB 900FB, One owner since new (44 years).

Owner imported the machine into Zimbabwe when new from UK and carried out the Pre Delivery Inspection on the machine as an apprentice to Honda, Zimbabwe. Returned to UK in 1988 with the machine. Frame was then stripped and powder coated. Since then, a top end overhaul has been done to the engine and anything that needs TLC has been dealt with as and when required. Over 42,000 miles was ridden in Southern Africa and present mileage to date is just under 61,000. She is part of the family!

2nd Keith Turner, Surrey, 2004, Honda NRX1800 Rune, Limited production of a motorcycle made by Honda; allowing designers a free range to show what could be made without restrictions.

South of England

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25/7/25 Show Results

Best Competition/ Special **1st** David Chambers, Kent, 1966, Greeves, Anglian, This is the first time this bike has been shown here. It is a ex-works bike being first owned by Greeves Invacar Ltd. The first signature on the log book is Derry Preston Cobb. It was then sold a year later to trials and scrambles ace Peter Vine who also worked for Greeves.

2nd John Newson, Kent, 1959 Wideline Featherbed frame fitted with a 1943 HD WLA 750 side valve bottom end with Sportster P grind cams, Matchless G3L OHV top ends, Triumph T120 shortened pistons, Jaguar valves, T140E valve springs and constant loss ignition. Front hub modified from a water pump flange. Road registered and was regularly used on the road but now only for sprinting with 4" rear slick and ex- Francis Williams dust bin fairing. Capable of 100 mph.

Best Heavyweight (Over 350cc) 1st Max Groves (Surrey) 1940/41,
Norton WD16H.

2nd Ken Rawlinson (Surrey) 1959 Norton Dominator 99SS. This Dominator was previously owned by the late great Paul Smart, the bike had been totally rebuilt from the ground up. Paul once told me that this would be the last bike that he would ever sell as it had been rebuilt by a dear friend of his.

Best Lightweight (350cc and Under) 1st Keith West, East Sussex,
1961, NSU, Super Max, German eccentric rod operated overhead camshaft engine

2nd Jack Osborne, Kent, 1923, Raleigh Model 3. Here is my recent purchase of this 1923 Raleigh Model 3 which I have admired for quite sometime now. I hope to ride this on the Banbury run next year and Pioneer plus run providing I pass my motorcycle test as I'm still too young to take it now. The first keeper owned this bike for 82 years and is in unrestored original condition. I can't wait to create some great memories with this bike.

Best Featherbed Steve Light (West Sussex) 1960 Triton, Café Racer. A Café Racer one-off special, with a Triumph 650 engine matched with slimline Norton frame. Fitted with conical hubs, the engine uses a TR6 bottom-end with a splayed Bonnie head.

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Best Club Stand: Norton Owners Club

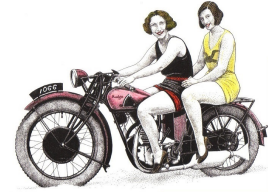
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The South of England Classic Motorcycle Show

Sunday 26 October 2025

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Motorcycle Show
Ardingly, West Sussex RH17 6TL
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No	Year Make and Model	cc / HP	Classes Entered
-	Indian		Pre-1950 Overseas Heavyweight Indian
	-	Club:	
Bike Details: The Indian Motorcycle Manufacturing Company were based in Springfield, Massachusetts. Indian was America's oldest motorcycle brand and was once the largest manufacturer of motorcycles in the world.			
1904	Humber	3.5	Pre 1950 Lightweight British
	Olympia Tandem Forecar	Club:	Sunbeam MCC
Bike Details: Has been in my family for over 70 years, having been purchased from the poet Siegfried Sassoon's family in 1952. Has completed many London/Brighton and Pioneer runs up to the present day. With original registration number. As the vehicle has 3 wheels it is impossible to avoid potholes in the road so I now like showing it throughout the year at mainly local car shows.			
1910	Norton	496	Pre 1950 British Heavyweight
	3½ HP	Club:	Roaring Twenties MCC
Bike Details: Built at the Floodgate Street factory in Birmingham, cost new was £45=10 shillings. The bore and stroke are 82mm by 94mm, or 499cc. One of the earliest surviving original Nortons, over 100 years old and still going strong.			
1911	Indian	488 /	Pre-1950 Overseas Heavyweight Indian
	Veteran	Club:	Sunbeam MCC
Bike Details: First time at this show for this Indian, fitted with a 498cc, 3½hp single cylinder engine and two speeds. It uses a Bosch magneto and has a left-hand throttle and right-hand advance/retard and clutch controls.			
1911	Indian	498	Pre 1950 Overseas Heavyweight Indian
	Veteran	Club:	Sunbeam MCC
Bike Details: Resurrected in over the Covid lockdown from an 80 year slumber, this 1911 Indian motorcycle is now back in running order and is on display at the Filching Manor Motor Museum. The bike successfully completed the 2024 Sunbeam MCC Pioneer Run with owner Karl Foulkes Halbard on board. The bike ran very well, except for occasional clutch slip, and successfully completed the Run!			
1913	Indian		Pre 1950 Overseas Heavyweight Indian
	Veteran	Club:	Indian Riders MC
Bike Details: Owned by Phil Clarke of Clarke's Classics.			
1913	Zenith	996	Pre 1950 British Heavyweight
	Gradua 90 Bore	Club:	VMCC (Surrey & Sussex)
Bike Details: Built at Weybridge, Surrey, to the special order of Hal Hill, it lived on Monument Hill, Weybridge until 1953 when it was obtained by the present owner. Used by Hal Hill at Brooklands and many long-distance rallies before & after the First World War.			
1914	Douglas	350	Pre-1950 British
	2¾ hp	Club:	Sunbeam MCC
Bike Details:			
1914	Indian	1000	Pre 1950 Overseas Heavyweight Indian
	V Twin	Club:	
Bike Details: Indian Motorcycles dominated racing in the early 1910's, winning the first three places in the 1911 Isle of Man TT. In the States these bikes were run on banked circuits, running up to 90+ MPH with No Brakes, No Clutch and No Throttle!			
1915	Indian	681	Pre-1950 Competition / Special Competition / Special Heavyweight Indian
	B1	Club:	Indian Riders MC
Bike Details: Little-Twin Board Track Racer, in excellent restored condition.			

No	Year Make and Model	cc / HP	Classes Entered
	1919 Indian Power Plus	1000	Pre-1950 Overseas Heavyweight Indian
Bike Details: The Indian Motorcycle Manufacturing Company were based in Springfield, Massachusetts. Indian was America's oldest motorcycle brand and was once the largest manufacturer of motorcycles in the world.			
	1924 ACE Sporting Solo	1265	Pre 1950 Overseas Heavyweight
Bike Details: William Henderson manufactured four cylinder motorcycles under the Henderson name from 1911. In 1917 he sold the company to Ignaz Schwinn of the Excelsior Motorcycle Company but, after working for them for a few years, he left in 1920 and started producing the four cylinder Ace. William Henderson died in November '23 whilst road testing the new Sporting Solo - the bike on display here is a 1924 example of this model. Ace limped on for a couple of years without him before being bought in 1927 by the Indian Motorcycle Company.			
The Indian Four was born and continued to be made in various forms into the 1940's!			
	1924 Francis-Barnett Zarabout	147	Pre 1950 British
Bike Details: First time at this event for this Vintage 1924 Francis Barnett 'Zarabout' One of the first and most basic models of 'Built like a Bridge' Francis Barnett's which were introduced in October 1923. Chain-cum-belt drive model. Frame No. 6446 with Villiers Mk.V11c 147cc two stroke engine, number L.329 and Mills carburettor. Two-speed Albion gearbox with no clutch or kick start as standard. Original price: £25 Purchased by the owner in 2014 after being stored in a loft for 30 years. Missing many parts, most of which were made by the owner, with restoration completed in 2019			
	1925 Rex Acme TT / Brooklands	2¾	Pre 1950 Lightweight Competition / Special British
Bike Details: This type of machine was used by WL Handley to win the 1925 Junior TT at an average lap speed of 65.02 mph, and a lap record of 65.89 mph. Fitted with a Blackburne engine.			
	1926 Indian Wall of Death	750	Pre 1950 Overseas Competition / Special Heavyweight Indian
Bike Details: This Vintage Indian was ridden in Allan Ford's Motodrome Wall of Death. Allan will be presenting a talk on the Wall of Death in the Stockman's Building at ???pm			
	1927 Francis-Barnett Brooklands	172	Pre 1950 Competition / Special British
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.			
	1927 Zenith JAP	680	Pre-1950 British Heavyweight
Bike Details: Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in and around London. This machine was made at Twickenham and is fitted with a JAP 680cc side-valve engine. First time at this event.			
	1928 AJS K6	350	Pre 1950 British
Bike Details: This bike has an engine from the AJS works Experimental / Development Dept at Graiseley Hill, Wolverhampton. AJS Wolverhampton Works Bike After completion of their development programme these machines were often used for works competition purposes.			

No	Year Make and Model	cc / HP	Classes Entered
	1928 Levis 211	211	Pre 1950 British
Bike Details: First time at this event for this Vintage 1928 Levis with Villiers three-port engine and three-speed gearbox. Exact model uncertain as this motorcycle had various engine options up to 350cc.			
	1929 Harley Davidson Model J	1000	Pre 1950 Overseas Heavyweight Under-40
Bike Details: Inherited from my Granddad in 2022 after he'd ridden it many miles in the UK and abroad. It was very 'tired' so shown here today after some mechanical work to return it to good riding condition			
	1930 Douglas T6 Flat Twin	600	Pre 1950 British Heavyweight
Bike Details: First time at this event for this Vintage flat-twin Douglas.			
	1930 Indian 101 Scout	750	Pre 1950 Overseas Heavyweight Indian
Bike Details: Restored mainly in Sweden, using many original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system, which were fitted on import. The American & UK machines were fitted with stand. Probably the flag ship model of the Indian fleet. Made in America, the 101 was available in 600cc or 750cc and was a larger framed model to the earlier scouts, which were only available as 600cc. The 101 was made from 1928 to 1931. It has the standard foot clutch, left hand throttle and right hand manual advance/retard. Gear change lever mounted to the side of the tank. Very much like driving a car but with more balance required			
	1931 Ariel SF	500	Pre 1950 British Heavyweight
Bike Details: Ariel Sloper two valve, only made for one year. Found in a very poor condition, so it has taken a number of years to make this motor cycle fully roadworthy and restored to as originally produced factory condition.			
	1932 Indian Vintage		Pre 1950 Overseas Heavyweight Indian
Bike Details: Owned by Phil Clarke of Clarke's Classics.			
	1932 Norton International Model 30	500	Pre 1950 Competition / Special British Heavyweight
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.			
	1932 Rudge 350 Radial	350	Pre 1950 Lightweight British
Bike Details: Purchased and upgraded it to current condition.			

No	Year Make and Model	cc / HP	Classes Entered
1934	Velocette MOV	249 Club: Sunbeam MCC	Pre 1950 British
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. It was sold to F Longlands of 10 St Pancras, Chichester on the 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 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!			
1936	BSA B1	250 Club: BSA OC (East Sussex)	Pre 1950 British
Bike Details: First time at this event for this Vintage BSA!			
1936	Matchless G80 Clubman	500 Club: AJS & Matchless OC (Sussex)	Pre 1950 British Heavyweight
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.			
1936	Norton Manx Model 30	500 Club: Norton OC (Surrey)	Pre 1950 Competition / Special British Heavyweight
Bike Details: Genuine Ex-Works Big Plunger Manx. Twin Spark Magnesium BTH Magneto Purchased and Raced by Vaino Hollming from Finland in 1947 with numerous wins under his belt. (See pictures)			
1936	Panther 20 Red Panther	250 Club:	Pre 1950 Lightweight British
Bike Details: Super OHV Sloper. I purchased this bike in 2005 It was all in bits and collected in the boot of my Mondeo. I restored it and it has been in regular used since 2007. The bike was supplied by Pride and Clarke Stockwell Road London. The price in 1936 was £29-15-11 (£29.75p)			
1937	Indian Junior Scout	500 Club: Indian Riders MC	Pre-1950 Overseas Heavyweight Indian
Bike Details: The Indian Motorcycle Manufacturing Company were based in Springfield, Massachusetts. Indian was America's oldest motorcycle brand and was once the largest manufacturer of motorcycles in the world.			
1938	Rudge Sports Special	500 Club: Rudge Motor Cycle Club	Pre 1950 Competition / Special British Heavyweight
Bike Details: The Sports Special 500cc model was introduced in 1937, production ceased in 1939. Made from a basket case. This example has been rebuilt twice, first time from a basket case where parts were missing, the second time after an accident in 2000.			
1938	Rudge Special	500 Club:	Pre 1950 British Heavyweight
Bike Details: This 1938 Rudge Special 1938 was brought back to life in 2020.			
1938	Vincent HRD Series A Comet	499 Club: Vincent HRD OC	Pre 1950 British Heavyweight
Bike Details: This machine was donated to the Vincent Owner's Club by a long-standing member for the enjoyment of Club members. It moves around the UK sections on an annual basis and has covered around 1500 miles so far this year.			

No	Year Make and Model	cc / HP	Classes Entered
1939	Ariel Red Hunter	500 Club: Ariel Owners MCC	Pre 1950 British Heavyweight
Bike Details: A good, usable single, used on rallies in France, Spain, Germany and Holland.			
1939	Excelsior Manxman	500 Club:	Pre 1950 British Heavyweight
Bike Details: One of only 150 500cc bikes built by Excelsior pre-WW2 in four years. Only 12 built were built in 1939 and only 3 of this model. Restored by the owner from a rusty wreck over two years as a "Riders bike" and first run after 60 years resting less than a year ago. Note the gearbox and magdyno are not standard but were as fitted when last run.			
1939	New Imperial Model 23 Unit	150 Club:	Pre 1950 British
Bike Details: This bike was originally found in 1985 rotting in a farmers hedge in Kent where it had stood quite a while. It's a factory matching numbers bike with the original Kent registration number FKR 335. Surprisingly it was fairly intact. Over the next 6 years it was restored to its former glory by David Turner in Grundisburgh when it also featured in Classic Motorcycle Magazine. I bought the bike in 2021 from David's grandson in Minehead as a reminder of my grandparents who in the early 1930's had the same model bike and they toured two-up from East London to John O Groats via the Forth Bridge. I cosmetically overhauled some of the paintwork and chrome over the winter of 2023 using Dream Machine specialist paint for the tank, mudguards & number plates.			
1940	Indian Sports Scout	750 Club: Indian Riders MC	Pre 1950 Overseas Heavyweight Indian
Bike Details: Imported by me from California it was owned by a famous Indian/Harley author Jerry Hatfield, who has written many books. Used for Rallies and having fun... Ridden to Denmark this July, for the Indian International Rally. Next year it's Switzerland here we come...			
1945	BSA M20	500 Club:	Pre 1950 British Heavyweight
Bike Details: BSA WDM20, 1943, used on a regular basis and been to many shows during this summer. 500cc single cylinder engine that pulls like a train. In my opinion best bike BSA ever made!			
1946	Indian Chief	1200 Club: Indian Riders MC	Pre-1950 Overseas Heavyweight Indian
Bike Details: 1946 Indian Chief , 3 speed , foot clutch , hand gear change , left hand throttle , as all Indians were until the 1950's.			
1946	Indian Chief	1340 Club: Indian Riders MC	Pre 1950 Overseas Heavyweight Indian
Bike Details: 80 cubic inches (1340cc) : 1946 first year for Chief girder forks replacing leaf spring and no Indian face fender lamp until 1947. Old restoration by Bob Stark in USA.			
1947	Indian 741B	500 Club: Indian Riders MC	Pre 1950 Overseas Heavyweight Indian
Bike Details: Originally made for in the USA for the British Army in WWII. This model was a 500cc and was designed to hit the ground running. It has the Indian standard foot clutch, left hand throttle and right hand advance/retard. The gear change is a lever to the side of the fuel tank. This bike is up and running and on the road. All internals have been renewed or overhauled but the exterior has been left as found.			
1947	Norton Manx	500 Club: Roaring Twenties MCC	Pre 1950 Competition / Special British Heavyweight
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.			
1947	Vincent Rapide & Sidecar	998 Club: Vincent HRD OC	Pre 1950 British Heavyweight
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.			

No	Year Make and Model	cc / HP	Classes Entered
	1948 BSA M20	498 Club:	Pre 1950 British Heavyweight BSA OC (East Sussex)
Bike Details: Second owner from new. much loved oily-rag with fine provenance and unmolested.			
	1948 Norton Big 4	600 Club:	Pre 1950 British Heavyweight Norton OC (Surrey)
Bike Details:			
	1948 Norton Manx	500 Club:	Pre 1950 Competition / Special British Heavyweight
Bike Details: 1948 Manx Norton, came 33rd in the I.O.M TT 1948			
	1949 BSA Star Twin	500 Club:	Pre 1950 British Heavyweight Sussex British Motorcycle OC
Bike Details: Rare bike, not many were made.			
	1949 BSA Bantam D1	123 Club:	Pre 1950 Lightweight British BSA Bantam Preservation Group
Bike Details: This bike has been totally rebuilt, using all the original parts. An original aluminium headlight with cable and lever was found at an autojumble, refurbished and fitted to bring the bike back to the original 1949 spec.			
	1949 Sunbeam S8	500 Club:	Pre 1950 British Heavyweight
Bike Details: Sunbeam S8 500cc twin OHC, shaft drive and Watsonian side car believed to be a 1954 single adult model. The Sunbeam combination has been in my ownership for the last two years and is used fairly regularly.			
	1949 Triumph TR5 Trophy	500 Club:	Pre 1950 British Heavyweight VMCC (Surrey & Sussex)
Bike Details: Based on the Speed Twin, 1949 was the first year of production for the TR5 trials machine. The name came from the three specials that Triumph built for the 1948 Italian ISDT, which won 3 gold medals & a team trophy. The original TR5 models of 1949 used the aluminium cylinder barrels & heads from a generator motor Triumph supplied to the WD in WW2. This was Triumph's first aluminium cylinder head/barrel, and factory employees speculated that the alloy heads, with their superior cooling properties, could easily be adapted for a motorcycle. I bought this bike 30 years ago with many faults & incorrect parts. It took me around 5 years to complete a nut & bolt rebuild to the standard you see today; a genuine square barrel TR5, ridden and not just shown. It was a finalist in the 2014 Classic Bike magazine Bike of The Year competition, not bad for a garden-shed restoration!			
	1950 BSA Bantam D1 Plunger	123 Club:	1950-59 Lightweight British BSA Bantam Preservation Group
Bike Details: This Bantam was purchased new by Miss Lois Lineker on the 12th of May 1950 from Slocombe's Ltd of Neasden London NW 10. Lois named the Bantam Chrisandra or Cassie for short and she used it for every day transport. In 1972 Cassie was dismantled and put into storage. After many years it was given to Lois's brother-in-law, Richard Taverner, who re-instated it to roadworthy condition in 2003. Richard rode it to many shows in England as well as further afield such as Cerney in France. Sadly Richard passed away in 2020, but in his will he bequeathed Cassie to the BSA Bantam Preservation Group who now look after it in his memory. This Bantam will be left in its preserved condition and will be displayed at the events we attend.			
	1950 Vincent Grey Flash Replica	499 Club:	1950-59 Competition / Special British Heavyweight Vincent HRD OC
Bike Details: This replica Grey Flash is used at track days and sprints:- Cadwell, Betteshanger, Santa Pod, Brighton. Hear it run in our Fire-Up Paddock!			

No	Year Make and Model	cc / HP	Classes Entered
	1951 Vincent Comet	498 Club: Vincent HRD OC	1950-59 British Heavyweight
Bike Details: This is how a used one looks. 1951 'C' series Vincent, updates include AVO front damper, S/S exhaust system, Alton generator. A very well used 'work horse', back on the road after 2 year lay off and the recommissioning process had me tearing my hair out.			
	1952 Vincent Comet	499 Club: Vincent HRD OC	1950-59 British Heavyweight
Bike Details: Previously taxed in Leicestershire and owned by Ross Motors of Hinckley. Dismantled in the seventies, ownership changed several times and it remained in this condition for 50 years. On the 15th October 2017 the Vincent was purchased at the Bonhams Stafford auction by the current owner, mostly in large pieces together with a RF60 log book. It was completely stripped, restored and rebuilt during 2019 and 2020, registered with a V5C and its original registration reinstated by the DVLA. Together and running again after five decades.			
	1953 BSA C11	250 Club:	1950-59 Lightweight British
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.			
	1953 BSA B31	350 Club: BSA OC (East Sussex)	1950-59 Lightweight British
Bike Details: Purchased the B31 in 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, started easily & ran 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. Derived from the B29, a pre-War design, the 350cc B31 (and its stablemate the 500cc B33) was designed as a dependable ride-to-work hack and tourer. Described as a "heavyweight single" by BSA, it has an unhurried charm.			
	1953 Francis-Barnett Falcon 58	197 Club: Francis-Barnett Owners Club	1950-59 Lightweight British
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.			
	1953 Matchless G80S	500 Club: AJS & Matchless OC (Sussex)	1950-59 Heavyweight British Heavyweight
Bike Details: A standard fifties motorcycle sensibly modified for all year round use by current owner. Simple to restore and maintain.			
	1953 Norton Manx Model 40	350 Club: Norton OC (Surrey)	1950-59 Competition / Special British
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.			
	1953 Panther 65	250 Club:	1950-59 Lightweight British
Bike Details: Best lightweight at this show in 2018. 2nd owner from new.			

No	Year Make and Model	cc / HP	Classes Entered
	1954 BSA Triban Wasp	175 Club: BSA Bantam Preservation Group	1950-59 Lightweight Competition / Special British
Bike Details: This is a one-off trials Bantam with a 1968 175cc engine fitted in a 1954 frame. With parts from six Bantam models: D7 speedo, D5 fuel tank and various other parts fabricated. Wider rear wheel, built for lightness- speed and trials. The name Wasp comes from the bikes colour, yellow and black.			
	1954 Vincent Black Shadow	998 Club: Vincent HRD OC	1950-59 British Heavyweight
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.			
	1955 AJS 16MS	350 Club: AJS & Matchless OC (Sussex)	1950-59 Lightweight British
Bike Details: Re built as a trials bike last winter, not finished yet as ongoing project			
	1955 Vincent Black Prince Outfit	998 Club: Vincent HRD OC	1950-59 Heavyweight British Heavyweight
Bike Details: Ridden here today. Sensible mods include a 360w alternator, and electric magneto, heated grips, 4LS front brake and an extra brake drum on the rear. Has been over the Canadian Rockies, Have done a number of rallies around Europe including Italy, Germany (The Eagles Nest, Hitler's hideout) and up the Grossglockner, Austria. The Wessex Monocoque sidecar is from the 50's, restored some years ago after finding it in a mess. The subframe was made for the chair to aid fitting and extra strength.			
	1955 Vincent Series D Rapide	998 Club: Vincent HRD OC	1950-59 British Heavyweight
Bike Details: A new restoration, it's been in pieces for 40 years in the back of a garage.			
	1955c BSA Hybrid	500 Club:	1960-69 Competition / Special British Heavyweight
Bike Details: Non-stock BSA built for riding during the week and beach racing and sprinting at the weekend!			
	1956 BSA Bantam D1	125 Club: BSA Bantam Preservation Group	1950-59 Lightweight British
Bike Details: First time at this Show.			
	1956 Norton 19S	600 Club: Norton OC (Kent)	1950-59 Heavyweight British Heavyweight
Bike Details: This 600cc Overhead valve single cylinder with swing arm suspension was first registered on 22nd January 1957.			
	1956 NSU Super Fox	123 Club:	1950-59 Overseas
Bike Details: Half engine size NSU Supermax with Ultramax overhead camshaft, only in production for 2 years.			
	1957 AJS 18CS Scrambler	500 Club: AJS & Matchless OC (Sussex)	1950-59 Competition / Special British Heavyweight
Bike Details: Factory built scrambler, used in competition. Fully restored after languishing in a shed for many years.			
	1957 BSA A7 Standard	500 Club:	1950-59 British Heavyweight
Bike Details:			
	1957 Norton International Model 30	500 Club: Norton OC	1950-59 Competition / Special British Heavyweight
Bike Details: Fitted with Howard German's 1954 Clubman's TT engine			

No	Year Make and Model	cc / HP	Classes Entered
	1958 BSA D5 Bantam	175 Club:	1950-59 British BSA Bantam Preservation Group
Bike Details: This was the first bantam with the 175cc engine and 18" wheels only produced for a short while in 1958 most of the frame parts were similar to the swinging arm D3 So one of the more rare bantams today.			
	1958 Triumph Thunderbird	650 Club:	1950-59 British Heavyweight
Bike Details: Purchased about six years ago, and brought up to current condition by the owner, with help from Dave Degens.			
	1959 AJS 31 DL	650 Club:	1950-59 Heavyweight British Heavyweight 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.			
	1959 AJS 31	650 Club:	1950-59 Heavyweight British Heavyweight AJS & Matchless OC(EL & Essex)
Bike Details:			
	1959 AJS 31L	650 Club:	1950-59 Heavyweight British Heavyweight AJS & Matchless OC (Sussex)
Bike Details: Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.			
	1959 BSA Gold Star DBD34	500 Club:	1950-59 British Heavyweight Roaring Twenties MCC
Bike Details: First registered on the 2nd October 1959.			
	1959 BSA A10 Golden Flash	650 Club:	1950-59 British Heavyweight 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.			
	1959 BSA C15	250 Club:	1950-59 Lightweight British
Bike Details: Restored from a wreck in 2023 by present owner. This is a lovely example of one of the first C15s ever made.			
	1959 Francis-Barnett Falcon 81	197 Club:	1950-59 British 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.			

No	Year Make and Model	cc / HP	Classes Entered
	1959 / Norton Unified Twin	650 Club: Norton OC (Surrey)	1950-59 British Heavyweight
Bike Details: This is the very rare Norton Bracebridge Street factory prototype unit construction 650 twin in a Norton slimline featherbed frame. It suffered initially with over heating problems, but this engine in a Model 77 frame reached 120 mph at the MIRA test track, in about 1960. Sadly the development of this engine was stopped and then scrapped. The development engineers were Doug Hele, and Brian Jones, leading development engineers. There is speculation that this engine could have been fitted into the AMC Pluto frame that was then under development at the same time. The remains of this engine was retrieved from the scrap bins at Bracebridge, and so therefore could be built into a frame to give an idea as to what it could have looked like. This was a very top secret engine development project and many at AMC did not know of its existence.			
	1960 BSA A10 Golden Flash	646 Club: BSA OC (West Sussex)	1960-69 Heavyweight British Heavyweight
Bike Details: First registered 11th March 1960. Restored and maintained by the owner, who acquired the bike in 2010.			
	1960 BSA A10	650 Club: BSA OC (East Sussex)	1960-69 British Heavyweight
Bike Details: This A10 was restored around 2005, and now used regularly.			
	1960 BSA Bantam D7	175 Club: BSA Bantam Preservation Group	1960-69 Lightweight British
Bike Details: Built up and restored using parts from two abandoned, incomplete Bantams and re-registered in 2012. Regularly ridden.			
	1960 Francis-Barnett Cruiser 84	250 Club: Francis-Barnett Owners Club	1960-69 British
Bike Details: Purchased in present condition. This bike is not restored by me.			
	1960 Matchless G80TCS Typhoon	600 Club: AJS & Matchless OC (Sussex)	1960-69 Competition / Special British Heavyweight
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.			
	1960 Matchless G12 CSR	646 Club: AJS & Matchless OC (Sussex)	1960-69 Heavyweight British Heavyweight
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.			

No	Year Make and Model	cc / HP	Classes Entered
	1960 Norton Dominator 99 De Luxe	600 Club:	1960-69 British Heavyweight Norton OC (Surrey)
Bike Details: Rebuilt from a wrecked basket case 35 years ago using mostly old parts it has been in continuous use since then . 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 found the current owner 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?			
	1960 Triton Café Racer	650 Club:	1960-69 Competition / Special British Heavyweight
Bike Details: A Café Racer one-off special, with a Triumph 650 engine matched with slimline Norton frame. Fitted with conical hubs, the engine uses a TR6 bottom-end with a splayed Bonnie head.			
	1961 AJS 31	650 Club:	1960-69 Heavyweight British Heavyweight AJS & Matchless OC(EL & Essex)
Bike Details: 2010 marked the 100th year of production of the first true AJS. Ridden here today.			
	1961 BSA Bantam D1 Plunger	125 Club:	1960-69 Lightweight British BSA Bantam Preservation Group
Bike Details: This Bantam D1 was originally sold through the well known dealership of Pride & Clarke in Stockwell Road, London. I bought it from my friend's brother for £35 way back in 1976. In my youthful exuberance I took it to pieces, where it remained in various boxes / states of renovation until a couple of years ago. With help from the very kind and knowledgeable members of the BSA Bantam Preservation Group, It is now fully on the road and I love riding it as well as displaying it at shows and rallies, with other Bantams from the group.			
	1961 Dresda Triton	750 Club:	1960-69 Competition / Special British Heavyweight
Bike Details: 1961 Dresda triton cafe racer 750cc, built by Dave Degens in 1996.			
	1961 Matchless G80 CS	500 Club:	1960-69 Competition / Special British Heavyweight AJS & Matchless OC (Sussex)
Bike Details: Short stroke Matchless 500cc engine, originally exported to USA . Restored and used for AJSMOC club events.			
	1961 Norton Dominator 99 Cafe Racer	600 Club:	1960-69 Competition / Special British Heavyweight 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.			
	1961 Norton Dominator 99	600 Club:	1960-69 British Heavyweight Norton OC (Surrey)
Bike Details:			

No	Year Make and Model	cc / HP	Classes Entered
	1961 Velocette Venom Thruxton	500 Club:	1960-69 British Heavyweight
Bike Details: This Thruxtonised Venom Clubman is fitted with a prototype crankcase made by Ralph Seymour.			
	1962 Norton Dominator 650 Manxman	650 Club:	1960-69 British Heavyweight Norton OC (Surrey)
Bike Details: This Norton was constructed 16 years ago from mostly individually purchased pieces. The engine comes from one of the first and fairly rare 1961 Norton Manxman 650 models as exported to the USA. The gearbox is a four-speed (AMC 2 specification), the Featherbed frame is from one of the first 650SS built in 1962. Wassell Electronic ignition, and a 930 Concentric carburettor. The engine has been lightened internally, with most of the timing gears, pinions and valve operating gear losing lots of excess weight. It also has electronic ignition plus an electronic regulator/rectifier. The Twin Leading Shoe Front Brake is a copy of an early Norton Commando item and this version was manufactured in Indonesia. A modern belt-drive system has replaced the old primary chain-drive. This bike is used regularly; ridden to events and to work all year round. Generally covers 3000 miles each year			
	1962 Triton Café Racer	750 Club:	1960-69 Competition / Special British Heavyweight Sussex British Motorcycle OC
Bike Details: 1962 Manx Norton frame fitted with a Triumph Speed Triple front and rear. Ducati sub frame and seat.			
	1963 BSA Rocket Gold Star	650 Club:	1960-69 British Heavyweight
Bike Details: Top of the range sporting twin from BSA.			
	1963 BSA DBD34 Gold Star	500 Club:	1960-69 Competition / Special British Heavyweight BSA OC (West Sussex)
Bike Details: With original frame and engine numbers as delivered from the BSA factory on 18th January 1963, this is one of the last DBD34 Gold Stars assembled. Fully restored by Steve Tonkin in 1996 and maintained to a high standard ever since. This is a genuine machine.			
	1963 Francis-Barnett Fulmar Trials	150 Club:	1960-69 British Francis Barnett Owners Club
Bike Details:			
	1963 Francis-Barnett Cruiser 89	250 Club:	1960-69 British Francis-Barnett Owners Club
Bike Details: Purchased in March 2025, from a retiree, through a dealer.			
	1963 Honda CR110	50 Club:	1960-69 Competition / Special Competition / Special
Bike Details: First time at this event for this 1963 Honda CR110 50cc racing machine			
	1963 Moto Guzzi Galletto Avviamento Lettrico	192 Club:	1960-69 Lightweight Overseas Moto Guzzi Club (GB) Sussex
Bike Details: Is the Galletto (Cockerel) a motorcycle or scooter? This vehicle offered 'The best of both worlds' with the weather protection, comfort & enclosure of a scooter & the riding position, stability & braking performance of a motorcycle. With a total production of 40,250 examples of the 192cc model, it was originally conceived to compete with the success of Vespa & Lambretta in the post-war years. This was the final variant of 5 models, manufactured from 1961 - 1966. It was Moto Guzzi's first 12 volt electric start motorcycle, using a 75 watt belt-driven Marelli dynastart. With horizontal 4-stroke ohv engine it has a top speed of 85 km/h (53 mph). Unusual in 1963, it has a single sided swinging arm & interchangeable wheels. Rare in the UK.			
	1963 Norton Dunstall Domiracer	500 Club:	1960-69 Competition / Special British Heavyweight Norton OC (Surrey)
Bike Details: 1963 works Lowboy Dunstall Domiracer			

No	Year Make and Model	cc / HP	Classes Entered
	1963 Triumph Tiger	350 Club:	1960-69 Lightweight British
Bike Details: Purchased in 2021 and completely restored over a two year period.			
	1964 Francis-Barnett Fulmar 90 Sport	150 Club:	1960-69 Lightweight British Francis Barnett Owners Club
Bike Details: Fully restored by the owner in 2023/24.			
	1964 Francis-Barnett Cruiser 91 Sports	250 Club:	1960-69 Lightweight British Francis-Barnett Owners Club
Bike Details: Restored by present owners in 2021. Project started with just a frame and wheels which was purchased from eBay.			
	1964 Fuji Rabbit Superflow Model S30	123 Club:	1960-69 Overseas
Bike Details: Previously the Nakajima Aircraft Co, Fuji was established in Japan in 1945 to manufacture civilian vehicles and was responsible for Japan's first motor scooter, the Rabbit S-1, which made its debut in June 1946, some months ahead of the Italian Vespa. The Rabbit was based on the American Powell scooter, examples of which had been brought to Japan by American servicemen. 25 different Rabbit models were manufactured between 1946 and 1968, making it the last as well as the first Japanese scooter. At the top of the range was the 200cc S601 with 'Superflow' torque converter transmission, an innovative feature for a scooter of the early 1960s. The torque converter was also available on the 123cc S-301, which in automatic guise became the S-301 BH. Out of total S-301 production of 137,449 units between 1961 and 1968, only 11,700 were the torque converter-equipped BH version.			
	1964 Matchless G12CSR	648 Club:	1960-69 Heavyweight British Heavyweight AJS & Matchless OC(EL & Essex)
Bike Details: Last used in 1968, purchased from Bonham's Stafford sale in April 2024. So far this year the bike has covered over 2500 miles with no problems			
	1964 Norton Atlas	750 Club:	1960-69 British Heavyweight Norton OC (Surrey)
Bike Details: Pa Norton's grand-daughter has ridden pillion on this machine.			
	1964 Triumph Trophy	650 Club:	1960-69 British Heavyweight Under-30
Bike Details: First time at this event for this Cinemoto Film Vehicle : WWW.CINEMOTO.CO.UK			
	1965 BSA Bantam D7	175 Club:	1960-69 British BSA OC (East Sussex)
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.			
	1965 BSA C15	250 Club:	1960-69 British BSA OC (East Sussex)
Bike Details: This bike is used regularly and occasionally gets a wipe with an oily rag.			
	1965 Honda RC116R 'TT' Machine	49 Club:	1960-69 Competition / Special Lightweight
Bike Details: This machine is a copy of the Honda that Luigi Taveri won the 1966 50cc IOM TT Race. I rode this actual machine in the 2007 100 Years of the TT Lap of Honour. 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 and Model	cc / HP	Classes Entered
	1965 Matchless G15	750 Club: AJS & Matchless OC (Sussex)	1960-69 British Heavyweight
Bike Details: Two former owners. This bike was used from 1965 to 1978 then laid-up until 2007 when I bought and re-commissioned the bike. Made by Norton after buying AJS & Matchless Motorcycles. It was made with AMC frame, tank, seat etc. The wheels, engine and forks were Norton, but this bike has Metal Profile forks fitted in 1970's, and a later Norton twin leading shoe front brake. It is also, temporarily, fitted with my spare AJS tank which is the same shape as the Matchless which is in red. The engine is a Norton Atlas engine of 750cc.			
	1965 Norton Unified Twin / Unit Twin	646. Club: Norton OC (Surrey)	1960-69 Competition / Special British Heavyweight
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.			
	1965 Norton Atlas	750 Club: Norton OC (Surrey)	1960-69 British Heavyweight
Bike Details: Slimline featherbed, with electronic ignition fitted in 2003 and the engine was rebuilt in 2007. Front twin-leading shoe front brake and indicators added, and the carburettor changed to a Monobloc one.			
	1966 Norvin Café Racer	1000 Club: Vincent HRD OC	1960-69 Competition / Special British Heavyweight
Bike Details: A 'hot' 1000cc Rapide engine fitted in a Norton wideline featherbed frame with a Suzuki GSXR front end, 6-pot brake callipers, Norton AMC clutch and home-made wheel hubs.			
	1966 Yamaha YDS3	250 Club:	1960-69 Overseas
Bike Details: This model was the one that put the Yamaha name firmly on the map and eventually made the brand the well known name it is today. It was the first of their 250 twins to feature the "Autolube" system and was the first of their sports bikes to sell in any large quantity. These machines were revolutionary at the time and for a while they were the fastest 250cc two stroke twin, and that was 60 years ago.			
	1967 BSA Bantam D7	175 Club: BSA Bantam Preservation Group	1960-69 British
Bike Details: First time at this event for this Bantam. Rebuilt by the previous owner in the 90s			
	1967 Francis-Barnett Model 96	150 Club: Francis Barnett Owners Club	1960-69 Lightweight British
Bike Details: Restored by me 2024			
	1967 Norton 650 SS	650 Club: Norton OC (Surrey)	1960-69 British Heavyweight
Bike Details: This bike was rebuilt 26,000 miles ago and is used on a regular basis including European trips			
	1967 Triton Featherbed Wideline	750 Club: Sussex British Motorcycle OC	1960-69 Heavyweight British Heavyweight
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.			

No	Year Make and Model	cc / HP	Classes Entered
	1968 Agrati Capri 150 Super	150 Club:	1960-69 Overseas
Bike Details: No, it's not a Vespa or Lambretta! This Garelli Capri 150 is a rare survivor in the UK. Most Agrati Capri Scooters were under 100cc in capacity. After Agrati merged with Garelli, the rear of the body was redesigned and a Garelli 149cc power unit was put in place. Cosmetically restored by the previous owner, it has had some mechanical attention in my ownership and once given a registration number by DVLA, will be back on the road and ridden as often as possible.			
	1968 BSA Starfire	250 Club:	1960-69 British BSA OC (East Sussex)
Bike Details: Oily rag resto, original mudguards and other parts apart from rebuilding the wheels, higher compression on these 10,1, Indian tank.			
	1968 BSA Bantam D14	175 Club:	1960-69 British 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			
	1968 Egli-Vincent Godet Sport GT	998 Club:	1960-69 Competition / Special British Heavyweight Vincent HRD OC
Bike Details: Totally rebuilt in 2004 by Patrick Godet Motorcycles in France as Patrick's first Sport GT. Previously PGM only made single seat "Cafe Racers". Built for a Customer as his wife's 50th birthday present to him. Tested by Sir Alan Cathcart before delivery to the owner and written up in the English Classic Motorcycle and French Moto Review magazines. After testing the bike went back to PGM and anything scratched, slightly worn etc was replaced. The bike was also Patrick's show bike at Stafford. In 2004 the owner developed a fatal illness and he determined the bike should go to a rider and he sold the machine to me in 2007. At this show it is towing a trailer, the Vincent "Black Box". A wonderful and unique bike which is still regularly ridden.			
	1968 Norton Atlas	750 Club:	1960-69 British Heavyweight Norton OC (Surrey)
Bike Details: Brought as a non-runner around 1995. 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.			
	1969 Ducati Classic Racer	249 Club:	1960-69 Overseas Competition / Special
Bike Details: 1969 Ducati classic racer, with fully tuned engine.			
	1969 Norton P11A Ranger	750 Club:	1960-69 Competition / Special British Heavyweight Norton OC (Surrey)
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			
	1969 Seeley G50	500 Club:	1960-69 Heavyweight Competition / Special British Heavyweight BRT Racing
Bike Details: Seeley Mk 3 G50 the engine is full race, Six Speed gear box and belt drive.			
	1969 Triumph TR6	650 Club:	1960-69 Heavyweight British Heavyweight BSA OC (East Sussex)
Bike Details: UK Model.			

No	Year Make and Model	cc / HP	Classes Entered
	1970 BSA A65L	650	1970 On Heavyweight British Heavyweight
Bike Details: Built in 1971 (August) shipped to Elite Motors London October 1971. Sold and registered in February 1973, it still has matching engine and frame numbers. Six owners from new.			
	1970 BSA A65 Lightning	650	1970 On British Heavyweight
Bike Details: Restored in 2006, regularly used on the road. This Lightning is one of the last of the pre oil-in-frame machines. With the rare Firebird styled tank that was fitted for 1970 only. Won the 1970-on class at this Show in 2016.			
	1970 Honda CB750/4 K1	750	1970 On Overseas Heavyweight
Bike Details: Honda CB750 Four K1 US Import colour Blue with 22,004 miles on the clock in original unrestored condition not bad for a 55 year old bike			
	1970 Triumph T120 Bonneville	650	1970 On British Heavyweight
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 to Atherton & Co, the Triumph export agent for India and Pakistan in Liverpool (luckily it was not a Friday!). I acquired this bike in March 2002 as a 'ride and restoration' project. 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 chain case (and even the chain case needed welding). EVERYTHING else in the engine/gearbox was replaced! It started first kick once restored...!			
	1971 BSA A65L	650	1970 On British Heavyweight
Bike Details: Original Paint and Condition low mileage grey frame Lighting			
	1971 BSA Bantam B175 Trials	175	1970 On Competition / Special British
Bike Details: Bike built from B175 Road bike and parts bought at auto jumble.			
	1971 Honda CB750/4	750	1970 On Overseas Heavyweight
Bike Details: 1971 CB750 K1 frame forks, wheels & many smaller parts. Engine: K2 bottom half (bought online for £22.50p badly damaged rear of crankcase by snapped rear chain, repaired using old C90 crankcase half), believed to be K2 barrels, K2 head. New cam chain, new primary chains, new seals gaskets. Old valve springs, valves & cam (was rusty, checked by cam specialist). Old mains & big-end shells. Crankshaft checked, no wear just oil stains to journals. Old gearbox shafts & gears etc. Old clutch. Much original chrome. New 'Yamiya' pre HM300 Exhaust & dualseat, New Dyna coils leads and Ignition. Many parts recovered from my 1970 CB750 (DYO 69J), bought new in Sept 1970 and smashed up in late 1971: petrol tank, front mudguard, RH headlamp ear, were all badly damaged and repaired around 2007, kept in mum and dad's loft for 35years. Why? I wanted a replica of my old CB750 perhaps the finest bike I have ever had.			
	1971 Motobi 250SS	249	1970 On Overseas
Bike Details: This is one of the last EGG Engined Motobi's, made after the Benelli family reunited. So some carry the Benelli Badge. This bike is non standard, having single seat and clip on handlebars, also megaphone silencer. Probably the best handling bike I have ridden in 60 plus year's. Including race bikes.			

No	Year Make and Model	cc / HP	Classes Entered
	1971 Norton Commando	750 Club:	1970 On British Heavyweight Norton Owners Club
Bike Details: First time at this event for this Norton Commando 750 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 it's kind. Renowned for it's 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.			
	1971 Yamaha 250 RD	250 Club:	1970 On Overseas Sussex British Motorcycle OC
Bike Details:			
	1972 Harley Davidson FLH	1200 Club:	1970 On Overseas Heavyweight
Bike Details: First time at this event.			
	1972 Honda CL350K5	348 Club:	1970 On Overseas
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 .			
	1972 Norton Commando	750 Club:	1970 On Heavyweight British Heavyweight Norton OC (Surrey)
Bike Details: First registered on 16th April 1973, this original bike is unrestored and has had just two owners from new. It is used as my main classic bike.			
	1973 Honda CB350K4	350 Club:	1970 On Lightweight BRT Racing
Bike Details: Imported to the UK in 2019 then underwent total restoration using where possible genuine Honda parts. Still retains original silencers. 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.			
	1973 Honda 500/Four	500 Club:	1970 On Overseas Heavyweight
Bike Details: First time at this event for this Mike Hailwood replica.			
	1974 Benelli Tornado	650 Club:	1970 On Overseas Heavyweight
Bike Details: This is the last of three model versions of the Tornado produced. One of only 300 made in 1974, the last full year of production and one of only four of the S2 model officially imported into the UK through Agrati of Nottingham. DeTomaso had bought Benelli in 1972 and the model was dropped from the range by 1975. Bore and Stroke 84mm x 58mm. 9.6 to 1 compression. 52 bhp at 7400 RPM. 5-speed gearbox. Electric start. Top speed approx 105mph. The last engine to be designed by the Benelli brothers and the highly regarded design engineer Prampolini who worked on the Motobi egg engines and the works 250 cc Benelli four-cylinder racers. It was arguably over-engineered and overweight at 460lbs, nevertheless it is regarded as the ultimate development of the push rod four-stroke parallel-twin engine. It features horizontally split crankcases, four-bearing crank, helical gear primary drive Bosch electrics and good quality chrome. It was designed for the American market to compete with the British manufacturers and although a prototype was produced in 1968 at the Milan show, Benelli were in financial difficulties. When finally produced in 1971, its arrival to the market place was too late.			

No	Year Make and Model	cc / HP	Classes Entered
	1974 Honda CB360	360 Club:	1970 On Overseas Heavyweight
Bike Details: A mostly finished running restoration, using all the original parts. It is the early 360 fitted with the front twin-leading-shoe brake, the later models had a front disc brake. Quite a rare bike on the roads nowadays.			
	1974 Honda CB350K4	325 Club:	1970 On Overseas
Bike Details: I only went to buy a spare engine for £150.00 in December 2021 and ended up with a box of bits. The previous owner had stripped the bike 14 years previously and hadn't got round to the restoration, he had also started selling parts off so there was about 30% of the bike missing. I started searching for the missing parts, NOS where possible, from all over the world (including the clocks with the original Honda film covers showing 0 miles). and restoring all the parts. The restoration took 14 months to complete. I have confirmation from Honda in Japan that the engine and frame are the original paired set. The toolkit is present and so is the owners handbook.			
	1974 Honda XL250 Motosport	250 Club:	1970 On Overseas
Bike Details:			
	1974 Kawasaki H2B 750	748 Club:	1970 On Overseas Heavyweight
Bike Details: First time at this event for this Candy Gold Kawasaki H2B 750 Two Stroke Triple. It was imported by owner in 2004. A full restoration was completed in 2011.			
	1975 Bultaco Sherpa T	350 Club:	1970 On Overseas Competition / Special
Bike Details: 1975 Bultaco 350 Sherpa T, as ridden by Martin Lampkin winner of the 1975 FIM international trials world championship.			
	1975 Malaguti Cavalcone	50 Club:	1970 On Overseas Lightweight
Bike Details: First time at this event for this Italian machine restored by the owner. The frame is powder coated, the wheels completely rebuilt, the seat refurbished and the petrol tank repainted.			
	1975 Norton Commando Mk3	828 Club:	1970 On British Heavyweight 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.			
	1977 Laverda 3CL	981 Club:	1970 On Overseas Heavyweight
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.			
	1978 Harley Davidson XLCR	1000 Club:	1970 On Overseas Heavyweight
Bike Details: I have owned this Harley Davidson since 1993. A Rare Model ,as only 3,130 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 Dollars New. Rare model as only 3,130 XLCR models were produced from 1977 to 1979. In 1978, 1201 models were produced. This XLCR is a 1978 model and was sold new for \$3,623 dollars.			

No	Year Make and Model	cc / HP	Classes Entered
	1979 Suzuki GT250 X7	249 Club:	1970 On Lightweight Overseas
Bike Details: Owned for 25 years now.... Restored and ridden, always puts a smile on my face !			
	1979 Suzuki GT250 X7	250 Club:	1970 On Lightweight Overseas
Bike Details: This is a 1979 Mark 1 with period modifications: Gibson Allspeeds, Gilly Seat, FLF Mudguard. Easily achieves 100MPH, restored in 2008. With current owner since 2004.			
	1980 Triumph Bonneville T140D Special	750 Club:	1970 On British Heavyweight
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. Just recently had a rebore & running in.			
	1980 Yamaha XS400	392 Club:	1970 On Overseas Heavyweight
Bike Details: First registered on 8th September 1980, it was purchased by the current owner on 29th October 1982.			
	1981 Ducati TT2	750 Club:	1970 On Overseas Competition / Special Heavyweight 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.			
	1982 Moto Guzzi V50 Monza	490 Club:	1970 On Overseas Heavyweight Moto Guzzi Club (GB) Sussex
Bike Details: The Monza was the sportier version of the popular Moto Guzzi V50 Mk3, and came with clip-on handlebars and rear-set foot rests. This particular machine, owned for 30 years, has been converted to a more upright riding position to assist with riding comfort!			
	1983 Honda CX500 custom	500 Club:	1970 On Heavyweight Heavyweight Sussex British Motorcycle OC
Bike Details:			
	tba Honda CG125	125 Club:	1970 On Overseas Under-30
Bike Details: First time at this event for this customised Honda!			

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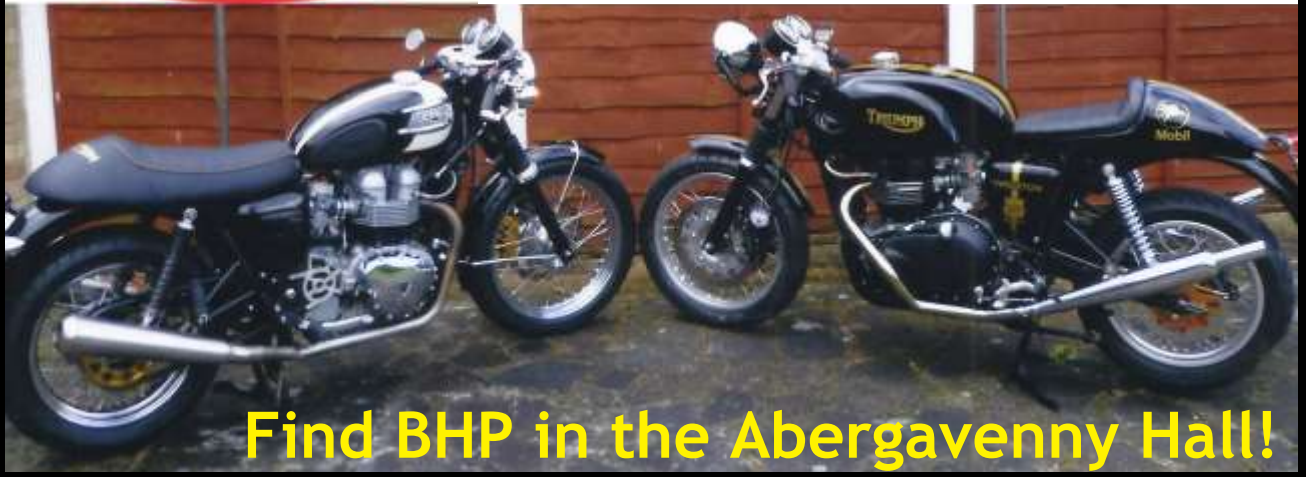
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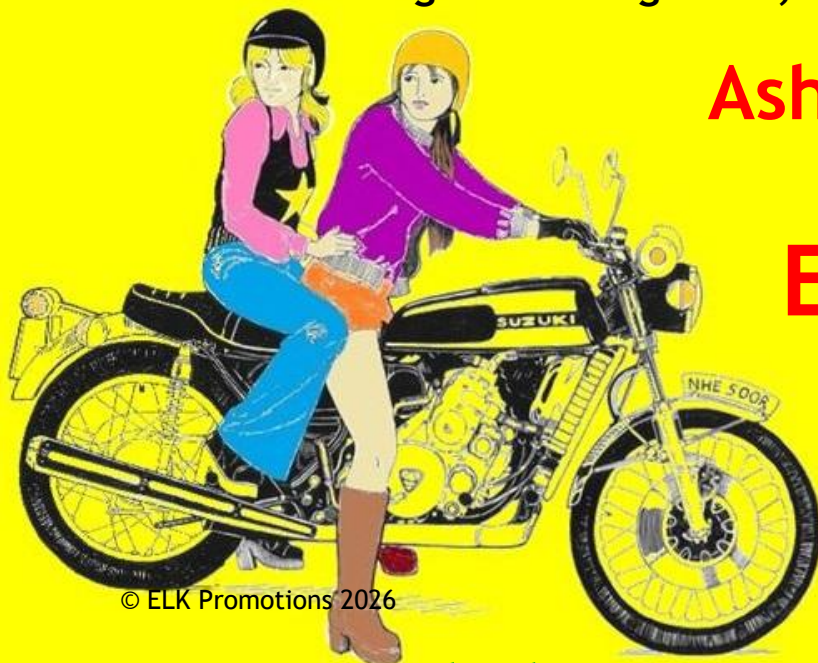
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