



**AJS 7R** | Hailwood  
The boy racer | and the mighty 6



# CLASSIC

BIKE • GUIDE

BUY • SELL • RIDE • RESTORE MARCH 2019

Your guides to:

# Ducati 900SS

and  
**Triumph  
Daytona**



No. 334 March 2019 £4.30  
UK Off-sale date 27/03/2019 PRINTED IN THE UK



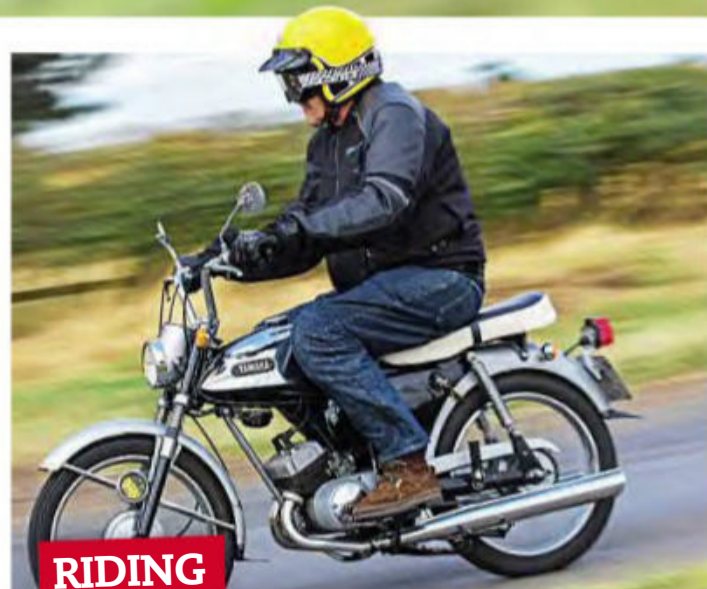
**NEW RETRO**

Monkey-ing around



**WORKSHOP**

Norton's wheels and brakes



**RIDING**

Fun, fun, fun on a Yamaha YL1

# CLASSIC BIKE INSURANCE?



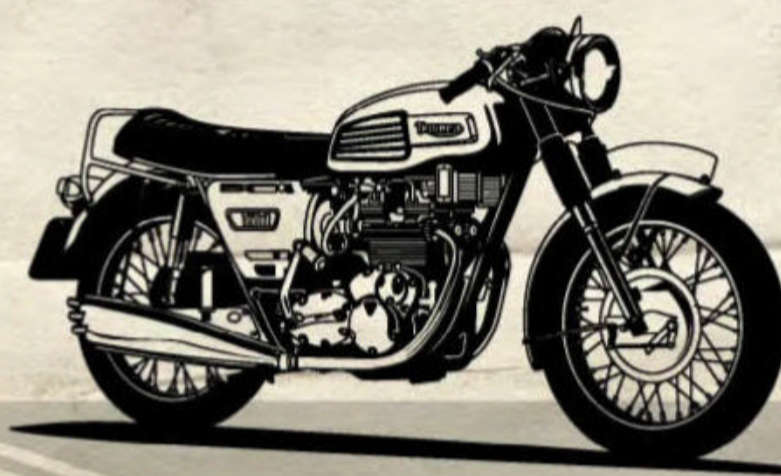
## THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic bike insurance. To get off the phone, promise to get a quote for your home "in the near future".
- Go out to the garage, pull off your bike's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- Cough up a £15-50 "certification" fee, on top of your policy premium.
- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



## THE EASY WAY

- Call Hagerty. 0333 323 1383.
- Go for a relaxing ride.



**HAGERTY.**  
CLASSIC BIKE INSURANCE

HAGERTYINSURANCE.CO.UK



Welcome

## Every day is a school day, once you find the right teacher

**A** DEAR DEPARTED RELATION ONCE explained to me how people were different. “An angel will have a bucket with your name. It then goes along a line of drums, with each drum full of a different attribute. These drums are full of braun, brains, confidence, fitness, adaptability, reactions, thought, emotion or empathy. Now, there are seasoned angels, who will take a scoop from each drum until the bucket is full: this leads to a balanced person. But if your bucket is filled by a young angel, or even a lazy angel, they may just get to one drum and fill your bucket completely with just one attribute.”

Tosh told to a naive young boy it may have been, but I love the thought. I’ve known some lovely brainiacs at Cambridge who could write mathematical equations on how belching after dinner could influence the clouds, yet couldn’t tie shoelaces, let alone drive a car: a young angel’s work. Equally, I know many people who have obviously benefited from that wise angel, and have the full quota of strengths.

I think my angel was lazy and my bucket was short-changed. But, living in the sticks and hanging around the world of old bikes, I’ve got to know a lot of wise people, who may be apprenticed-engineers with a life of experience, or may just be blessed, but whenever I spend time with them I learn something. These people had their bucket filled with the right stuff; they don’t see

problems; they see what is broken, see what is around them, the tools they have and the time they’ve got, and fix it. I call it farm engineering.

Farm engineering is the ability to not get ‘het up’ (a Norfolk-ism for getting wound up) about a problem, but to see what’s not working, why it’s not working and find an available fix. You know when you’re talking to a farm engineer as they use the word ‘just’ when describing how they sorted something you don’t think you could.

The best part I’ve learned is to have the confidence to try to fix something. From a young age I was gifted my mother’s car when it failed its MoT (I know, spoilt rotten), that I could round nuts off, fill with filler and make engine noises. Over time, I listened to the people around me who worked on cars, trains, tractors and bikes and gradually learned how to weld, how an engine worked and how not to use glass fibre to repair suspension, through a slow process of ‘fail, think what you’ve done wrong and try again’.

Now the world has the internet, which brings an end to that trial and error. No longer do we need to listen to old boys and their hard-earned wisdom. And, as we all know, all videos and content on the internet is carefully edited, only written or filmed by professionals and totally trustworthy. Oh.

What the internet does do is open us up to a world of suppliers of parts for our bikes.

‘New small end bush for a 1956 model? No problem Sir’. Except when it doesn’t fit. Bugger – can’t exactly go to the local bike shop, as most run a mile from a classic. The ‘net comes up with several answers, including how to buy a puppy and a guy from Wisconsin who shows you his small end – neither useful.

What we then need is a farm engineer. ‘That needs reaming. We’ll ream it on the lathe, but when it goes in it may need a little more by hand’. I wouldn’t have thought of that, but it makes perfect sense. And it works. Learn from those around you. You’ll know who, when you meet them.

But some bikes just seem to want to fight you. I’m trying to build a little air-cooled Suzuki and at every stage the damn thing digs its heels in. It’s like it wants to be scrapped. Seized bolts, unknown engine faults, collapsed bearings and even a spare engine I bought as ‘a runner’ had a valve head rattling in the chamber. Farm engineering may be great, but you better have had your fill from the patience drum. Because if a bike is a wrong ‘un, it’s a wrong ‘un.

So it’s back to the shed; be good!

**Matt Hull**

editor@classicbikeguide.com



## #010

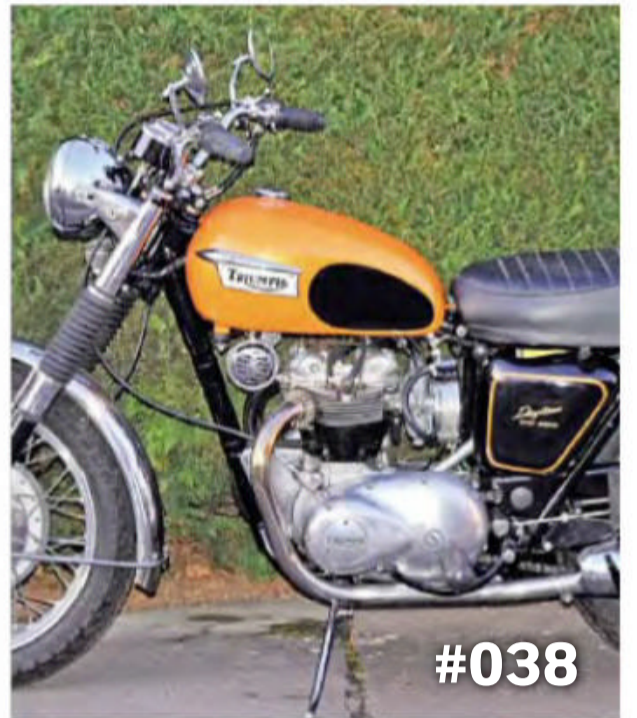
- 006 From the archive**  
An AJS taking the flag at the TT, 1961
- 010 Machines that matter**  
AJS created the perfect racer for privateers and professionals alike, the 7R
- 018 Subscribe**  
Go on, subscribing to *Classic Bike Guide* will save you time, save you money and has been scientifically proven to make you more attractive! (Might not be entirely true...)
- 020 News**  
Steve McQueen's Triumph sells for a bomb, Norton sets its aim high and Hislop is celebrated at the TT
- 024 What's on**  
Dig the diary out you got for Christmas and start planning those weekends
- 026 Your letters**  
Let us know what's going on in your world
- 028 Products special**  
We have a look at how Alpinestars' airbag suits could save you
- 030 Products**  
Polishers, blasters, chargers and a great book on Gary Hocking
- 032 Motogymkhana on a classic**  
We take a 64-year-old BSA B31, compete against the UK's best Motogymkhana riders and have a ball!
- 038 Buying guide – Triumph Daytona 500**  
For many, a perfect Triumph twin
- 046 Buying guide – Yamaha YL1**  
Need some fun in your life? Ever thought of a 100cc two-stroke twin?
- 054 Buying guide – Ducati 900SS**  
Beauty, character and pedigree all in one – the 900SS is a superb keeper
- 062 Archive poster**  
A close up of the JAP single cylinder engine
- 066 Steve Cooper**  
The Japanese restoration world NOS supplies are drying up, says Steve
- 068 Paul Miles**  
To shine or not to shine? How do you have your bike?
- 070 Paul D'Orléans**  
Paul starts looking into the history of leathers but ends up somewhere totally different
- 072 New Retro – Honda Monkey**  
We start monkeying around on Honda's new Monkey bike
- 078 Hailwood's machines**  
Rachel looks at the mighty Honda Six, which tempted Mike from MV. Had he made the right decision?
- 086 How's that work?**  
We look at how to read a Vernier
- 089 Project Norton**  
This month we look at the wheels, brakes and lots of rubbing down. Lots
- 094 Restoration – Puch Maxi**  
Restoring a moped can keep the pressure, price and time down, with just as much fun to be had when it's finished!
- 100 Matchless rebuild**  
Our G3L gets its head rebuilt and a new small end
- 104 Reader ads**  
Buy another bike. Buy another bike. Buy another bike. Buy another bike. Buy another bike. You need to
- 121 Next month**  
A Moto Guzzi 1928 racer, Honda CB750 and a Norton Inter, plus the Matchless gets going and lots more
- 121 Last word**  
Frank enjoys a great winter ride and considers what makes a classic bike



#028



#032



#038



#046



#054



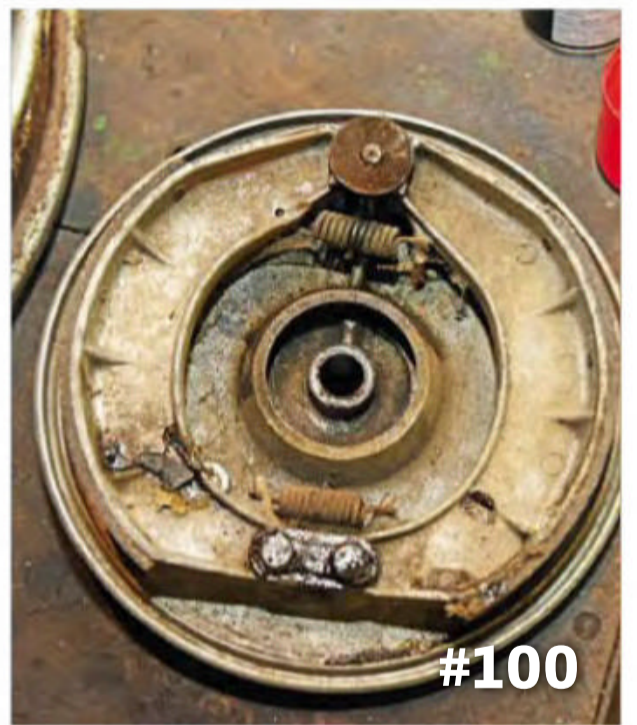
#072



#078



#094



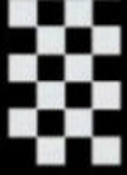
#100



# Subscribe today!

## From only £20

- » Every issue will be sent hot off the press and delivered straight to your house
- » You'll never miss an action-packed issue or supplement again



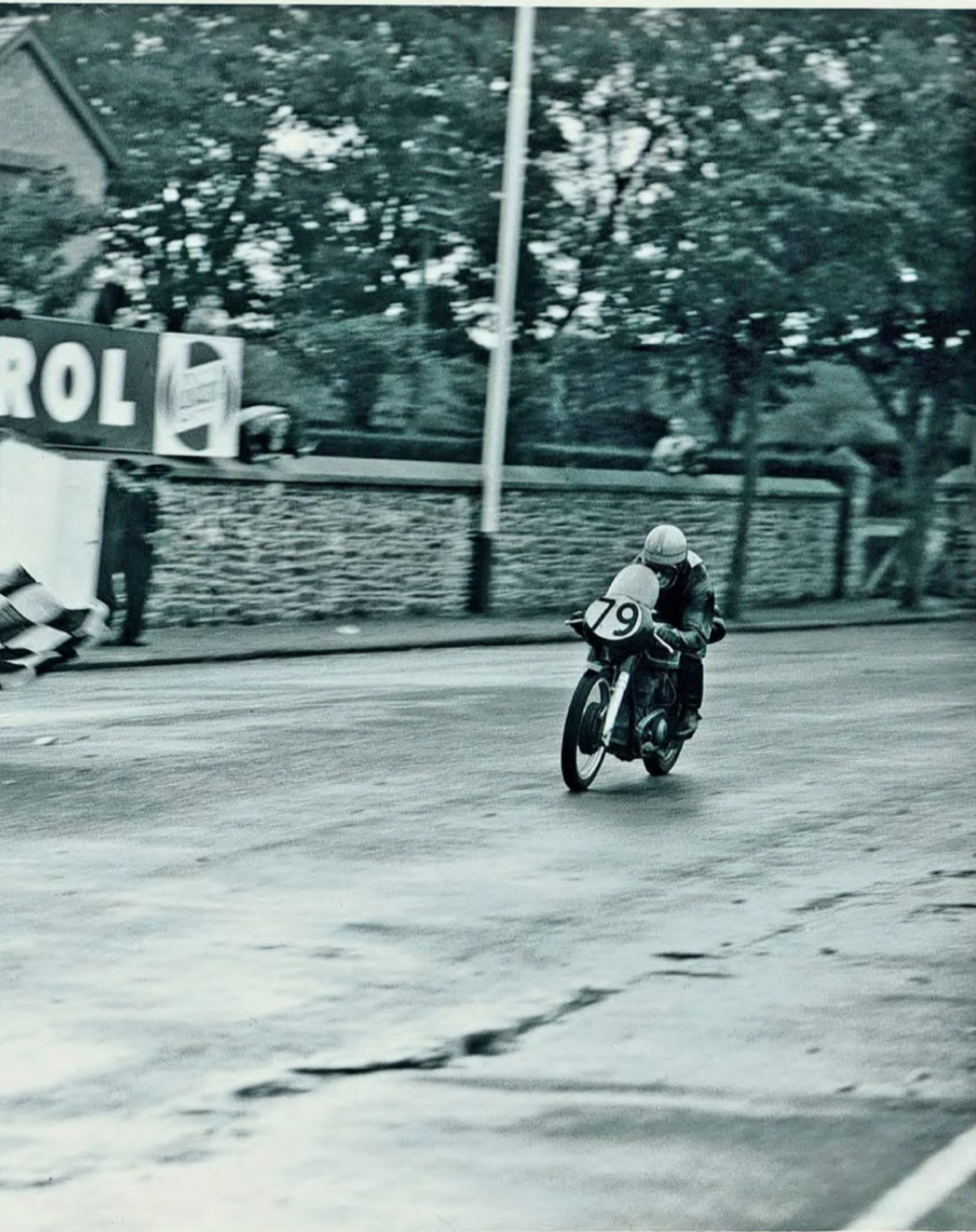
## ■ ONCE IS ENOUGH

So often our archive photograph hails from Mona's Isle. This is simply because the TT races were, for decades, the single most-important proving ground, promotional springboard and manufacturing bravado contest for motorcycles in the world. This was also at a time when the internal combustion engine was possibly the most important product in the world, with the greatest brains, largest investment and a promising future.

Back to the photograph you see here, and it's not always the top runners that have a story to tell. Here you see a splendid captured moment of Francis Reynolds, at 26 years old, winning his first Manx Grand Prix, the Junior, in 1961.

Reynolds was a motorcycle dealer from Middlesbrough. He first entered in 1957 on a 350 but reportedly crashed at Windy Corner in practice and didn't start the race. He returned in 1958 for the Junior Manx Grand Prix, but retired with a mechanical. This failed to deter Reynolds and in 1959 he finished 18th in the Junior. In 1960 he retired again in the Junior, but tackled the Senior as well, coming 15th, at 88.28mph on a Norton, an ex-Dave Chadwick machine prepared by Reg Dearden. But in 1961, Frank and his Ajay (the same machine that had let him down the year before but for this year the valve spring mountings had been modified) crossed the line first at a speed of 81.28mph. Can you imagine the feeling? He went on to race at the TT in 1962 and 1963, but only once would he stand on that top step. **CBG**







## Celebrate your Individuality



Slightly different to other Spitfire models, the recently launched Six has no specific styling theme and has been designed to give Spitfire owners the opportunity to create their own custom version. Built on the same foundations of all other variants, the Six still has a powerful 600cc single cylinder engine and the popular artisan hand-welded trellis

frame. You can choose one of four tank colour options, or even a specialist colour of your choice, plus four pre-existing seat styles and even personalise the anodised colours throughout the bike.

**From £9995 OTR\***

Standard Model



Colour option: 1. Pearl White



2. Oxblood Red



3. British Racing Green



Order yours now - 01204 544 930  
[www.ccm-motorcycles.com](http://www.ccm-motorcycles.com)

\*Selling fast - but limited to 300 hand made units  
Secure your Six with a £500 deposit today



Devon Rim Company  
MADE IN ENGLAND

Rolling **25** Tru  
01769-581700

Wheel Rims  
& Spokes

100%  
Made In England

Wheel Rims with a "TRU" DUNLOP profile

**Rolltru**

Go On!!!  
Treat yourself



Mirror Finish Chrome Effect 304-2b

Stainless Steel

from **£145.00**

Also available in  
British Chrome  
Triple Plated Copper, Nickel, Chrome

MIRA  
100,000 Mile tested  
The Motor Industry Research Association

Premium Quality is our Standard

Devon made **Valtru**  
Trade Finish Stainless Rims

from **£75.00**

Stainless Rim & Spoke Kits

from **£135.00**



**Valtru**

e-mail for a **FREE** Brochure - sales@devonrimcompany.com

Keeping it simple! - Online Ordering with 4 clicks!



Click 1  
Select your style of Motor!  
British - Jap - Harley - Modern



Click 2  
Choose your make  
from the  
Tank logos



Click 3  
Find your  
Hub from  
the images  
supplied

Click 4  
Pick your Rim  
Size by Material and  
Spoke Sets to suit -  
Add to Basket enter  
your code & Checkout

**FREE Online  
Delivery**

1000s of Rims &  
Spoke Sets in stock

Why not access our  
You Tube videos for help, advice  
& Wheel building Instructions.

Simply type  
"Devon Rim Company"  
into the youtube Search box or  
follow the link on your hub page

[www.devonrimcompany.com](http://www.devonrimcompany.com)

Free Delivery only on In Stock Items - UK Mainland only

Copyright DRC All rights reserved

## CLASSIC BIKE INSURANCE

PBIS specialises in classic bike insurance, as well as insurance for other collectable classic vehicles. As a company built on passion, we strive to deliver exemplary levels of service and customer satisfaction.

We have been arranging insurance for your classics for over 30 years, so we know what is important to you.

Our classic bike cover may include:

- Free agreed valuations
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Discounts for multiple bike ownership
- Club member discounts

Multi-bike policies and modern bike policies are also available.

ASK US TODAY ABOUT OUR  
CLASSIC BIKE COVER

CALL NOW FOR AN INSTANT QUOTE

**01376 574000**

visit: [www.classiccarinsurance.co.uk](http://www.classiccarinsurance.co.uk)

email: [info@classiccarinsurance.co.uk](mailto:info@classiccarinsurance.co.uk)



**PBIS** PETER BEST  
INSURANCE  
SERVICES  
EST. 1985

Peter Best Insurance Services Ltd  
Authorised and Regulated by the Financial Conduct Authority.  
Registration No. 307045 | Registered in England No. 2210270

# Motorcycles

## That matter

'Race on Sunday, sell on Monday'. From 1948 to 1962, the AJS 7R was the factory and privateer 350cc racer everyone wanted

WORDS BY RACHAEL CLEGG PHOTOGRAPHY BY GARY CHAPMAN

**S**OMETIMES, AS A SPECIAL TREAT, I SEARCH FOR 'AJS 7R sound' on YouTube just to hear the 7R's majestic, visceral purr (I'm from Rochdale – it doesn't take much). But the 7R has many feline qualities, even beyond its sensational growl: it is deceptively powerful, light, agile and one of the 'prettiest' machines of the postwar period.

It's also thanks to the 7R that we have the term 'boy racer', for this dainty little beast – which first rolled out of the factory in 1948 – was designed and built for the amateur racer. It was one of the most successful over-the-counter racers of all time. And as such, it is a marvel of economy, on every level. As the Vintage Motorcycle Club's marque specialist Ray Carter said: "There is nothing on an Ajay that isn't necessary. There are no gimmicks, no trims, they were basic bikes built for people who didn't have the time or resources for high maintenance. You can strip the engine of an Ajay in about 20 minutes."

The cost of this compact competition machine, in its day, was £249 plus £67 tax, which roughly equates to £8000 in today's money. According to the National Archives this was the equivalent of around 175 days' wages for a skilled job. For the add-ons, such as alloy rims, AJS added a further £6 to the price tag. ▶







The bike pictured here is an AJS 7R3A, the first of a three-valve upgrade (one inlet but two exhaust valves, hence the twin exhausts), which Ike Hatch designed to bring the exhaust valve temperature down. It is one of only four believed to have been built, along with a few extra prototype engines, which also had a shorter-stroke bottom end and later featured a different frame and tank. It would be the bike that took Rod Coleman to the 1954 Junior TT victory

To put this into perspective, a race-ready over-the-counter supersport today would cost about £30,000. Despite being a 'toy for boys', however, the Ajay was approximately the same cost as a Manx Norton, which in 1948 would set you back around £314 including tax.

But costs aside, the 7R's launch was a big deal. AJS' salesman Jock West OBE also happened to be a motorcycle racer and thus proved to be both a public relations dream and a shrewd operator. He was the perfect advocate for the 7R. And such was the magnitude and notoriety surrounding the rumoured release of this little racer that West actually held a talk at Cambridge University about the 7R (though at the time it was referred to – confusingly – as the R7). A report in *The Motor Cycle*, dated March 4, 1948, read: "The line of thought that led to the decision to make the new racing AJS a 'three fifty' was explained by J M West OBE to an audience at the Cambridge Centaur, Cambridge University.

"Few, if any can be more qualified to talk about the new R7 than Jock West. It hardly need be mentioned that he received rapt attention."

The report reads on, quoting West's talk: "Why a three-fifty? Prestige in Europe, Jock explained, had put British motorcycles where they are today, and success in continental events, therefore had to be considered. And success on these small circuit road races that were held in Holland, Belgium, France and Spain could be best achieved on a machine that was light rather than one that had ultra-high maximum speed.

"Of the three major classes the individual rider had in the past concentrated on the 350cc class. The



500cc machine was too heavy for small-circuit racing and the two-fifty 'remained too long in one place' to be interesting. The 350cc job, therefore, struck a happy balance."

West's Cambridge talk says something about the prestige of this machine. It is very difficult – if not impossible – to imagine a talk at Cambridge University today about, for example, the launch of a Honda Fireblade.

But that wasn't the only stop on West's promotional tour de force of the 7R / R7. A few weeks after his Cambridge appearance the rider-cum-salesman rode the 7R at Brands Hatch.

Back then, the Kent circuit was little more than a grass track but despite this West gave the Ajay Tarmac-worthy welly. A report dated March 18, 1948 in *The Motor Cycle* reads: "The machine has already covered several hundred miles on the road, and on the occasion of the visit to the track Jock was seeing just how the springing and starring would function on an exceptionally bumpy surface. He reports that the 7R would ride 'hands-off' even along the top straight."

It was a competitive machine too. The 7R finished fourth in the 1948 Senior TT with rider Geoff Murdoch, despite being a 'Junior' sized machine. The



*"Today the 7R is considered to be among the most significant race machines in motorcycle history. And it's not hard to see why: the 7R was a marvel of lean execution"*



*“It’s also thanks to the 7R that we have the term ‘boy racer’, for this dainty little beast, which first rolled out of the factory in 1948, was designed and built for the amateur racers”*

7R also won several Junior Manx Grand Prix, as well as finishing second and fifth in the 1948 Junior TT with Maurice Cann and Phil Heath in the saddle, respectively. As AJS specialist Roy said: “The 7R was a competitive machine. In fact, AJS has a very good record at the TT – in fact, AJS won the TT as early as 1914 and won the Junior in 1920, 1921 and 1922.”

AJS was established as A J Stevens and Co Ltd in Wolverhampton, 1909. Production of the company’s first models – 292cc machines – started in August 1910. The company was already represented in the Isle of Man TT, though the event was only four years old by this time, with J D Corke and Jack Stevens finishing 15th and 16th.

After the First World War AJS scored more TT successes and in 1928 launched an overhead camshaft model in response to the increasing competitiveness of the motorcycle market. This added to the marque’s comprehensive offering of motorcycles, which ranged from 248cc singles to 996cc V-twins. But the late 1920s proved a difficult time for business. The 1929 Wall Street Crash kick-started global economic depression and, like many companies, AJS was forced into liquidation.

But the marque was sought after: both BSA and Matchless of Plumstead entered into a bidding

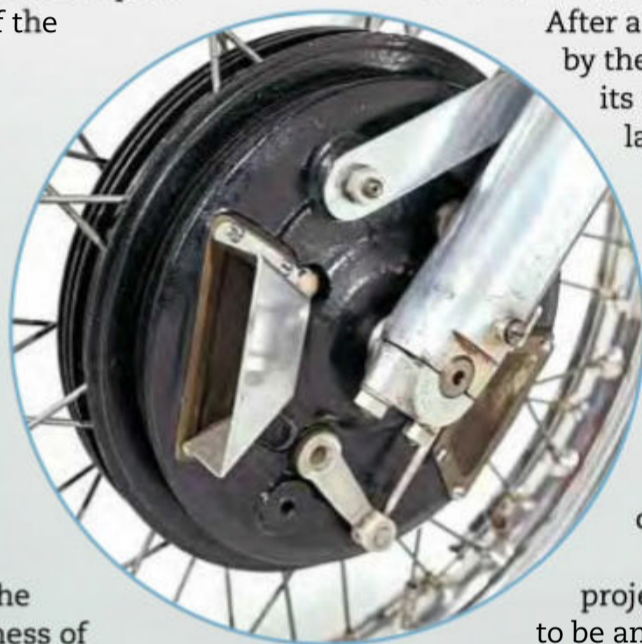
war for the company. Matchless won, and soon AJS was relocated from the West Midlands to East London. By 1934 AJS, under its new ownership, re-entered the racing scene with a 350cc machine, which was based on the earlier – pre-Matchless takeover – motorcycle. Though similar, however, this latest model was subject to numerous improvements. These included aluminium bronze heads and greater use of aluminium alloys. These adaptations evolved into the ‘R7’ – an over-the-counter racer for private owners available in the late 1930s.

After a manufacturing hiatus, enforced by the war, AJS continued developing its 350cc machine and in 1948 launched the 7R. The 7R was a reimagining of the R7 but with updated technology, including conical wheel hubs and greater use of lightweight materials such as magnesium.

It’s believed that Jock West was the impetus behind the project from its outset, though the actual design work was carried out by Philip Walker.

Of course, it was a worthwhile project. Today the 7R is considered to be among the most significant race machines in motorcycle history. And it’s not hard to see why: the 7R was a marvel of lean execution. Among the machine’s highlights was its 74mm x 81mm 348cc single-cylinder power unit with a magnesium crankcase – webbed so as to withstand additional stress from racing use. It had Teledraulic oil-damped front forks, a system the company developed during the Second World War.

And then there’s the bling. One of the 7R’s most distinguishing features is its gold-painted casings,





coated as such to prevent oxidisation. This, coupled with the bold 'AJS' branding on the tank (also in gold) contributed to the 7R's reputation as one of the 'prettiest' machines on the market.

But the 7R was light too. Its carefully-considered design and materials meant that the machine's dry weight was only 132kg. It was the perfect, agile machine for a budding racer on the shorter circuits across the Continent.

Only 77 examples of the 1948 7R were produced, though the machine had many more incarnations – each with moderate tweaks and improvements – throughout its 14-year life span.

And it enjoyed many successes in that period. Among these was Mike Hailwood's near victory in the 1961 Junior TT, in which he was leading the race until his gudgeon pin broke just 12 miles from the finish line on the last lap.

Production of the AJS ended in 1962. But there are some stunning examples around, most notably in the National Motorcycle Museum.

And then there's the sound: that irresistible rumble which, fortunately, is on-tap at the click of a button. Speaking of which, I'm off to have one more sneaky listen. I might even play it on repeat. **CIBG**



# Draganfly Motorcycles



Specialists in classic motorcycle spares since 1976

New BSA Bantam fork sliders - **made in house!**

**Shipping:** UK & Europe £2.95+  
Worldwide £3.95+



**£54.95** • VAT  
EACH

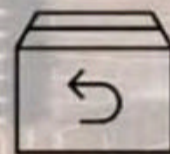
**Same day** dispatch option



Spend £50 or more online  
and get **£5 off postage**



**6 month** return policy



90-5109 & 90-5110

**ARIEL**

**BSA**

**TRIUMPH**

[www.draganfly.co.uk](http://www.draganfly.co.uk) 01986 894798 Open Monday - Friday, 9.00 - 5.00

# Craven Equipment

Est. 1951

Vintage luggage for a modern age



01986 891096  
[www.craven-equipment.co.uk](http://www.craven-equipment.co.uk)  
Open Monday - Friday, 9.00 - 5.00

# AUTO ELECTRIC SUPPLIES LTD



Fast Mail Order Service  
Order Online or by Phone

01584 819552



[www.autoelectricsupplies.co.uk](http://www.autoelectricsupplies.co.uk)

FREE 130 PAGE CATALOGUE AVAILABLE

## BAXTER CYCLE

YOUR BRITISH BIKE SUPERSTORE

PARTS SERVICE SALES

FOR ALL BRITISH MOTORCYCLES  
1940 & Up

Over 19,700 Part #s Online  
Free Online Parts Books

WE SHIP WORLDWIDE!

311 4th Street Box 85  
Marne, Iowa 51552  
712-781-2351

[BAXTERCYCLE.COM/PARTS](http://BAXTERCYCLE.COM/PARTS)

# Take a turn for the better

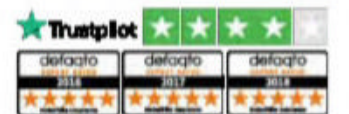
With over 300,000 bikes insured through Carole Nash, find out how we can be *your* Motorcycle Insurance provider

## The Carole Nash Difference

- ✓ UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers
- ✓ Up to £100,000 legal expenses cover - in the event of an accident which is not your fault
- ✓ Help deter thieves - FREE Carole Nash DNA+ protection system worth £30
- ✓ Save up to £200 on a Multi-Bike policy\*†



**CAROLE NASH**  
The care it deserves



CALL NOW  
**0800 781 9291**  
[carolenash.com](http://carolenash.com)

UK opening hours: Mon - Fri 9am - 8pm, Sat 9am - 5pm, Sun 10am - 4pm.  
As with all insurances, terms and conditions apply. \*† Based on an average customer saving of £200. Saving compared to buying two separate Carole Nash policies via the call centre. Average customer - 56 year old male with 10 years NCB, riding a Honda CBR 900RR, Honda VFR 750. As of July 2018. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

**CLASSIC**  
BIKE · GUIDE

# SUBSCRIBE AND SAVE

Enjoy 6 months for just £20



## Great reasons to subscribe

» Free UK delivery to your door or instant download to your digital device

» Save money on shop prices » Never miss an issue

» Receive your issue before it goes on sale in the shops

### FOUR GREAT OPTIONS TO CHOOSE FROM...

#### PRINT ONLY

**6 issues** FOR £20  
then £20 every six months Direct Debit »

**BEST  
OFFER**

**12 issues** FOR £43

Credit/debit card »

#### DIGITAL ONLY

**6 issues** FOR £15.99  
Credit/debit card »

**12 issues** FOR £28.99

Credit/debit card »



"Race you  
to the  
newsagent!"

"Leave me a  
copy of *Classic  
Bike Guide!*"



[classicmagazines.co.uk/CBGDPS](http://classicmagazines.co.uk/CBGDPS)



**01507 529529** and quote **CBGDPS**

Lines are open from 8.30am-6pm weekdays and 8.30am-12.30pm Saturday

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit [www.classicmagazines.co.uk/tcm-overseas](http://www.classicmagazines.co.uk/tcm-overseas). Subscriptions will start with the next available issue. Offer closes 06/04/19. Direct debit payments will continue at the price you paid, on this offer, every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at [www.classicmagazines.co.uk/terms](http://www.classicmagazines.co.uk/terms). Quoted savings are based on a 12 issue digital subscription when compared to the cost of 12 full price printed issues



## Just the ticket as never-ridden '77 Commando could be yours

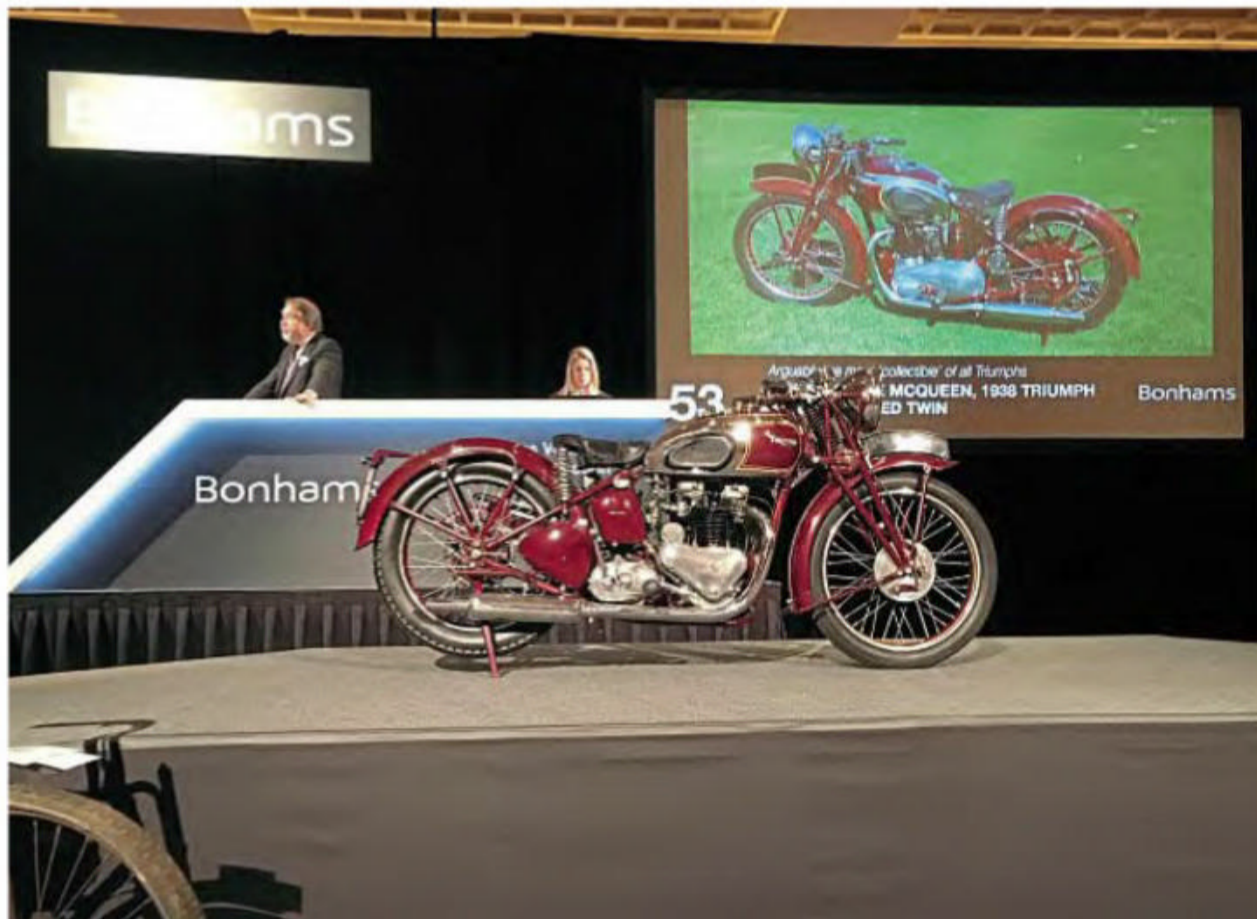
**THE DRAW FOR** the National Motorcycle Museum winter raffle for an unused 1977 850cc Norton Commando is approaching.

Museum director James Hewing stated: "We have something very special for our winter raffle by offering a brand new, old stock 1977 Commando which has never been run or registered and is showing just a few 'push' miles only."

Second prize is a Sealey MC680E electro hydraulic motorcycle lift with 680kg load capacity worth more than £1500, while third prize is a luxury hotel break for two in the Manor Hotel, Meriden with dinner at the Marco Pierre White Steakhouse.

The draw will take place on Sunday, April 28 at the International Classic Motorcycle Show, Stafford. Tickets cost £2 each and can be obtained via the museum on (01675) 444123 or on-line at [www.thenmm.co.uk](http://www.thenmm.co.uk)

# McQueen's Speed Twin breaks record



**BONHAMS' LAS VEGAS** Motorcycle Auction saw a 1938 Triumph 5T Speed Twin formerly owned by Steve McQueen sell for £135,300. When the hammer fell and the King of Cool's ride set a new world auction record, the audience erupted in cheers and applause.

Another highlight was the 1993 Ducati Supermono, one of just 67 made, that was bought for £88,675, as well as the 1974 Munch Mammoth TTS, known as the world's first superbike, that made £86,400.

Japanese and Italian motorcycles were

the most popular lots, while a Vincent Black Lightning was unsold and two 650cc BSA A65 Hornet twins went for £1600 and £2500 each.

Craig Mallery of Bonhams' US Motorcycle Department said: "We had a very impressive selection of approximately 125 rare, uncommon and high-quality motorcycles on offer this year. It's a selective market at the moment and while some of our motorcycles didn't meet reserve, there were many exceptional sales."

## Back to the future at Classic TT as Island gets set to celebrate flying Scotsman Steve Hislop

**THIS YEAR'S CLASSIC** TT Races will celebrate one of the greatest riders in the TT's illustrious history, Steve Hislop (pictured right), who set the first 120mph lap in 1989.

Back to the Future: The Hizzy Years will be a celebration of his career 30 years after that milestone achievement.

It will feature a pop-up museum with some of the Scot's most famous bikes helping to tell the remarkable story of the man who died in a helicopter crash in 2003. There will be a parade lap and guest appearances from some of his friends and rivals, including four-time world champion and TT winner Carl Fogarty.

Racing takes place on Saturday, August 24 and Bank Holiday Monday, August 26.

Current stars who have taken the challenge include John McGuinness, Michael Dunlop, Dean Harrison, Lee Johnston,

James Hillier and Conor Cummins.

The Bennetts Classic TT Senior Race will see Italian marques Paton, Ducati and MV Agusta taking on the Japanese giants Honda and Yamaha plus British classic racers from Norton, Matchless, BSA and Royal Enfield. The return of the Lightweight 250cc machines to the TT Mountain Course completes Saturday's programme.

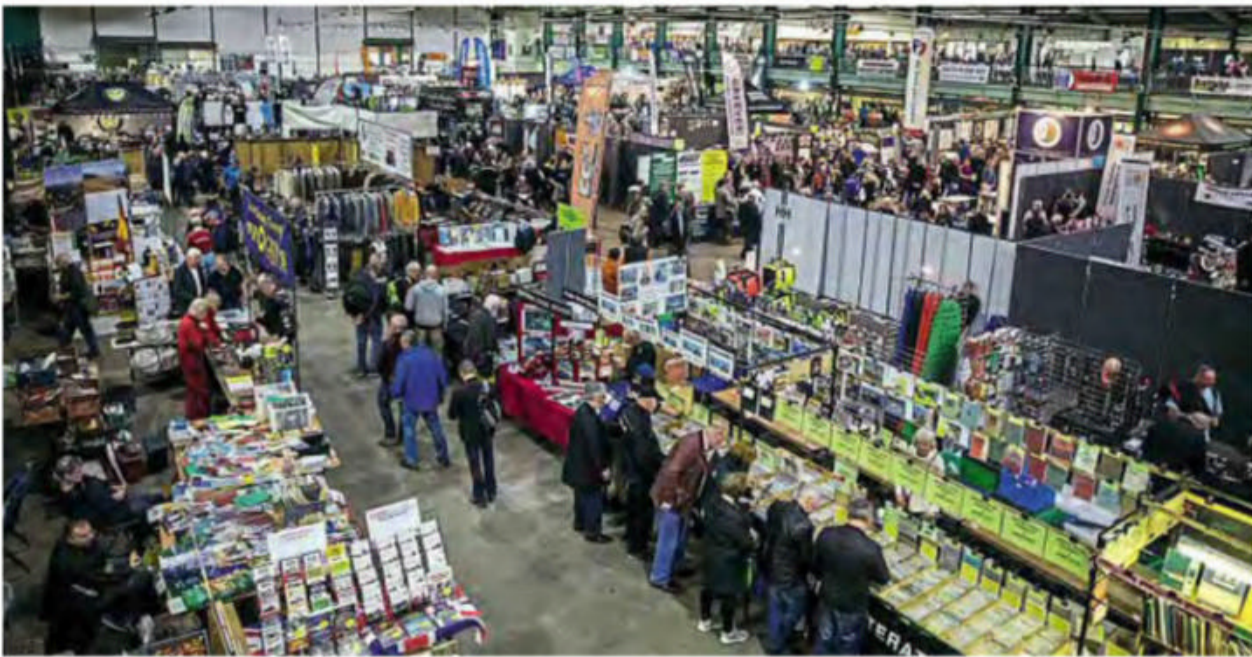
The Junior Classic TT Race on Monday will see a field dominated by Honda challenged by Velocettes, Nortons, BSA, and Matchless machines. The meeting reaches its climax with the RST Superbike Classic TT Race for post-1993 racers.

The Classic TT off track festival maintains the buzz with a party on Saturday night which this year features the Counterfeit Stones and the festival action moves to the north of the



Island for the VMCC's annual Festival of Jurby where thousands of like-minded bike owners will be sharing their two wheeled passion with the quality of bikes on the track more than matched by the ones in the car park.

For tickets visit [iomtraces.com](http://iomtraces.com)



## Norton seals far east deals

**NORTON HAS SIGNED** a £20 million export deal with Japan, which will see around 1000 new motorbikes sold to Japanese customers over the next five years.

It is one of a series of trade agreements announced between Britain and Japan – which the Government says is worth more than £200 million – during a visit by Japanese Prime Minister Shinzo Abe.

Kay Johnson, head of global sales and marketing at Norton motorcycles said: “Norton has an agreement with our distributor, PCI Limited in Japan which will run over a five-year term to manufacture over 1000 bikes and will achieve an estimated value of £20m. We very much look forward to growing our workforce to support the demand for motorbikes in this territory and, in doing so, continue to build a strong trading business with Japan.”

Some 83% of Norton’s components are made in the UK, and the bikes are shipped around the globe with just 20% of machines sold in the UK.

The Norton factory is already expanding, with a new production facility at Donington, and a joint venture plan to build Nortons in Pune, India. Norton CEO Stewart Garner has also been in China, where he has secured a long-term deal to put Norton in 100 stores across the country.

# Star riders and bikes help show celebrate TT’s ton

**TOP RACERS AND THE** famous machines that carried them to victory around one of the world’s most iconic circuits will help this April’s Stafford show mark a motorcycle milestone.

The Isle of Man TT celebrates its 100th event this summer and the International Classic MotorCycle Show on April 27-28 will have a list of star guests which reads like a who’s who of the TT, including Ian Hutchinson and Tom and Ben Birchall, with an impressive 24 TT wins between them.

The line-up will also include former Honda factory team-mates from the Sixties, Tommy Robb and Jim Redman. Nine-time TT winner Charlie Williams and fans’ favourite John Cooper will also be there. John intends to launch his biography on the same weekend.

Running the stage sessions is the show’s resident compere, Steve Plater.

Joined by flying Scot and fellow two-time TT winner Alex George, Plater will find himself on the other end of the microphone for once

as he joins his fellow riders to talk about all things TT.

The show aims to host a display of 10 genuine former TT machines. The collection includes a 1926 AJS GR10, which finished third in that year’s TT in the hands of Frank Longman; an ex-HG Tyrell-Smith 1932 works Rudge, which also finished third in that year’s Junior TT race; a minuscule 50cc Honda CR110, a three-cylinder MV Agusta, a 1984 Ducati TT2 with TT history and an ex-Joey Dunlop Honda RC45.

Now in its 39th year, the Carole Nash International Classic MotorCycle Show has already received hundreds of bookings from traders, clubs and exhibitors, with organisers working hard to deliver another stellar event. The largest classic bike show in the world, thousands of visitors flock to Stafford County Showground every year from all corners of the UK and Europe. For more information, visit [www.staffordclassicbikeshows.com](http://www.staffordclassicbikeshows.com)

## MOT confusion raises concerns for owners

**THE OWNER OF** a classic vehicle being driven legally with no MoT has been threatened with prosecution, even though it didn’t need one under the new historic vehicle regulations.

The case has sparked concern from the The Federation of British Historic Vehicle Clubs (FBHVC) which has said that changes to requirements for MoT testing of historic vehicles can leave drivers “at risk from ill-briefed policemen”.

The issue has arisen over the category that requires a vehicle declared to be MoT exempt has not been “significantly changed” and because the DVLA website does not state that a

machine is MoT exempt. The FBHVC says that the process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only, was one which could put drivers at risk of bureaucratic misunderstanding.

After the federation contacted the Department for Transport, the department issued a statement assuring classic owners that vehicles over 40 years old that were not still in production and were in their original state without substantial changes did not need MoT certification.

The DVLA stressed: “There is no requirement, either intended

or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.”

When a vehicle is re-licensed or taken off SORN owners confirm using a DVLA form V112 or online that the vehicle is a vehicle of historic interest in that it has not been substantially modified.

The lack of information about accurate MOT status’ online also concerns the Federation.



“We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is available,” the Federation said.



## Rocket Ron headlines festival

**LEGENDARY GRAND PRIX** motorcycle road racer Ron Haslam will be visiting the popular Bike4Life festival on Sunday, April 28 in aid of the Midlands Air Ambulance Charity.

A national road racing legend who has been riding for more than 30 years, Ron is three times world champion and four times British champion in Grand Prix motorcycle road racing.

Ron said: "I'm really looking forward to my first Bike4Life. It's such a fantastic event for a brilliant cause, and I can't wait to meet the bikers at the festival, it looks like it's going to be a fantastic day."

Fans will also be able to visit the Honda Ron Haslam Racing School stand while at the festival, offering an introduction to high performance bikes and the opportunity for riders to improve their skills and understand the finer points of riding. More than 12,000 people are expected at the festival which is held at the RAF Museum at Cosford, Shropshire.

Jo Bailey, events and area fundraising manager for Midlands Air Ambulance Charity, said: "This year Bike4Life will be better than ever, with new stalls featured and a display of vintage motorcycles for bike lovers to explore, along with Ron joining our long-standing supporters at the festival."

"Former World Superbike champion Neil Hodgson will be leading the Bike4Life rideout alongside Carl Fogarty and Steve Parrish. We can't wait for the day and look forward to greeting the biking community at what promises to be another fantastic event."

# New UK distributor in place for UK market

## ITALIAN MOTORCYCLE MANUFACTURER SWM

has appointed Dorset's 3X Motorcycles as its official UK distributor, ensuring that new 2019 models will be available through the dealer network and existing owners continue to receive support.

The move comes after 3X also secured the Mash brand to sit alongside its Peugeot scooter and Rieju motorcycles.

Founded in 1971, SWM had success in European motocross and endurance races. After going out of business in the 1980s the name was resurrected by an Italian/Chinese consortium in 2014, building machines on the shores of Lake Varese in northern Italy in a former Husqvarna factory. As well as enduro, adventure and supermoto machines SWM builds



an expanding range of what it dubs 'modern classics' with a single cylinder 440cc engine. It

has just launched a new 125cc machine along similar lines with a liquid cooled engine.

## Triumph launches limited edition factory customs

**TRIUMPH HAS LAUNCHED** two new 'factory custom' models with a tricked-out version of the new 1200cc Thruxton available to order now, and the return of the Rocket Three muscle bike in a special edition later this year.

The limited edition line-up of ultra-premium motorcycles will bear the TFC, or Triumph Factory Custom branding with 750 of the Thruxton TFCs being built.

The Thruxton TFC will be more powerful, lighter and have a higher specification than the stock Thruxton. There will be fully adjustable Öhlins suspension, a Brembo radial master cylinder and adjustable brake lever, Metzeler Racetec RR tyres, titanium Vance & Hines silencers with carbon fibre end caps, carbon fibre bodywork and a billet machined top yoke with



numbered TFC plaque.

The all-new Rocket TFC will feature the world's biggest production motorcycle engine. Triumph claims the Rocket TFC "will be nothing short of the ultimate motorcycle". The triple will be launched on May 1. The Thruxton TFC will cost £17,500.

## Kawasaki plots the return of Meguro

**THE JAPANESE ARE** getting serious about modern retro bikes, with Kawasaki looking to resume the use of the Meguro name in Europe, the US, Australasia and the Philippines.

The company has filed a new trademark application with the European Union for Meguro. Kawasaki has been expanding its retro range which now features

the Z900RS and Z900RS Cafe and the new W800 Cafe and W800 Street.



Meguro was one of the first Japanese motorcycle manufacturers, becoming established in the 1930s. After the Second World War Meguro started building licensed clones of the BSA A7 in the 1950s. When Kawasaki acquired an interest in Meguro the BSA clone became the Kawasaki W1, a machine so iconic in Japan that it inspired the modern day W800 twin.

**Chimay**  
Classic Bikes  
2019

19, 20, 21  
July

www.circuit.be

E.L. Resp. Circuit Circuit de Chimay s.a.s.l. Rue de Patroisy, 5 B-6464 Bassin (Chimay)

How many bikes do you need Ray?

The number of bikes a classic bike enthusiast should own is calculated by the formula  $B=N+1$ .

B = the bikes you should own.  
N = the bikes you currently own.

Using this formula Ray has managed to amass a great little collection. Ray even has difficulty remembering the bikes, bits of bikes and parts that sit languishing in his workshop.

No matter how many bikes you own, Peter James Insurance has them covered.

If it's important to you...  
it's important to us.

PETERJAMESINSURANCE.CO.UK  
INFO@PETERJAMESINSURANCE.CO.UK

**0121 506 6040**

CLASSIC BIKE | AGREED VALUE | LIMITED MILEAGE LAID-UP | MODERN BIKE | MULTI VEHICLE

Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.

**Central Wheel Components**  
01675 462264

**Why go to anyone else ?**

**Products**

- Rims
- Spokes
- Nipples
- Tyres (0121 748 0000)

**Services**

- Wheel Building
- Shot Blasting
- Powder Coating
- Polishing

8 & 9 Station Road  
Coleshill  
Birmingham, B46 1HT

+44 (0)1675 462264  
 info@central-wheel.co.uk  
 www.central-wheel.co.uk

# Fancy a day out?

## MARCH 2019

### 1 APRIL ISSUE OF *THE CLASSIC MOTORCYCLE*

**1-3 The Carole Nash Irish Motorbike and Scooter Show:** Head down to the RDS and share a brilliant biking weekend with more than 27,000 motorcycle and scooter enthusiasts at the Irish Motorbike and Scooter Show 2019. Across three action-packed days you'll be spoilt for choice of things to see and do, including taking a stroll around the Classic and Retro Zone hosted by London's world famous Ace Cafe. Main Hall, RDS, Merrion Road, Dublin. Admission: €15 (advance) adult any day.

### 2 MARCH ISSUE *OLD BIKE MART*

**3 Sidecar Sunday:** Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com

### 3 Malvern Drive-In Classic Car & Bike

**Autojumble:** Three Counties Showground, Malvern, Worcs WR13 6NW. Tel: 01484 667776. www.classicshows.org

**3 LE Velo Lancs & S Lakes:** Hebden Bridge (meet by canal). Tel: 01772 782516.

### 4 MARCH ISSUE OF *REAL CLASSIC*

### 6 VMCC (Dorset section) Lunch Meet:

Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset, BA8 0TG. Tel: 01258 860864. dorsetvmcc.co.uk/events

**9/10 Scottish Motorcycle Show:** The Scottish Motorcycle Show is a haven for anyone north of the border with a passion for motorcycles. As well as new models, exclusive offers from the dealers on new and 2018 model motorbikes, you can bag a bargain in the bike jumble and browse the retail village where a host of traders will be able to fit you out with new leathers, boots or helmet. In the classic hall you can find Scotland's biggest collection of classic motorcycles spanning over 80 years. There will be around 450 classic motorcycles on show. Tickets cost £17 per adult and accompanied children (under 12) can attend free of charge. Car parking costs £5 per car per day. Royal Highland Centre, Ingliston, Edinburgh, EH28 8NB. Visit [www.scottishmotorcycleshow.com](http://www.scottishmotorcycleshow.com).

**10 British & Classic Bike Day:** Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com

**10 Poachers Pre-65 Trial:** One of a series of trials run by this club, they get a turn-out of more than 50 bikes each time, from restored classics to updated machines. A day at the trials watching people do impressive things on old motorcycles is never a day wasted. Nettleton Top, near Market Rasen, off B1225 [www.poacherspre65trials.co.uk](http://www.poacherspre65trials.co.uk)

**14 LE Velo Lancs & S Lakes:** Crook of Lune

picnic site, near Caton. Tel: 01772 782516.

**16 Scorton Auto & Bike Jumble:** Scorton, North Yorkshire Events Centre, DL10 6EJ. Tel: Bert 07909 904705.

**17 The 27th Shropshire Vintage and Classic Bike Show:** This show returns after an unfortunate cancellation caused by 'the beast from the east' last year. Also known as the Wistanstow Classic Bike Show this event has attracted an astonishing roll call of guest speakers, thanks to show originator Ron Maund. These have included big names such as Phil Read MBE, Tony Rutter, Tommy Robb, Percy Tait, Stuart Graham and Pip Higham. This year the guests of honour are TT winning husband and wife sidecar team Roy and Rose Hanks. The appeal of the show is the very friendly, community-spirited village feel combined with the array of vintage and classic bikes on display together with an autojumble. And you can experience some of the best riding roads in the country. Email: [wistanstowbikeshow@hotmail.co.uk](mailto:wistanstowbikeshow@hotmail.co.uk) Tel: 07792 983020. At Wistanstow Village Hall, Wistanstow, Shropshire SY7 8DQ

**17 Bike Day:** Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com

**17 'Normous Newark Autojumble:** The Showground, Drove Lane, Winthorpe, Newark, Notts, NG24 2NY. [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)

**17 Straightliners:** Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants NN29 7XA. [www.straightlinersonline.co.uk](http://www.straightlinersonline.co.uk) Tel: 01484 718164.

**17 VMCC (Essex Section) Cobwebs Run:**

Writtle Green car park. Tel: Paul Fletcher 01245 321573.

### 20 APRIL ISSUE OF *CLASSIC MOTORCYCLE MECHANICS*

**23 National Motorcycle Museum Friends Tours Day:** Friends of the museum get the chance to ride some of the most famous bikes from the museum's inventory including names like Vincent and Brough Superior. Those taking part receive an induction and 'off road' training before being escorted by ex-police motorcyclists around the beautiful Warwickshire countryside. Riding via Henley-in-Arden in the morning and Stratford-upon-Avon in the afternoon, riders can enjoy various exotic machinery. In the past these have included a Brough Superior SS100, Vincent Black Shadow and a BSA Rocket Gold Star. Each class of machine attracts a different hire fee which includes insurance cover and lunch in the museum restaurant. Visit [www.nationalmotorcyclemuseum.co.uk](http://www.nationalmotorcyclemuseum.co.uk) to find out how to become a friend.

**23-24 Manchester Bike Show:** EventCity, Phoenix Way, off Barton Dock Rd, Trafford City, Manchester, M41 7TB Tel: 01484 482005. Email: [info@manchesterbikeshow.com](mailto:info@manchesterbikeshow.com) or visit [www.manchesterbikeshow.com](http://www.manchesterbikeshow.com)

**24 The 80th Sunbeam Motor Cycle Club Pioneer Run:** Tattenham Corner, Epsom Downs to Brighton The First Pioneer Run to Brighton took place in 1930 and the run has been repeated every year since, except when prevented by war 1940-45, fuel crisis 1974, foot and mouth outbreak 2001 and bad weather in 2013. Consequently, in 2019 the club will be celebrating the 80th running of



- Know of a show, club meet or event that would be of interest to fellow classic bike enthusiasts? Then feel free to drop us a line with some details and we'll do our best to include it so others can enjoy it as well.

the event on Sunday, March 24. Recognised internationally as very special in the Veteran Motorcycle Movement the Pioneer Run always attracts the largest gathering of pre-1915 solos, sidecars and tricycles in the world, providing the public with the opportunity to see some 300+ early machines aged between 105-123 years old, in action on the road and on display at Brighton. Promoted by the Sunbeam MCC Ltd, and run under an ACU International Permit, the event attracts regular entries from France, Belgium, Holland, Germany, Eastern Europe and the USA. 2019 will see a new route which follows the A217 through Reigate to join the A23 at Gatwick, diverting via Handcross and Lower Beeding to join the A281 through Cowfold, and Henfield, then on to the A2037 through Small Dole and Upper Beeding and on to the A283 to Shoreham, then left on the Coast Road to Brighton and Madeira Drive. Arrivals will be expected at Madeira Drive from 10am onwards. Awards will be presented by the Mayor of the City of Brighton and Hove, together with the Mayor of Epsom and Ewell at the Sunbeam MCC marquee at 2pm.

- **24 Overland & Adventure Bike Day:** Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **24 VMCC (Dorset section) Spring Run:** Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset, BA8 0TG. Tel: 01258 860864. dorsetvmcc.co.uk/events/
- **24 Sunbeam MCC 80th Pioneer Run:** Epsom, Brighton. Tel: Ian McGill 01293 771446. Email: pioneerorganiser@gmail.com
- **24 LE Velo Lancs & S Lakes:** Burnsall (meet by small cafe car park). Tel: 01772 782516.
- **24 Huddersfield Auto/Retro Jumble:** Old Market Building, Brook Street HD1 1RG. Tel: 01773 819154. www.phoenixfairs.jimdo.com
- **27 APRIL ISSUE OF CLASSIC BIKE GUIDE**
- **27 VMCC (Essex Section) Midweek Run:** Tesco car park, Maldon. Tel: Clyde Cardy 01621 855899.
- **30 VMCC (Dorset section) Breakfast Meet:** Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset, BA8 0TG. Tel: 01258 860864 dorsetvmcc.co.uk/events/
- **30 LE Velo Northampton:** Plume of Feathers, Weedon Bec, NN7 4QR. Tel: 01604 499858.

- **30 National Motorcycle Museum Classic Bike Training Day:** Friends of the museum get the chance to try a variety of classic motorcycles for a nominal cost to cover insurance. These events give friends of the museum the opportunity to ride a wide selection of machines from the museum's inventory. The training days are the perfect opportunity to ride bikes that most people haven't experienced, from the oldest pioneer single speeders through to first exotic Superbikes from names like Vincent. "Try a classic bike" training takes place in a safe off-road environment and under the supervision and guidance of experienced museum personnel. A nominal cost to cover insurance applies to those taking part. Visit www.nationalmotorcyclemuseum.co.uk for more details
- **31 South of England Classic Show & Bikejumble:** South of England Showground, Ardingly, West Sussex, RH17 6TL www.elk-promotions.co.uk
- **31 Great Spring Autojumble and Show:** Strathmore Hall, Forfar Mart, Market St, Forfar, DD8 3EZ. Tel: 01738 551308.
- **31 Poachers Pre-65 Trial:** 10am start, Poachers Bag, Smiths Farm, Withcall LN11 9RL www.poacherspre65trials.co.uk

## APRIL

- **1 APRIL ISSUE OF REAL CLASSIC**
- **3 VMCC (Dorset section) Lunch Meet:** Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset, BA8 0TG. Tel: 01258 860864. dorsetvmcc.co.uk/events
- **4 LE Velo Lancs & S Lakes, Garstang:** meet Riverside car park. Tel: 01772 782516.
- **5 MAY ISSUE OF THE CLASSIC MOTORCYCLE**
- **6 LE Velo W Midlands:** Visit Velocette Owners' Club bring and buy, Aston by Stone Village Hall ST15 0TE. Tel Roy Gimbert 01785662594#
- **6 APRIL ISSUE OLD BIKE MART**
- **6 Kempton Park Motorcycle Autojumble:** Kempton Park, Staines Road East, Sunbury-on-Thames, Middlesex TW16 5AQ. www.kemptonparkautojumble.co.uk
- **7 VJMC Autojumble:** The VJMC Popham autojumble will be held on Sunday, April 9, at Popham Airfield, Hampshire, SO21 3BD from 8am to 2pm. Massive pitches just £10 each, public admission £2 per person. Catering facilities and toilets on site, free parking. Motorcycles and bike parts only. Just arrive, pay for your pitch, no need to pre-book.
- **7 Kenley Autojumble:** The Portcullis Club, Kenley Airfield, Victor Beamish Avenue. Caterham, CR3 5FX (just off jct 6, M25) for sat nav use CR3 5LT. Contact: Martyn 07772 169524 / Anita 07971823314. Email info@kenleyautojumble.co.uk www.KenleyAutojumble.co.uk
- **7 Kawasaki Sunday "Let the Good Times Roll":** Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. London.acecafe.com
- **7 Classic Scooter Show:** White Lion Pub. 46 High Street, Baldock SG7 6BJ. Tel. Geoffrey 07963 609143
- **7 Sammy Miller Museum, Adventure Bike Ride In:** sammymiller.co.uk
- **7 April Fool's Run:** from Battlesbridge Motorcycle Museum, Battlesbridge, Essex. For further info email Pete: ppopham@yahoo.co.uk
- **7 Hoghton Tower Sprint:** Hoghton Tower is a straight-line sprint but still a very steep hill climb. The organisers of the sprint have been taking advantage of the good nature of Sir Bernard de Hoghton and his driveway leading up to his 16th century house for about the last 25 years. The sprint will feature classics, run-what-you-brung and specials. Hoghton Tower, Hoghton, Preston, PR5 0SH. www.hoghtontower.co.uk.
- **7 Malvern Festival of Transport:** Three Counties Showground, Malvern, Worcs, WR13 6NW. Tel: 01484 667776. www.classicshows.org
- **7 VMCC (Essex Section) Early Easter Run:** Tesco car park, Maldon. Tel. Brian Irwin 01376 342885.
- **7 VMCC (Dorset section) Blandford Run:** Corn Exchange, Blandford Forum, DT11 7AG. Tel: 01258 860864. dorsetvmcc.co.uk/events/
- **11-15 VMCC (Essex Section) Bluebell Camping Weekend:** Museum of Power, Langford. Tel: Lesley Willmore 07971 266167.

**Would you like your event, bike night or gathering to appear in these listings? Email us at obmfreads@mortons.co.uk**

# Never miss an issue.

# SUBSCRIBE TODAY

**Buy it! Sell it!**  
**Ride it! Restore it!**  
See page 20 for more details

FROM ONLY  
**£20**



# Letters

## Norton ES2 resto – got you!

I was amused to notice that a Norton ES2 that I was eyeing up in the classifieds on page 118 of the November issue of *CBG* has become the latest victim of a *CBG* (January issue) resto by Matt Hull.

If I advertise my shagged out

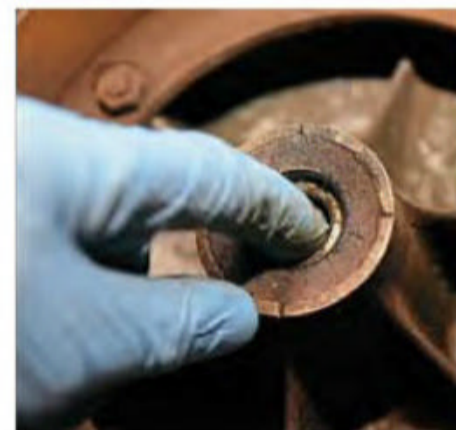
old Beeza will someone on staff buy it and feature it? Least it shows I'm paying attention.

**Francis Kemble, Gabriola Island, BC**

*Dear Francis*

*Always in the market for a*

*project, Francis! However, I best get my boat finished first so I can come and get your Beeza! And top marks for spotting our purchase. Had to look up where Gabriola Island is; looks wonderful, with some excellent riding around. Matt*



## Thanks to Steve the sealer

Steve Cooper once lined a pair of tanks for me, for a Suzuki DR 750 Desert express, and after an embarrassing number of years I have finally got that bike back on the road. It's so long ago that Steve may not even remember,

but anyway here is a picture of the finished bike. Would you be good enough to pass this on to Steve with my compliments, he may (or may not) be interested. Many thanks.

**Paul**

## History of Ridley special

I was wondering if any of your readers could help me with some research into the Ridley Racing Special. I believe Tommy Ridley passed away a few years back, after a career of building specials for both road and racing. A customer has recently brought

this Matisse style special in for a full resto. I have sourced most of the parts needed and will be making a couple of subtle charges, but am interested in knowing the history of the bike and the man who made it.

**Martin Champion**



## Polishing products puzzle – can you help?

In the February issue of *CBG* you are rebuilding your ES2 and polishing the fork bottoms.

I have looked through the adverts to try and find a supplier of the polishing cloth mop

and soap. Can you help?

**Graham Riley**

*I've had this set of polishing soap for years! You could try a local engineering suppliers,*

*but I seem to remember getting it from metalpolishingsupplies.co.uk. I've had a look and it may have gone up, but only by a few quid. Matt*

# GIANT AUTO & BIKE JUMBLE

**SCORTON - North Yorkshire Events Centre DL10 6EJ**

5 mins off A1 at Catterick, B1263 Catterick to Teeside road - 1 mile east of Scorton - Starts 7am  
UNDERCOVER & OUTSIDE

**March 16th and April 20th, 2019**

ADMISSION £3.00 • PITCHES FROM £12 • A MASSIVE 10 ACRE SITE OF AUTO AND BIKE JUMBLE INSIDE AND OUT  
AMPLE PARKING – EXCELLENT REFRESHMENTS

**CALL BERT ON 07909 904705**

EVERY THIRD  
SATURDAY OF  
EVERY MONTH

GREAT NORTH  
JUMBLE

PARTS FOR HONDA PARTS FOR HONDA



"The World's Largest 'Independent' Stockist of New Old Stock Motorcycle Spares"

# SPECIALISTS IN PARTS FOR HONDA

ALL AT DISCOUNTED PRICES

- We keep in stock most of the parts required for both engine rebuilds and complete restoration projects.

**EXACT REPLICA EXHAUSTS**  
 CB500 FOUR 374 TYPE SET OF 4 EXHAUSTS  
 CB350 FOUR 333 TYPE, SET OF 4 EXHAUSTS  
 CB750K2 FOUR 341 TYPE, SET OF 4 EXHAUSTS  
 CB750K7 405 TYPE SET OF 4 EXHAUSTS

We receive huge deliveries of old and obsolete Honda parts throughout the year. So phone, fax, email or visit our website

- **Order On-Line:** Vast comprehensive and easy to use, secure online store - thousands of genuine Honda and aftermarket spare parts listed for hundreds of models.
- **We stock many large components:** Cylinders, Barrels, Crankcases, Wheels, Tanks, Exhausts, Fairing Panels, Seats, Frames etc.
- **Parts suppliers for all Honda motorcycles:** From the early 60's and 70's classics to current models

## DAVID SILVER SPARES

[www.davidsilverspares.co.uk](http://www.davidsilverspares.co.uk)

01728 833020 or fax us on 01728 832197 or Email on [sales@davidsilverspares.co.uk](mailto:sales@davidsilverspares.co.uk)  
Address: Unit 14 Masterlord Industrial Estate, Station Road, Leiston, Suffolk IP16 4JD

PARTS FOR HONDA PARTS FOR HONDA

# Specialists for Shocks and Wheels



[www.hagon-shocks.co.uk](http://www.hagon-shocks.co.uk)

Est 1958

Call Today

Tel: 020 8502 6222

Hagon Products Ltd

7 Roebuck Road

Hainault Business Park, Hainault  
Essex IG6 3JH



## VMCC FESTIVAL OF 1000 BIKES™ 2019



Friday 12th, Saturday 13th & Sunday 14th July - Mallory Park

YOU AND YOUR ROAD OR RACE MACHINE ON TRACK



Saturday Road Bikes



Sunday Race Bikes

- Live Music and Beer Tent on Friday and Saturday
- Trial / Grass Track
- Star Parades
- Auto Jumble / Club Stands
- Paddock Displays
- Star Rider Chat Night
- Free Parking
- Camping

Entry Forms Available Now.

Contact VMCC HQ or see the dedicated event website  
[www.festivalof1000bikes.co.uk](http://www.festivalof1000bikes.co.uk)



THE VINTAGE MOTOR CYCLE CLUB

Allen House, Wetmore Road, Burton upon Trent, Staffordshire DE14 1TR

Tel: 01283 540 557 Fax: 01283 510 547

visit us online: [www.vmcc.net](http://www.vmcc.net) or e-mail us: [events@vmcc.net](mailto:events@vmcc.net)



Bonhams  
Auctioneers and Valuers





## Products

# Do you feel lucky? Punk?

Riding old bikes doesn't mean riding in old protection. Here's a look at some incredible new technology to help protect should things go awry.

**K**NOW MANY RIDERS WHO perversely won't buy a new crash helmet to replace their smelly museum piece: they site cost, yet I think it's some kind of anti-fashion statement. It can't be cost – they have more than a dozen motorbikes...

Crash helmets may have been made compulsory back in 1973, but apart from slight advances in material, weight reduction and the way they slip through the air, the theory is the same: a hard shell, that works with a softer, inner, shell to help dissipate some energy from a hit to the head. Okay, so the visors are better and they're quieter, but surely someone has invented something better than polystyrene by now?

And then there's our clothing. Leather has been

used since we were chasing bison with sticks, while textiles and wax cotton keep us warm, dry and holds our armour, but are frankly of little use against abrasion – believe me, I spent years testing this stuff.

Those that follow MotoGP will have seen how airbag suits have seemingly helped reduce injury in fast, fast accidents. I say seemingly, because without putting the poor, shaken rider through exactly the same incident again, we cannot say for sure. But it looks pretty convincing.

This is the new Alpinestars Tech-Air Street system. It's almost exactly the same as the system crash test dummy/riding genius Marc Marquez wears when defying the laws of physics, except tailored for the road. It is a self-contained vest with back protector,

just like you'd wear under leathers. But inside the back protector is an airbag that in an accident will trigger compressed air cylinders, blowing up around your back, shoulders, kidneys, chest and upper abdomen. Once inflated, it offers protection from 25 milliseconds for five seconds – plenty of time. It then starts to go down slowly, allowing full movement again.

### HOW DOES IT WORK?

The way the Tech-Air street vest works is, frankly, witchcraft. The battery-powered electronic brain has gyro sensors all over the vest and can work out when you're getting off the bike, waving at friends or having an accident. There are no cables or cords between you and the bike – it works it out

itself. To date, Alpinestars have performed more than 600 tests, continuously improving the algorithms so the system has the best chance of going off when it needs to, and not going off when it shouldn't.

Because road accidents are so different to racetrack incidents, Alpinestars started making one vest which could be configured to what you were doing, but finally realised it was a compromise, so now make one vest for road and another for track.

The road vest needs to be worn under a compatible jacket, of which there are plenty, from classically-styled leathers to modern-style Gore-Tex jackets. This plugs to your vest and gives you some lights on your arm to show you the level of your (rechargeable) battery and its status.





### HOW MUCH IS IT?

In a word, expensive. The vest is £999, while jackets range from £500-£900, at least £100 more than an equivalent non-airbag-compatible jacket. But they have been designed to work with the airbag and have special elasticated areas to allow the bag to inflate in the best possible way. Then you need to send off the airbag if it's gone off to get it checked and have it serviced every two years. But then, how expensive is it to break a collarbone or worse, and miss work? Or get taxis if you can't drive? Alpinestars have been developing this since 2001 – that research and development needs to be paid for somehow.

Have I used it yet? Luckily no! But I have been wearing it, in both textile and leather jackets. It is bulky, especially in winter with layers. But my only gripes are with the jacket design, not the airbag. It's a pain to use with the thermal inner layer of the jacket, which

feels an afterthought (lucky Mediterraneans) and has blatantly not been tried with the airbag. And the cuffs and collar on the Charlie leather jacket are not as good as the Alpinestars jacket I loved 20 years ago. They just aren't as nicely finished or detailed as some of their rivals and the design seems to have been rushed, which is a shame.

### WHAT ELSE IS THERE?

Fellow Italian clothing giant, Dainese, have their own system. It works in a similar way, using electronics and sensors. Their system is built into a jacket or leathers, so you have to buy the right jacket. Cost is on par with the Alpinestars kit.

There are also systems from Helite and Hit-Air. These are vests worn outside a jacket, which means you don't have to buy a new jacket. They use a lanyard system to trigger the compressed air cylinder so you come away from the

bike to blow the airbag. They are carefully designed to need some force, so you don't walk away from your bike and set it off inadvertently! These systems are around the £4-600 and don't need sending off to be serviced so are much cheaper, but more crude; so you pay your money and take your choice.

### CONCLUSION

I couldn't understand talking to some riders about airbags. Let's get something straight – these airbags cost a lot and are there to help minimise injury – they are not an invincibility cloak. Personally I've been involved in incidents I'd never wish on anyone, so it's great to see the industry getting behind new ideas. If you can't afford it, fine, but if you just ride around thinking it just happens to others, then more fool you. This Alpinestars

airbag suit is expensive and they've got to get the compatible jackets back up to their, and their price range's standards; but the system is so clever, is a product of more than 15 years of development and could save you from serious injury. Do I feel lucky? Punk? Maybe just a little more than I did, thanks. **CBG**





## Products

# On a charge

**IF YOU HAVEN'T** bought one of these yet, the question has to be, why on earth not? This battery charger came from supermarket chain Lidl and has given sterling service for five years. It charges 6v and 12v batteries, has a motorcycle battery setting, a car setting and a deep cycle setting for charging in the winter, and most importantly for charging those AGM gel-type batteries which are now in common use among motorcyclists.

It doesn't have as many bells and whistles as those posher and more expensive motorcycle branded chargers but it can tell how many volts your battery is giving out and can recover a battery that you might think is completely dead – it's brought back at least three batteries with voltages down to 3v and badly sulphated plates from oblivion, saving around £150 in replacements.

I know of owners who have two or three of these, and it



even comes with handy screw holes for mounting it on the wall and is extremely well put together. There are only a few disadvantages to this charger.

There's no fitting to plug it into a battery without exposing the battery terminals, though one could be fitted without much difficulty, and it works on a microprocessor controlled

pulse setting, so it cannot be pressed into service to remove rust from the inside of a petrol tank by electrolysis as it needs to recognise a battery is present to work.

As it's a Lidl 'Special Buy', they only appear on the shelves two or three times a year. They were listed for sale on February 17, so there might be a few still

hanging around. Rival budget supermarket Aldi sells a very similar item with the same features at different times of the year and these can sometimes be found on their website for home delivery.

- **Ultimate Speed/Auto XS battery charger**
- **£13.99/£12.99**
- **Lidl/Aldi [www.aldi.co.uk](http://www.aldi.co.uk)**

# Buff it up with Sealey

**KEEP YOUR PRIDE** and joy sparkling while keeping the skin on your knuckles with this kit from garage tool company Sealey. This compact, lightweight cordless polisher should be able to do the donkey work on chrome, alloy, paint and bodywork for you instead of seeing you spending hours working away with a cloth and a toothbrush.

Of course there are people who enjoy that sort of thing, including myself if the time is available as it's the closest I get to meditation. The pistol grip that holds the battery of the unit has a soft cover to reduce vibration, there are two speed settings and a variable speed control trigger.

It comes with a side handle, two foam pads and one wool polishing pad. It comes with two batteries, and they charge up in about an hour using the mains charger supplied so it's less likely you'll end up with a job half done, and there's a canvas storage bag.

Sealey sell their products through tool suppliers and list the kit on their website with the RRP of £155.74, but a bit of searching online or in store will sort you out with one for around £110.

- **Sealey polishing kit CP1205KIT**
- **£154.74**
- **[www.sealey.co.uk](http://www.sealey.co.uk)**



# The forgotten world motorcycle champion

I DON'T OFTEN get a chance to read books, and am often left a little disappointed when I do; but I couldn't put 'Sox' down. It's a very interesting read about an unusual character, which adds to the somewhat normal race-by-race timeline.

I'd heard of the Rhodesian, Gary Hocking, but I have to admit knowing little about him, like other racers that raced before I was even born. It's easy to find out about the likes of Hailwood, Sheene, Ago and the wonderful John Surtees, plus I've been really lucky to meet both Jim Redman and Freddie Spencer; but so many others are just names on bikes to me.

The book is interesting with not only fellow Rhoadie, Redman, helping with facts, but also Gary's brother, Nobby

Clarke and many others, including photographer extraordinaire, Don Morley, who was to become a firm friend of Hocking. And it's not just about Hocking, but helps paint a picture of how the racing world was back in the 1950s and 60s.

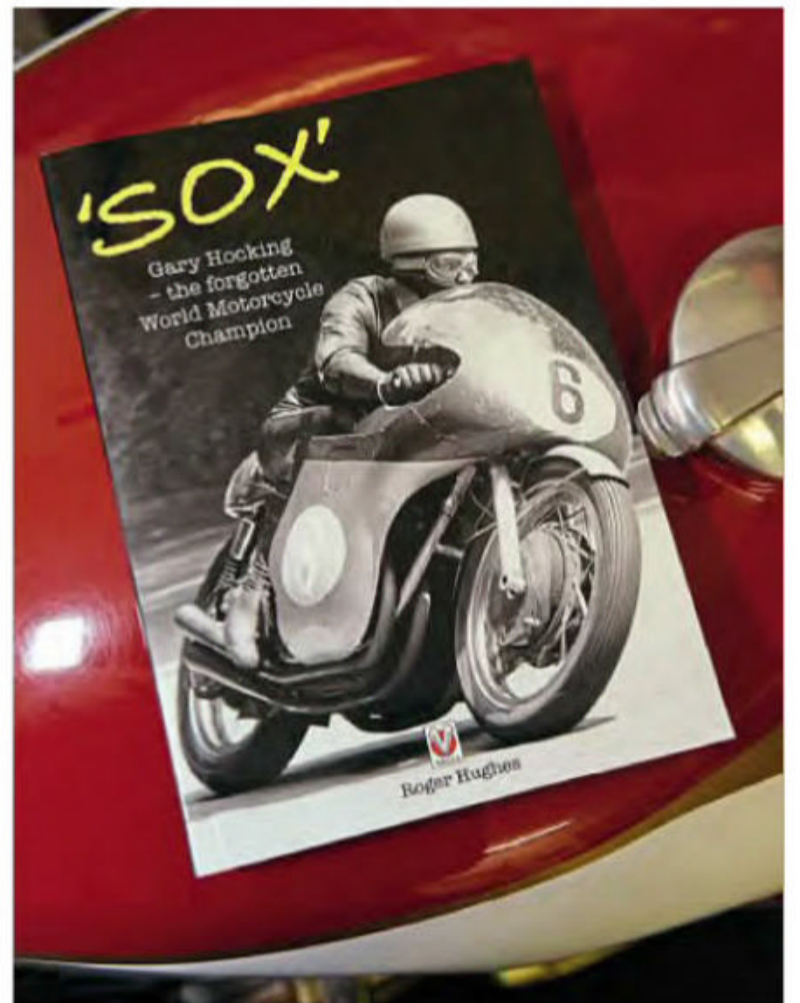
We know the ending, but it doesn't hurt the book. Hocking's battle with his religion and the fatalities in the sport at his time are interesting, as is the unanswered questions of 'what if?' with a man blessed with such skill.

I enjoyed this book.

■ **'Sox' Gary Hocking – the forgotten World Motorcycle Champion, Roger Hughes**

■ **£16.99**

■ **veloce.co.uk**



## Have a blast

THIS GRAVITY-FED sandblaster could be quite handy if you're in a restoration and could easily pay for itself after a couple of jobs. It's simplicity itself to use, which is just as well as it comes with no instructions, though there is a video on the Gunson website if you need. But as long as you have a compressor to

power it, you just have to fill it up and adjust for the amount of blast material coming out and air supply.

It comes with a small 600cc bottle of aluminium oxide material to start straight away and it will take other media for different jobs. I thought it wouldn't last two minutes, but after adjusting the media flow I got both swing arm and rims cleaned up with the one bottle and had some left over. Though that was taking rust off – removing paint or chrome takes much more time. If I'm doing more small parts, I'll knock up a cabinet so I can recycle the sand. Only trouble now is I want to blast everything...

■ **Gunson sand blaster gun and sand**

■ **£38.50**

■ **Toolconnection.co.uk**



## Fixin' it myself

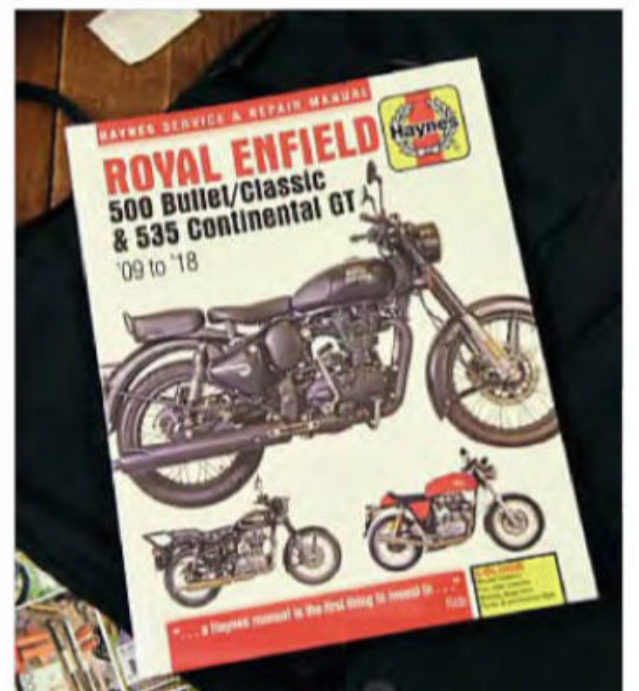
DOES WHAT IT says on the cover – a manual for the later Royal Enfield Bullet models, from 2009. It's okay; in typical Haynes fashion it has plenty of pictures you don't need and seems to skip the areas you're struggling with, but that's Murphy's law! Strange also how Haynes don't do a manual for the older, much more worked on model.

Any owner will find it useful; however I must say I would buy the official workshop manual from Hitchcocks for the same price. Sorry...

■ **Haynes manual, Royal Enfield 'lean burn' Bullet**

■ **£25**

■ **haynes.com**





# Motogymkhana

Motogymkhana is a great way to compete on your bike, with all the



## What is Motogymkhana?

Born in Japan through a lack of space, Motogymkhana is a sport that uses all the skill, balance and accuracy of racing or trials, but at a fraction of the cost. It is a great test of riding ability, balance, confidence, tight turning and remembering where to go – you can walk the course before you ride with a map that you're provided with, but just like trials, you can't ride it. Although to help there is always a warm-up course for practice.

A layout is set using cones – you have to turn right at a red cone and left at a blue. If it has a yellow ring then you have to go all the way around and smaller yellow cones are used to help show you where to go. The basics are don't hit the cones, go the correct way around the course and do it faster than everyone else – simple!

Motogymkhana is great for classic bikes, just don't expect to win. While many bikes are standard, some have lowered gearing to help and the Japanese started using small, lightweight bikes like 250cc two-strokes, such as Honda's NSR250, but then they also use heavyweights like the Kawasaki ZRX1200.

Older bikes fall foul of poorer braking and more weight, but it's immense fun competing, your fellow riders will love seeing something different having a go at it and be warned – it gets rather addictive...

Give it a go. Motogymkhana do training days and competitions, so there is something for everyone. And your confidence, machine control and riding will benefit. For more details see [motogymkhana.org/uk](http://motogymkhana.org/uk)



WORDS MATT PHOTOGRAPHY KIRSTY GARNER

# on a classic bike

fun and competitiveness of racing but without the expense – or danger!

**COMPETED IN MOTOGYMKHANA FOR SEVERAL YEARS,** enjoying the wonderful camaraderie, the chance to 'beat' a course layout and the personal goal of remembering and perfecting my ride of the stage. It was new to the UK, brought in and run by Andrew Freeman and Duncan McKillop and it was grass roots, with all of us learning our way.

Although I used many different bikes, some fast, some small and some totally inappropriate, it was the personal riding skills I enjoyed experimenting with, like twisting your body like a trials rider, playing with my seating position and retraining muscle memory to be able to have a bike on full lean at full lock – it was challenging and I had a lot of fun.

So last year, after talking to Andrew, who has become a great friend, I thought it would be great to do Motogymkhana again, but on a classic bike. The bike would need to stop well, turn tightly, accelerate quickly and so a BSA B44, or similar would do, with good suspension. But as with most of my plans, nothing came off and my trusty B31 stood in.

### THE DAY

Another good element of Motogymkhana is it's only a day, so no caravan, no awning and less money! As the round I'd picked was at the Tarmac Lake (a large, well Tarmac-covered car park) at Donnington Park circuit, I chose to van the Beeza there. After saying hello to some old friends I wheeled the BSA down the ramp, only to discover a group massing, keen to see my rather mundane old relic. It was fascinating to see how few knew about the older bikes and the advance/retard lever, plunger rear end and 'tickler' were all subjects of interest to the modern bikers!

To learn the course you are given a route map. You then have to walk the route, try to familiarise yourself with the route, think how you will tackle a particular section and try to imagine what it will look like when you come to it at 30-40mph, rather than walking speed. I like to walk the course around three times, then close my eyes and simulate it in my head. Only when I can do that do I stop walking it.

With course familiarisation finished, the first competitors have their first of two runs of the course. Watching others can be good and bad – you may see someone tackle a section in a way you hadn't thought, but then you can't practice that before your turn. I've always found it best to stick with the way you've



sorted it in your head – there's less chance of going the wrong way...

With the BSA started, I warmed it up, then had a go at the practice area. Several points immediately raised themselves. The pegs are too low. The brakes don't work. The acceleration is too little. And I physically couldn't move the bars the amount needed because my knees were in the way. Damn.

The pegs were lifted on their serrated fitting and brake cables adjusted but that's all I could do. As far as moving the bars, I had to sit on the saddle when trying to weight the front and wiggle myself onto the pillion perch when attempting a tight turn. All I could do about improving acceleration was not to slow down too much – also not tricky!

I was ready for the off. As you wait for the rider before you to finish, it's weird how that layout you'd carefully memorised ebbs from your mind. So I try to focus on the task in hand, remembering to think ahead of the element I'm currently doing. Sounds fine and I get the go, but it's not long until I hit a cone with the sticky-out footpegs. Damn! Recompose, think ahead and keep going. The bike is so unresponsive but at the same time, a lot of fun. Then the front brake cable feels like it's slipped or even frayed, so the rear has to come in for more retardation.

The middle section has a long, fast rotation around a 25m circle. It's like taking a roundabout with your knee on the floor, except I'm on a B31, so the peg rubbers are doing the scratching for me. Down changing is hard to achieve sympathetically, so I don't. The riding position is starting to feel better and my first run is over.

My second run is better with no cone-kissing and I feel I couldn't do much more. I shave several seconds off my time and I am happy. But more importantly I really enjoyed it on an old bike, working around the foibles. It was great competing in something on the BSA and it brings me closer to the bike. And many others there saw that day that old bikes are not just for the odd pub run – it shows what you really can do on a classic!



# FIND US ONLINE!


## CLASSIC BIKE GUIDE



classicbikeguide.com



facebook.com/ClassicBikeGuide

# MOTO gymkhana

モト ジムカーナ

find out how to improve your skills

and get involved in the 'Dark Art' of Moto Gymkhana at our new UK website:

[www.motogymkhana.org/uk](http://www.motogymkhana.org/uk)

**IT'S SERIOUSLY ADDICTIVE!!**

@MotoGymkhanaUK @Motogymkhana

## Machine Mart

### Clarke GARAGES/WORKSHOPS

UP TO 24' (7.3M) LONG  
Great for use as a garage, workshop or storage area

ZIP CLOSE DOOR

★ ★ ★ ★ ★  
Great product and would highly recommend it, great value. Installed on my driveway to house my old car and does the job brilliantly.  
See [www.machinemart.co.uk](http://www.machinemart.co.uk)

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020	6.1 x 3 x 2.4M	£289.00	£348.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£339.00	£406.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

FROM ONLY **£229.00** (INC. VAT)  
**£274.80**

LENGTH UP TO 24'  
MODEL SHOWN CIG81220 (20'X12'X2.5')

**4 EASY WAYS TO BUY...**

- IN-STORE** 64 SUPERSTORES
- ONLINE** [machinemart.co.uk](http://machinemart.co.uk)
- TELESALES** 0115 956 5555
- CLICK & COLLECT** OVER 10,000 LOCATIONS

## INSURANCE FOR YOUR CLASSIC BIKE



Bikesure Insurance Services offer specialist policies, which we tailor to your own riding history and personal requirements. Our quotes are competitive and we focus on finding you tailor-made insurance schemes which cut prices, not corners.

### POLICY BENEFITS CAN INCLUDE:

- FREE Legal Expenses
- FREE Breakdown Cover
- Agreed Value
- Great Value Multi-Bike Rates
- No Excess
- Limited Mileage Discounts
- Modification Cover
- Laid-Up Cover

CALL NOW FOR A FREE QUOTE

**0800 032 5350**  
[bikesure.co.uk](http://bikesure.co.uk)



AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY.



# ROADS ARE MADE FOR JOURNEYS NOT DESTINATIONS

Protective clothing for bikers.  
Designed in Switzerland. Handcrafted in Europe.



JEANS | JACKETS | BOOTS | CASUAL | ACCESSORIES

[DPC-DISTRIBUTION.COM](http://DPC-DISTRIBUTION.COM) | FOR STOCKISTS

TEL: 0870 122 0214



# CBG Buying guide

Should you be tempted, here are a few tips to stop you getting carried away...

- Speak to those in the know – clubs, owners, specialists. Is this the bike for you?
- Get some quotes – how much are parts, how easy are they to work on and how much will it cost to insure?
- See if you can have a go on one. This may be tricky, but if you have comprehensive insurance a kind owner or dealer may let you try one out.
- If you can't do all the jobs yourself, will your local dealer be prepared to work on it?
- If you're unsure of any of the above, email us at [editor@classicbikeguide.com](mailto:editor@classicbikeguide.com) and if we can't help, we'll try to find someone who can.



**Triumph Daytona 500** Meriden's perfect twin



**Ducati 900SS**

Italian stallion



**Yamaha YL1**

Japanese twin tiddler

Our aim is to bring you as much detail as we can on a specific model so you can work out if it's the sort of bike you would like. Brought to you by specialists, all the information we bring you has been checked as much as we can – however if you spot anything amiss let us know so we can tell others – the best information often comes from owners! You can always reach us at [editor@classicbikeguide.com](mailto:editor@classicbikeguide.com)



Buying guide

# Triumph Daytona 500

Named after victory at the famous US race, the Daytona is a great bike and the last of Triumph's 500cc twins





#### WHAT IS IT?

A top-notch sporting twin from the dying days of the British motorcycle industry



#### GOOD POINTS?

The performance, the brakes, the handling. What more do you want?



#### BAD POINTS?

You have to rev a Daytona hard to get the best out of it. Some of the original parts were of variable quality

#### COST?

Basket case:  
£2000-plus  
Good runner:  
£4000-5000  
Concours/museum  
quality: £8000



**Left:** Alloy head and twin carbs made it go, while a front disc helped it stop



**S**OME OF THE BEST BRITISH MOTORCYCLES WERE built as most of the industry hurtled towards oblivion at the end of the 1960s. While the management began to fail and the unions fought, the engineers were running out some superb motorcycles. For a modern rider a late Sixties classic is going to be easier to get along with than a late Fifties model, and the Norton Commando, Royal Enfield Interceptor 2, the Matchless P11 and the last T120R Triumph Bonneville are all tempting for the well-built and, it must be said, the well-heeled.

But these beasts can be an effort to haul about and the choice is more limited for those who have found the years catching up with them, those of a more diminutive build, or those who just don't like heavy motorcycles. There are a few suitable machines about, thankfully, and among the best are Triumph's 500 twins, of which the most desirable is the twin carb Daytona 500.

This is a genuine 100mph 500 twin cylinder twin carb sportster. It's sprightly as heck, light and relatively easy to start if you've got a good 'un making it an excellent choice. Authentically Triumph, the Daytona doesn't vibrate like a 650, has the classic late Sixties Triumph looks, a frame designed by Doug Hele that bears a resemblance to a slightly scaled down Bonneville and great brakes. It can cruise all day at 60mph, yet with a snap of its throttle and a shake of its rear end it'll head for the hills at a substantial rate of knots too.

The Daytona was the last of a line of fast lightweight unit twin sports machines that began





in 1957 with the T21 350. Expanded to a 500 in 1959 the frame of the early models owed more to the diminutive Tiger Cub than anything more substantial and remained the plot of choice, sending those who liked hard riding weaving their way along the road until 1965 when Doug was allowed to improve it with a bolt-on top tube. By then Triumph had also realised how unpopular their bathtub rear fairings were and how dated the headlight nacelle looked. They ditched them, in the process turning their dated ugly duckling into a modern and sporty little beast.

The Daytona's predecessor and Triumph's fastest 500 model until then was a single carb machine that went by several different names and trims in the Triumph advertising literature – there was the T100T, the T100SS (Super Sports) or T100S in the UK and the T100SR (Sports Road) or T100R Trophy 500 in the US.

In 1966 Triumph's management remembered that racing not only improved the breed, but also resulted in lots of sales – sales that the Japanese were starting to Hoover up.

In the face of indifference from some in management, a Triumph team with six T100T-based specials were sent to Daytona to take on the Harley-Davidson team. Thanks to rules designed to help Harley win, their 750cc side-valve twins could have a

The Daytona has perfect dimensions and tried hard to take the fight to the Japanese

capacity 50% larger than OHV rivals. Triumph came first and second and all the Triumphs finished, with winner Gary Nixon lapping the 500 twin at 136mph and producing an average top speed of 96.88mph – a substantial achievement for a motorcycle with an engine designed eight years previously as a 350.

The racing T100T wasn't much like a road bike, having been tested to 10,000rpm and fitted with a pair of Amal GP carbs, 9.75:1 pistons and a pair of megaphone exhausts, as well as a modified oil cooling system borrowed from a Chevrolet car.

The racing success led to the launch of the Daytona 500 and the Triumph team won again in 1967. This new sports bike, which came out just after Honda launched their CB450 twin, had to deliver, and it did. The new bike was far more than a T100 with an extra Amal Monobloc bolted on. With a weight of just 340lbs – 100lbs lighter than the Honda – and tuned engine that featured 9:1 compression ratio pistons and a new cylinder head, the road bike had a claimed top speed of 112mph, which was 10mph faster than the DOHC Honda, and the Daytona was a match for almost anything. It would see off much bigger bikes on a twisty road, especially in the hands of a fearless rider prepared to rev it hard to get the most out of it.

The model went into production and the Daytona took over the role of a sports machine from the already capable T100SS. Production started at the beginning of October 1966, with the first machines shipped to the US just two weeks later.

The Daytona retained the T100R designation as used on the previous single carb bike for models exported to the US, whereas the T100T code was used for models sold in the rest of the world in UK trim. ▶

### SPECIFICATION

**ENGINE:** 490cc OHV vertical twin **BORE/STROKE:** 69mm/65.5mm **COMPRESSION:** 9:1  
**GEARS:** Four **FRONT WHEEL:** 3.25 x 19 **REAR WHEEL:** 4.00 x 18 **FRONT SUSPENSION:** Telescopic hydraulic forks **REAR SUSPENSION:** Swinging arm hydraulic damped **FRONT BRAKES:** 7/8in single leading shoe–twin from 1969 **REAR BRAKES:** 7in single leading shoe **LENGTH:** 84in (2133mm) **SEAT HEIGHT:** 30in (762mm) **WHEELBASE:** 55ins (1397mm) **DRY WEIGHT:** 366lb (166kg) **FUEL TANK:** 3 gallons (13.1) **POWER:** 41bhp@7400rpm **TOP SPEED:** 112mph



The first Daytonas were released in the same paint scheme as the T100SS and had Tiger 100 on the side panels. The carbs became Amal Concentrics in 1968 and the contact breakers were changed from the Lucas 4CA item, which had a major design fault that meant that one cylinder's ignition timing was hard to set. The much improved 6CA unit was used instead. A 7in SLS front drum brake was used at first but that later became an 8in SLS unit.

Some British specification models had 18in front wheels while US bikes had 19in wheels. There were Bonneville forks and Hele's upgraded frame with new front downtubes and with bracing around the swingarm pivot. The front 19in wheel model's mudguard was used on both bikes despite the different wheel diameters, so the mudguard stays would fit the forks. This resulted in a big gap between wheel and guard on 18in wheel-equipped UK spec bikes. At first bikes sent to the US west coast got chromed mudguards, while those for east coast models were painted. Apart from the extra carb and the very neat instrument layout, the first Daytona did not look very different from its single carb siblings at a quick glance, even retaining the tank rack.

From 1969 the 500s were badged as the Daytona Super Sports in the UK, but US buyers had just Daytona on the side panels. In 1969 the T100T model code was dropped and all the twin carb bikes were renamed as the T100R, even though that had already been used on the earlier single-carb T100R. Confused yet?

The Daytona was lighter than the T100A it evolved from, but over time the bike got heavier until it weighed 366lbs, though this was still lighter than the T100A, and it got Triumph's excellent TLS front brake in 1969. Although slower than the 650, the 500 engine was a more pleasant ride at speed, the lighter weight engine components reducing vibration from the lumpiness of the 650 to more of a buzz on the 500, though it would have benefitted from an extra gear.

In 1969 there were final engine modifications when the oil feeds to the crank bearings were taken through the end of the crank and the bikes were fitted with new, ugly and ungainly Lucas switchgear. By now there were also refinements such as indicators, oil seals



**Above and below:** Original press shots we found in the Mortons archive never seen since the time they were shot.

on the pushrod tubes and an oil pressure warning light, while the tank rack was removed. Later, a new petrol tank was used that had similar dimensions but came with no central rib and modified mountings got rid of the central tank mount. In the US the Daytona was the cheapest 500 four-stroke twin you could buy, as Honda's 450 Black Bomber cost the same as a T120 Bonneville.

In 1974 came the end of Daytona production at Meriden. A final batch of new model T100D Daytonas left the factory that year. There were either 25 or 12 of these bikes, depending on who you talk to, and they were fitted with the huge cigar-type silencers from the T140 Bonneville, possibly to cope with the noise legislation, or alternatively because it was what the company had on the shelves. The forks came from the late-model T150 Trident and were fitted with a disc front brake. These mods from bigger bikes improved the ride but not the looks, and the T100D was visually a little out of balance.

Before Triumph at Meriden finally bit the dust there were further attempts at using the 500 twin engine and the Daytona name. One was a T100 engine fitted into the frame of the still-born Triumph Bandit/BSA Fury 350. Hundreds of these frames were gathering dust waiting for the much vaunted but flawed DOHC engines that would never arrive. The engine fitted the Bandit frame well, and you can see this last gasp effort in prototype form at the National Motorcycle Museum. How the market would have reacted to this hybrid, especially had the twin carb Daytona engine had been fitted, no one will ever know, but it seems a shame it was never seriously tried out. Finally, Meriden reduced the capacity of the last-gasp TR65 Thunderbird twin to create the insurance-group friendly Daytona 600. It never made it to production and the bike, with a modified TR7 Tiger engine, did not really do the name justice. Just one was made.

If you see a Daytona with a later registration, this is because some parts were getting out from the factory, as well as the Met Police selling their spares as they were changing to BMW. This meant some shops were building bikes that were effectively new. Well, at least someone was. **CBC**





## How much for a Daytona?

**TRIUMPH'S DAYTONA 500** has been sparking increased interest in the classic field in recent years as the prices of other bikes of the period have also risen. The Daytona's light weight and timeless good looks, as well as ease of use has a lot to do with this. Around a year ago we spotted a late model, that just needed the dust wiping off it. It was unmolested and unrestored, on offer for £5000. While tempting, that sort of money would have stretched the household budget a little. At the end of last year, we saw the owner again and asked whether he still had it. He had sold it a few weeks beforehand for £6500. Search for a Daytona online today and you'll see decently restored models now on offer for just under £8000. Of course, an £8000 price tag doesn't mean the bikes will sell at those prices. This lovely 1969 UK T100T model was picked up for £4500 at the beginning of last year, proving some of these bikes are still available at sensible prices. By now, unless you are lucky enough to find an untouched, low miles Daytona, most of the defects that were prevalent at the time, such as dodgy main bearings, have been rectified and a sensible owner will have fitted improvements like electronic ignition.



## MONTY'S VERDICT:

# Ride it as hard as you can

**MONTY FROM MONTY'S** Classic Motorcycles, between Plymouth and Launceston, had a new Daytona in 1973. He said: "It was a phenomenal motorcycle, really, really quick, and even today its not going to be far off a Bonnie. It does have to be revved and the handling is very good, as is the TLS 8in front brake. The whole thing is excellent as a package.

"By the time it got to 1970 the engine was sorted out and they didn't do much more to it. The twin bearings on the crank, one roller and one ball bearing, are pretty much bulletproof.

"The twin carbs do need to be in really good nick. On a single carb bike, you can get away with it if they are a bit worn, but on the Daytona, they've got to be spot on.

"Watch out for cylinder head fin damage. The top fin is very fragile, and I've seen bikes where a previous owner has broken a top fin and has decided to take both fins off and file them down. There should be eight fins. The rolling chassis is excellent, they changed the front downtube in 1966, fitted it with Bonnie steering head bearings and the T120 front end, while at the rear they welded plates to stiffen it.

"Look out for normal evidence of butchery, like rounded off bolt heads and nuts. I always tell people they should try to get hold of original factory pictures of bikes they are interested in – there are thousands of restored bikes out there, but a 1970s factory photo of

the bike should show you what it's supposed to look like. Get an original factory workshop manual too. They cost about £22, and they'll save you hours of time looking at possibly inaccurate stuff online.

"Getting mudguards is a bit of a problem now, as the two companies that used to make them have stopped. LF Harris are searching for another supplier.

"Daytona cylinder heads can be hard to find. They have big valves and a high domed combustion chamber. You could use a late T100C head, which was the same with the same dome and the same big valves but used a manifold for a single carb. You can tell the difference between an older T100 head and a later Daytona or T100C one by looking at the bolts retaining the carb inlets. Daytona and T100C bolts are  $\frac{5}{16}$  UNC, while earlier T100S used  $\frac{1}{4}$  BSF.

"The 8in front brake is getting hard to find as people are using them to build specials. Spares back-up generally is really good – all those normal day-to-day parts are easily available.

"I'd fit a solid-state regulator/rectifier, electronic ignition and a three-phase alternator to provide more amps at lower revs.

"And then I'd go out and ride it as hard as I could. A Daytona is all about revs. You don't get the real power until you reach 6500rpm. Once you are revving it that hard it will fly along, and it'll take it."

### SOME SPECIALISTS:

Monty's Classic Motorcycles  
montysbritish classic motorcycles.com  
Tri Cor/Andy Gregory  
www.tricor-andy.com  
T8 Triumph  
t8ts.co.uk  
aceclassics.co.uk

### OWNERS' CLUB:

Triumph Owners' Club  
www.tomcc.org

**TRIUMPH BSA Norton**

# Monty's Classic Motorcycles Ltd

*'Specialising in top quality spares for  
Triumph Twins 1950-1983'*

**For advice and orders tel:  
01822 617010**

or shop online at  
**montysclassicmotorcyclesshop.co.uk**



Also BSA A7 A10  
• Repairs  
• Wheel Building

Over 35 years in the British  
bike trade

All major credit cards taken

Amal • Boyer • Morris • BSA • Renold • Lucas • L F Harris

The Cross House, School Road, Metherell,  
Callington, Cornwall PL17 8F



T8 TRIUMPH SPARES



- Lucas • Amal • Hepolite • Renold

**500/650/750 Unit Twins/Triples**

OPEN: 2pm - 6.30pm Daily - Callers by appointment only

**FOR MAIL ORDERS & ENQUIRIES. NO VAT**

TEL/FAX FELIXSTOWE 01394 279929

Email: sales@t8ts.co.uk • Website: www.t8ts.co.uk




Where the legend was made

## TRIUMPH BONNEVILLE T120 & T140 SPECIALIST


- Meriden factory technician
- Based just 1 mile from the original factory!! (our own premises)
- Bikes bought and sold
- Repairs & Restorations
- Friendly service

We specialise in engine rebuilds

**www.meridenmotorcycles.co.uk**

Windmill House, Walsh Lane, Meriden CV7 7JY

**01676 523838**



**Triumph 750  
Cylinders**

T120 & T140  
All Alloy-  
Nikasil bores




**Billet  
Instrument  
brackets,  
oil pressure  
gauge kits  
post '70  
Meriden  
Triumphs**

**www.triplesrule.com**  
**t150v@aol.com (224)321-4912(USA)**



**NEW 9 STUD  
ROCKERBOXES**



**NEW 8" TWIN LEADER  
BRAKEPLATES**



37-3461 - MILD STEEL LINKAGES  
37-3461A - STAINLESS LINKAGES  
37-3461B - BARE BRAKEPLATE

**TEL- 01432 820752**  
**FAX- 01432 851934**  
**www.Tricor-Andy.com**  
**Andrewsgregory65@gmail.com**



# Yamaha YL1

Fun, fun, fun. Here's your guide to Yamaha's 100cc YL1 twin-cylinder

WORDS BY STEVE COOPER PHOTOGRAPHY BY GARY CHAPMAN

**T**HE BIKE TICKS OVER WITH BARELY CONCEALED enthusiasm, burbling away gently through a pair of seamed silencers. A whiff of throttle sends the revs rising and the little motor snarls its approval at another opportunity to get its skinny tyres turning once again. Clutch in, tap the gear pedal down, increase the revs and let the clutch out... we're off and in some style.

Knocking the pedal down again into second has the simple iron barrelled motor picking up the pace and then comes third with an increase in revs as the bike comes on pipe. Where before there was some admittedly enthusiastic crackling, there's now an almost high-pitched banshee scream as the tiny twin gets the bit between its teeth. As 40mph comes up on the oval gauge, a final downward tap has the bike in top (fourth gear) and from here on in it's all about maintaining momentum and avoiding the minimalist braking unless necessary. Road junctions may temporarily halt proceedings but this is only an excuse to repeat the above time and again.

Only two things bring the fun to an end – an absence of fuel and a veritable pain in the derriere from the wafer-thin saddle. Oh yes, and occasionally face ache from grinning insanely for too long.

Welcome to life with a Yamaha YL1 – a whole 97cc of piston-ported, two-stroke twin from the tuning fork brand's back catalogue. You might suppose that the bike is a Fizzy on steroids, but it's actually the same size and similar weight, yet it runs probably even less competent drum brakes. With simple piston port induction, three basic ports in the barrels and some of the longest pistons ever used in a stroker, this midget gem delivers some 9.7bhp at 8500rpm. Yet with a lightweight rider on board (obviously not me) it will breast 60mph and possibly more.

It is, speaking plainly, an as mad as paint, totally bananas fruit loop, yet unquestionably amazingly addictive fun. Park your prejudices, quell any questions and mute your mutterings – if you are fortunate enough to be offered a chance to ride a YL1, seize it, and then try lying to yourself that it's not a truly involving experience. These apparently humble twins are, without doubt, greater than the sum of their parts and although what's there is simple and basic, like many things in life, the devil is in the detail.

The focal point of a YL1 is its motor. Within is a robust crankshaft supported on four chunky roller bearings. The motor is a vertically split twin, similar in construction to the Yamaha CS3C recently featured in CBG. Tucked in behind is a four-speed transmission that picks up its power from a geared primary drive. Other than the orientation of the crankcase's division, it's a format that ran for decades in the Yamaha two-stroke family.

On the end of the crank is a chunky 12v dynamo which, on some models, also doubles (with an extra set of carbon brushes) as an electric start. On the end of the stator assembly are a pair of ignition breakers connected to a pair of coils. The iron barrels are capped by a pair of conventional looking alloy cylinder heads, whose secrets lie within, for inside the heads is a carefully researched and profiled squish band that directs the fuel/air mixture





### WHAT IS IT?

A smile-inducing 100cc two-stroke twin



### GOOD POINTS?

Nothing else sounds like a YL1 given some beans

You can still get crank pins, bearings and even con rods

Everyone wants to know what it is!



### BAD POINTS?

The rear can literally rot in front of you

They're no longer cheap  
Many ended up as field bikes

### COST?

Restoration project:  
£500

Mint condition:  
£4500



- ▶ precisely to the centrally mounted spark plug where most of a two-stroke's power is made.

The frame is of pressed steel construction, chosen by Yamaha for both its ease of manufacture and strength. Sitting under the right-hand side panel is a steel oil tank that feeds the autolube oil pump under the chrome cover on the right of the outer engine case. On the left, another side panel covers the battery that needs to be removed in order to gain access to the air filter canister that sits inside the frame and feeds the twin carburettors via a Y-shaped rubber inlet tract. The two carbs are minuscule Mikunis that feature tick over adjusters mounted in the carb tops. A threaded rod raises or lowers the slides by tension applied by the brass adjuster screws that sit under the rubber carb top covers. The chrome downtube at the front of the engine is a bolt-on device that notionally triangulates the steering head.

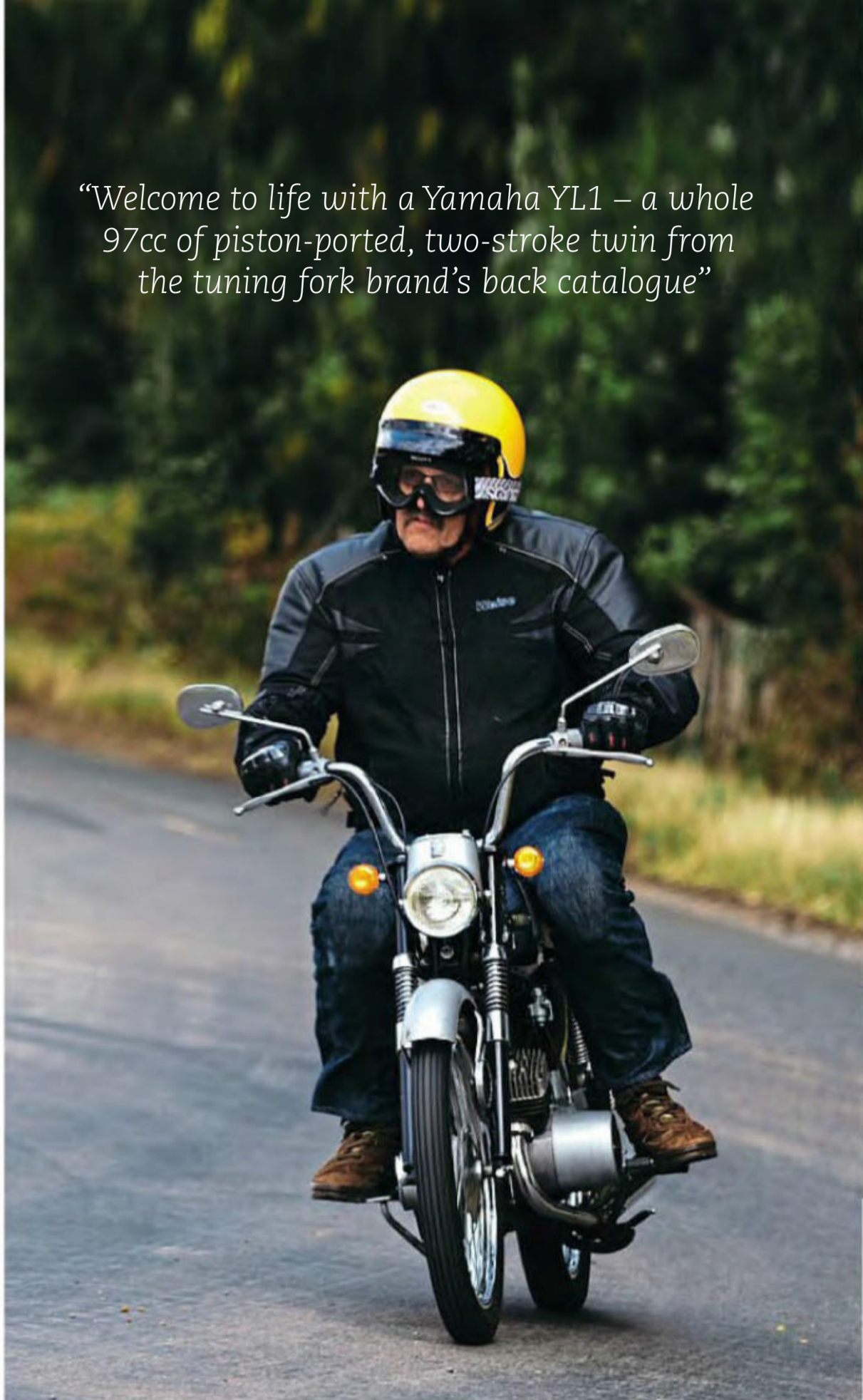
The suspension on YL1s is basic and emphatically of the over sprung/underdamped variety. Exposed springs front and rear imply a sporting bias that's definitely there, just at a much lower level. The rear swingarm is a pressed steel affair that runs a tubular brace a couple of inches behind the swingarm spindle.

Cosmetically, the bike runs restrained styling, especially in the black gloss as featured here. Even when painted in peacock blue or aroam red, the YL1 looks old fashioned. Both mudguards are painted satin silver with the rear unit made integral with the frame. Later versions of the YL1 and the five-speed YL3 often sport candy paint schemes and a chrome front guard in an attempt to brighten up the bike's profile, but that partially chromed tank and rubber knee pads still anchor the bike well and truly to the mid-1960s.

This particular example is owned by my good self and I've had it some 15 years now. It's a US-market example that came from California via Gov'nors Bridge motorcycles. It still runs the original paint, plating and chrome that it had when it was built in late 1966 or early 1967 – only the OEM tyres were changed in the interests of self-preservation.

When acquired, the bike ran, but not well and a top end strip revealed what looked like a cold seizure. At the time very few people were interested in these little ▶

*“Welcome to life with a Yamaha YL1 – a whole 97cc of piston-ported, two-stroke twin from the tuning fork brand's back catalogue”*



## TUNING THE YL1

Those nominal nine point seven ponies trapped within the tiny twin might not sound like much and, to be honest, they're never going to set the world alight. Yamaha knew this from the start and were very well aware that a small subset of YL1 owners would want more power. In the latter part of the 1960s Yamaha offered owners a GYT, or 'genuine Yamaha tuning' kit for a vast number of its machines from 50cc machines upwards. The GYT kit for the YL1 was a very serious package containing chrome-plated alloy cylinders, upgraded single ring pistons, revised high compression heads, a pair of high level expansion chambers and a racing magneto. Thus equipped, the bike's power level actually doubled and has been variously quoted at 18.5 to 21bhp. 20bhp from a sub-100cc engine puts the YL1 in the 200bhp per litre class! Worryingly, Yamaha never offered a revised brake for the GYT-equipped tiddlers, which must have made riding them rather interesting. Those that have followed one are amazed how fast they are and shell-shocked by the number of decibels a small twin can make through their totally unsilenced pea-shooter expansion chambers!





## THE LURE OF TIDDLERS

For many classic enthusiasts tiddlers make little if any sense, and why should they? You can't go touring on them, they're not fast, they're generally designed for stick-thin teenagers and you can potentially look stupid riding them... and for many people they are the total antithesis of the stereotypical male ego.

So what on earth is this irrational obsession appeal with tiddlers about?

For a fair number of fans it's the ease of access small bikes facilitate – if you have issues with ageing hips, arthritic shoulders and the like, a tiddler is a much easier machine to manoeuvre around the garage and pilot on the road. Okay, so what about those who aren't suffering? What's in it for them? The appeal is not chasing large numbers on the speedo but rather the sensation of speed these small machines create and convey. It's entirely possible to ride a tiddler flat out nine-tenths of the time without having to back off. And when

you do have to back off the throttle, you're focusing on maintaining as much momentum as possible, simply because you have not got a big motor's torque to hoik you back up to speed again.

Few people ever get to ride their classics at full bore, yet 'tiddler fans' do it as often as possible. It's the sensation of speed rather than the numbers that makes us grin; that, and the sound of a small motor working hard are what we do it for.

Getting the best out of small motorcycles requires a skill some will never acquire but for those that persevere with tiddlers, the rewards are huge. We can get our fix of two-wheeled fun from short but intense rides at speeds big bike owners find boring. Country lanes are our natural hunting grounds and before you scoff, know this – one day you might sample a tiddler and be surprised to find yourself grinning insanely. Once the bug bites there's no known antidote!



► buzz bombs and spares were stupidly cheap. In fact it was cheaper to fit a pair of NOS (new old stock) barrels and high end pattern pistons than it was to rebores the existing cylinders and fit oversized pistons.

The autolube tank contained something that might once have been oil but had turned into a gelatinous brown goo. The ignition timing and points gap needed resetting and the inlet Y boot had hardened and cracked with age, so it was replaced with a NOS example from Singapore, along with a fresh air filter.

Thus fettled, the bike ran better, but not as it should. Further investigation and examination suggested the exhaust system was not as free-flowing as it should be, so a full-on decoke was undertaken. When normal methods failed to evict the gunge, the entire lot was soaked in some seriously strong industrial solvents for two weeks. This, and a repeat blast of caustic soda, had the pipes, baffles and silencers scrupulously clean and, incredibly, some 50% of their pre-cleaned weight! I have never seen so much carbon in a 'stinkwheels' exhaust system, regardless of capacity. This supported the supposition that the bike had been run on some kind of lubricant that was never intended to be used in a two-stroke. After this the bike ran as the boys back in Iwata had intended and has performed fine ever since.

Prior to the Japanese invasion of the motorcycle showrooms in the mid-1960s, small bikes were either the province of the commuter or the well-heeled. Villiers provided the motive power for innumerable day-to-day runabouts with the likes of AMC and BSA adding to the mix of machines made down to a price. Those that wanted sporting tiddlers needed incredibly deep pockets in order to afford the exotica trickled out

*“Tanks and exhausts are noticeably difficult to obtain. A worn engine shouldn't be too much of an issue, as main bearings are available off the shelf from any decent bearing specialist, but ensure you specify C3 grade for use in engines”*

by the likes of MV Agusta.

When the oriental hordes arrived, fast zingy tiddlers were the order of the day, delivering a level of performance few had experienced from domestic 250s. A friend of my father's was so aghast at how quick his new Suzuki M15 was that he asked the dealer if there was something wrong with it! Japanese tiddlers won legions of fans around the world, proving their worth as daily riders, Sunday screamers, weekend off-roaders and family transport. Against expectation, custom and practice, along with cynical bad mouthing, to a fault, the sub-200s offered by Bridgestone, Honda, Kawasaki, Suzuki and Yamaha proved to be obscenely reliable. Designed from first principles, manufactured on modern equipment and assembled by dedicated workforces, little if anything prevented them from giving their all. Fed with oil and petrol and serviced as per the manufacturer's instructions, the army of Japanese tiddlers just kept on going.

You may have garnered from this article that I'm something of a fan and I could go on at length singing the praises of small motorcycles but the sun is out and there's a small Yamaha twin that requires exercising with reckless abandon. Cruelty to small motorcycles you say? Guilty as charged m'lud! **CBC**

#### **SPECIFICATION**

**ENGINE:** two-stroke, air-cooled 97cc twin-cylinder, four-speed gearbox, kick-start **BORE x STROKE:** 38 x 43mm **CARBURATION:**

2 x VM16SC MIKUNI **COMPRESSION RATIO:** 7.1:1 **MAX HP:** 9.25hp @ 8,500 rpm **MAX TORQUE:** 5.9lb.ft @ 8000rpm **IGNITION SYSTEM:** Points and coil **DRY WEIGHT:** 82kg **TYRES:** 2.50-17 (F), 2.50-17 (R)

**PERFORMANCE:** approx 55-65mph depending on rider weight and number of pies consumed! Exhaust noise level Inspiring

#### **FAULTS & FOIBLES**

Finding a decent YL1 is the biggest of challenges. Most lived frantic, short lives and were scrapped when they went bang. Then there is corrosion which, on bikes ridden through the winter, can be a real issue. Rotting swingarms aren't uncommon and it's not unusual for the rear guard to break away from the tail end of the frame.

Fortunately, neither issue seems to effect US imports, where the main concerns are finding a complete one with all the right parts. Tanks and exhausts are noticeably difficult to obtain. A worn engine shouldn't be too much of an issue, as main bearings are available off the shelf from any decent bearing specialist, but ensure you specify C3 grade for use in engines. Rod kits crop up on eBay and should still be available as separate items from Yamaha on updated part numbers. The tiny carbs are unique to the YL twin series and although jets are still available, throttle slides, springs and floats are hard to obtain.

Service parts are still out there and the bikes run fine on pattern points. With the ignition properly set via a dial gauge, little will stop a YL1 running, other than a dirty carburettor. In the absence of OEM pistons and rings pattern examples made in Japan work equally well.



# 'NORMOUS NEWARK AUTOJUMBLE



## SUNDAY, MARCH 17

Also: Apr 14, Jun 2, Jun 30, Sept 22, Oct 27

### BIGGEST AND BEST ONE DAY AUTOJUMBLE IN UK

Newark Showground, Newark-on-Trent, Notts NG24 2NY



• Indoor & outdoor plots • Free parking • Classic vehicle display •  
Early Bird Admission from 8am, £10 • General Admission from 10am, £7  
Classic drivers save £2

**ONE MAN'S JUMBLE IS ANOTHER MAN'S TREASURE...**

Trade plots from £18  
FREE Saturday night camping for traders

For more information: Visit [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)  
Call 01507 529593 Email [info@newarkautojumble.co.uk](mailto:info@newarkautojumble.co.uk)



If you have an interest in older Japanese motorcycles...



## Vintage Japanese Motorcycle Club



"run by motorcyclists for motorcyclists"



- Bi-monthly award-winning club magazine - Tansha. Reports from around the club sections, shows, events, rallies, what's on, technical articles, bike reviews, specialists, suppliers, bikes and parts for sale and wanted... and more!
- Discounted insurance from the VJMC's preferred insurers.
- A huge resource of information and help for any Japanese bike you're trying to get back on the road or into show condition.
- Camaraderie with like-minded enthusiasts.
- Shows, events, rallies, rides and social section meetings in your area and nationwide.
- Active participation with the CRMC and access to parade laps around UK circuits.
- In fact, stuff that is priceless for the joining fee!

Tel 01454 501 310 M-T/10.00am-16.00pm  
E-mail: [vjmcmembershipuk@gmail.com](mailto:vjmcmembershipuk@gmail.com)

[www.vjmc.com](http://www.vjmc.com)



## [www.electrexworld.co.uk](http://www.electrexworld.co.uk) Self generating CDI ignition/lighting systems for classic road, trials & mx bikes

CDI Ignition for strong reliable spark | Lighting options available for most kits |

Very low speed spark output from only 150rpm | Timing advance is fully electronic with advance curve

We manufacture many more kits - please check our website for all the available kits



AJS Stormer, Starmaker engines	STK-980	£225	Maico 400 (early model)	STK-114	£165
BSA C15, B25, B40, B44, B50 - Ignition only	STK-010	£155	Montesa 247, 348/349 + others	STK-349	£195
BSA Bantam D1-D7 - Ignition only	STK-1257	£195	Norton Commando - Ignition only	STK-022D	£225
BSA Bantam D10 & D14/4, B175 - Ignition only	STK-175	£155	Triumph 3TA, 5TA, Unit 650 - Ignition only	STK-012	£175
BSA Bantam D10 & D14/4, B175 - Ignition only	STK-177	£195	Triumph 3TA, 5TA, T110, T120, T140	STK-102D	£235
Bultaco Sherpa - uses original rotor	STK-154	£155	Triumph Tiger Cub - Direct mounting in cover	STK-200	£165
Bultaco Pursang - single spark	STK-150	£195	Triumph Tiger Cub - Crank case mounted	STK-202	£155
Bultaco Pursang - twin spark	STK-152	£235	Villiers 6E-8E	STK-960*	£225
CZ - single port	STK-950	£195	Villiers 9E-37A models	STK-970*	£225
Greeves Challenger	STK-990	£225	Villiers Starmaker	STK-982*	£225
Honda CB750 SOHC	STK-111	£395	Yamaha TY175/125	STK-475	£175
Husqvarna CR400, CR500	STK-185	£195	Yamaha TY250	STK-402	£155
Husqvarna 360, 390, 420	STK-186	£195	Yamaha XS650 - Ignition only	STK-465	£185
KTM 250 MX (replaces SEM) - Ignition only	STK-025	£155	Yamaha XT500	STK-405	£175

Prices exclude VAT (20% for UK & EU) & Delivery

\*Please visit [www.villiersservices.co.uk](http://www.villiersservices.co.uk) for Villiers parts

t: +44(0)1491 682369 | [info@electrexworld.co.uk](mailto:info@electrexworld.co.uk)



# Bonhams

AUCTIONEERS SINCE 1793

ENTRIES NOW INVITED | CONSIGN TODAY



*Ex-Campbell Donaghy*  
**1961 DUCATI 250CC F3 PRODUCTION RACER**  
£35,000 - 45,000 \*



**1978 DUCATI 900SS**  
£15,000 - 20,000 \*



**1972 SEELEY-WESLAKE 850CC RACING MOTORCYCLE**  
£10,000 - 14,000 \*



## The Spring Stafford Sale

Important Collectors' Motorcycles, Related Spares and Memorabilia

The International Classic MotorCycle Show, Stafford | 27 & 28 April 2019

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact your nearest specialist, the London office or visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

### ENQUIRIES

London  
+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)  
[bonhams.com/springstafford](http://bonhams.com/springstafford)

*Believed Ex-Works*  
**C.1954 NORTON 350CC 'OUTSIDE FLYWHEEL' MANX MODEL 40 RACING MOTORCYCLE**

Frame no. 2953 B  
Engine no. Z 2954B  
**£25,000 - 40,000 \***

### Network of Specialists

Lancs, Yorks, N. Midlands, N. Counties & Scotland  
+44 (0) 1457 872 788  
[mark.garside@bonhams.com](mailto:mark.garside@bonhams.com)

Lancashire  
+44 (0) 1204 491 737  
[alan.whitehead@bonhams.com](mailto:alan.whitehead@bonhams.com)

Shropshire, Glos & Wales  
+44 (0) 1299 270 642  
[jim.reynolds@bonhams.com](mailto:jim.reynolds@bonhams.com)

Lincs & East Anglia  
+44 (0) 1507 481 890  
[david.hawtin@bonhams.com](mailto:david.hawtin@bonhams.com)

Herts, Beds, Bucks, Oxon & S. Midlands  
+44 (0) 1494 758 838  
[martin.heckscher@bonhams.com](mailto:martin.heckscher@bonhams.com)

Home Counties  
+44 (0) 127 629 413  
[david.hancock@bonhams.com](mailto:david.hancock@bonhams.com)

Home Counties  
+44 (0) 20 8302 7627  
[colin.seeley@bonhams.com](mailto:colin.seeley@bonhams.com)

Hampshire & Dorset  
+44 (0) 1794 518 433  
[mike.jackson@bonhams.com](mailto:mike.jackson@bonhams.com)

Wiltshire, Somerset & Devon  
+44 (0) 1380 816 493  
[greg.pullen@bonhams.com](mailto:greg.pullen@bonhams.com)

Devon, Cornwall & Somerset  
+44 (0) 1872 250 170  
[jonathan.vickers@bonhams.com](mailto:jonathan.vickers@bonhams.com)

Bonhams Co-Chairman  
+44 (0) 20 7468 8238  
[malcolm.barber@bonhams.com](mailto:malcolm.barber@bonhams.com)

# Ducati 900SS

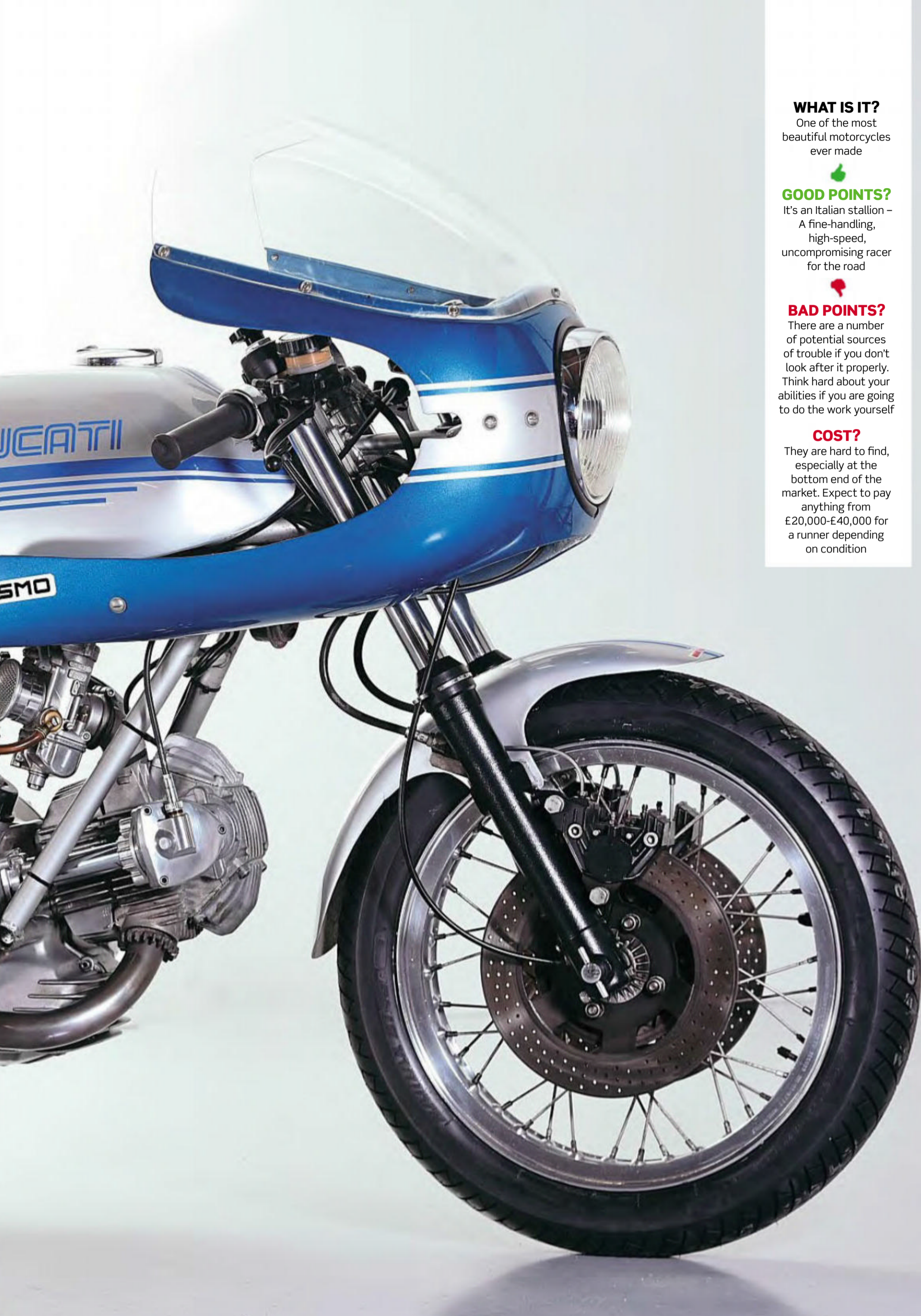
For many people of a certain vintage, the 900SS was the pin-up bike of the time

Many, many thanks to John, Neil and the guys at Made in Italy Motorcycles for their 900SS and their wisdom.

**WORDS BY** OLI (ROSE-TINTED) HULME

**PHOTOGRAPHY BY** MATT (I'LL OWN ONE SOME DAY) HULL AND MORTONS ARCHIVE





### WHAT IS IT?

One of the most beautiful motorcycles ever made



### GOOD POINTS?

It's an Italian stallion – A fine-handling, high-speed, uncompromising racer for the road



### BAD POINTS?

There are a number of potential sources of trouble if you don't look after it properly. Think hard about your abilities if you are going to do the work yourself

### COST?

They are hard to find, especially at the bottom end of the market. Expect to pay anything from £20,000-£40,000 for a runner depending on condition



“IT IS THE PERVADING LAW OF ALL THINGS ORGANIC and inorganic, of all things physical and metaphysical, of all things human and all things superhuman, of all true manifestations of the head, of the heart, of the soul, that life is recognisable in its expression, that form ever follows function.” Louis Sullivan, architect, 1892.

The rule of form follows function says that the shape of an object should primarily relate to its intended function or purpose. You could interpret it as ‘if it looks right, it is right’ and if there was ever a manifestation of form follows function, it’s the bevel-drive Ducati 900SS.

In the late 1970s a series of advertisements appeared in the motorcycle press that became fixtures on thousands of British teenage boys’ bedroom walls. At that time Harley-Davidson, Moto Guzzi and Ducati were all imported to the UK by the same company, Coburn and Hughes. Without the budgets of the big four Japanese importers, C&H came up with a simple format for their publicity. They would get a bike into a studio and drape an attractive young lady over it who was clearly not wearing suitable riding equipment. For Ducati they used their black and gold bevel-driven Desmo 900SS and a blonde dressed in a see-through gold body-stocking. ‘Ducati’, the advert said, ‘lays it on the line’.

For a teenage lad such images were habit forming. Eagerly, we detached these adverts from the pages of *Superbike*, which thanks to their revealing centrespreads was the magazine of choice of the sports-moped mounted spotty urchin, and stuck them onto our walls. Many a lifelong affair with Italian motorcycles started right there. It didn’t matter that a 900SS was two-and-a-half times the price of a 750 Bonneville, or that a Kawasaki Z1-R came in £700 cheaper. You might never own or even ride a 900SS, but you could dream of taking to the streets on such a grown-up motorcycle. This was the most desirable





motorcycle in the world, a thing of beauty and a joy forever.

Perhaps it was as well that the 900SS was out of the reach of so many. It was, like those other machines that stirred the soul of earlier generations, like Vincent Black Shadows or BSA Gold Stars, a bike for the real enthusiast. The racing spec gave the SS the turning circle of HMS Ark Royal, a firm if comfortable ride provided you weren't planning a long tour, a racing crouch, a clutch that made it hard to use round town and an ear-shattering blast from the Conti exhausts. But once out of town the skilled rider could feed it into the SS's preferred environment, that of long sweeping curves on hopefully deserted A-roads, hurtling effortlessly past slower-moving road users without a moment's thought.

The 900 Super Sport can trace its origins back to the Fabio Taglioni-designed Desmo 750 racers of the early Seventies. These were ridden to a one-two victory at Imola in 1972 by Bruno Spaggiari and Paul Smart, in the days when a racing win meant sales at the dealership. The duo defeated not only the race-proven Triumph Tridents of Percy Tait, John Cooper and Ray Pickrell, but also the works 750 MV Agusta of Giacomo Agostini. A handful of 750cc race replicas were sold the following year and the model entered limited production in 1974. Today, those 750 L-twins, with what are known as 'round case' engines, are joining the exclusive club for

A huge thanks to John, Neil and the guys at Made in Italy Motorcycles for their 900SS. It's a beautiful 1976 model, one of the few with the gearchange on the left but the selector still on the right, to pacify the US market. This makes it a rare machine and also puts the footrests in a nicer position for road riding. It has matching numbers, is now going through the workshop and will shortly be for sale. See [madeinitalymotorcycles.com](http://madeinitalymotorcycles.com) for more details.

motorcycles that can reach ridiculous prices at auction. In Las Vegas last month a 750SS sold for \$225,000.

The first of what could be described as a Ducati 900SS was first seen in Australia as a homologation special for production racing at the Easter Bathurst races in 1975.

The Ducati won the Unlimited Production category, defeating riders on the then all-conquering Kawasaki Z1. Having been embarrassed by Ducati, rival manufacturers complained that the SS was no production bike, but Ducati said that the model was being manufactured at the time and the Ducati importer claimed a batch of the production bikes were on their way to Australia. The race organisers accepted this but when the actual production 900SS arrived in the country, further investigations revealed that the race bike was no production line offering. It was in fact a special enlarged 750SS with trick non-production parts, including special cams and a close ratio gearbox, as well as some modifications to the engine internals, including the removal of the internal flywheel.

Once this was discovered the SS was disqualified, but by then the reputation of the bike, and of Ducati in Australia, had been established, with the factory snapping at the heels of the big four Japanese factories, occasionally dislodging one or other of the Japanese manufacturers as Australia's fourth-biggest selling big bike brand. The production model had a 'square case'.



864cc four-stroke 90° L-twin engine, producing 64hp. It featured special heads, 40mm Dell'Orto carburettors along with a right-foot gearchange and what manufacturer Conti laughably described as silencers. It had what were, at the time, state-of-the-art Marzocchi forks and shocks, Brembo disc brakes, which were drilled on the front and 18in spoked Borrani wheels, while the tank was a 20-litre fibreglass piece, similar to that fitted to the previous 750SS.

The first SS had British-made Smiths instruments and, showing off its racing pretensions, there were no indicators. There was also no electric start, something that lasted through the production run. This was an uncompromising motorcycle, and 1975 models were barely road legal in most markets. When the 900SS was put into regular production for 1976 there were various modifications to make the bike legal for sale around the world, including a left-foot gearshift, a steel fuel tank, indicators and a revised instrument panel with Nippon Denso clocks.

To keep the lawmakers happy the 1976 model also got much smaller 32mm carbs and quieter and more restrictive Lafranconi exhausts, which took the power down below 60bhp. Many owners swiftly swapped them for Contis and the original 40mm Dell'Ortos.

They were also equipped with some very Italian features, such as the rough finished interior on the glass fibre nose fairing, a glass fibre front mudguard that didn't quite fit the profile of the front tyre and zip-up access to the seat hump, which provided storage just big enough for a few tools, or a for a toothbrush and a clean shirt for use when heading for exotic assignations.

The bike's original electronic ignition system was blamed, sometimes unfairly, for a spate of big end failures that blighted the reputation of the early 900SS models. Ducati kept developing the SS and by 1979 they listed a 900SS as producing 72hp at 9500rpm and having a highly optimistic claimed top speed of 150mph. According to Ducati, the bike weighed in at just 393lbs, which was 150lbs lighter than that year's Z1000, and just 20lbs heavier than a Honda CB400 Superdream.

### IMPROVED RELIABILITY

All the technical innovation, sophisticated engineering and top-notch racing spec parts are all very well, but you can build the fastest motorcycle in the world, but if it's ugly, it's never going to be a classic. Occasionally, even the Italians build ugly motorcycles, but the SS knocks spots off its rivals and it's a look that makes it so utterly desirable. Even when Chanel painted a 750SS beige and put Keira Knightley into a beige suit for a perfume advert, they couldn't stop the big twin from being the most stunning motorcycle ever built. There is nothing on an SS that doesn't have to be there. It's a thoughtful, practical design for the job in hand. Even having the headlight rim projecting out of that nose fairing works.

After a while the gorgeous blue and silver paint scheme was changed for an equally stunning black and gold look with gold alloy wheels, a look so popular with British riders that Coburn and Hughes repainted a batch of Moto Guzzi Le Mans models in the same scheme to mirror it.

The 900SS shared the same camshafts and valve sizes as those used on the 750, with the only visible differences between the two being the shape of the camshaft bearing housings. Similarly, the rolling chassis of the 750 and 900 models were virtually



identical. The new 'big twin' was an undoubted style success with a lot of reliability issues.

This has to be expected of a highly stressed racer in road trim and meant the 900SS was far from being an everyday steed. In 1978 there was a new crank and a big end with a significantly larger bearing surface. They also moved to Bosch for a more rider-friendly ignition. The left side gearchange was revised to lose the crossover shaft and there were new cast alloy wheels after reports that the originals were prone to failure.

A year later Silentium silencers replaced the Lafranconis but riders who didn't worry about waking up the neighbours still plumped for aftermarket Contis. In 1981 a new seat with a then fashionable rear seat cowl was fitted, while the colour reverted to blue and silver and the rest of the bike was unchanged.

By 1982 time had caught up with the 900SS. It was still as beautiful as ever, but where it had once been the king of the hill, other Italian and Japanese rivals had overtaken it in the performance stakes. The SS was even competing with other Ducati machines, including the legendary Mike Hailwood Replica with a full fairing and other race-type bodywork that looked like even more of a pure racer for the road, though you can pick up a Replica for a lot less than a 900SS today.

Meanwhile the engine of the new Ducati Pantah L-twin, with its belt-driven camshafts, was growing in capacity and cheaper to make. At the same time Ducati were in one of their customary financial crises and production of the SS came to an end. Only in production for six years, 6000 SS variants were built.

The SS had a final sort-of swansong with the 900 S2. This had 600 Pantah-type bodywork that few Ducatisti would consider to be an SS. The S2 used a different

*“Even when Chanel painted a 750SS beige and put Keira Knightley into a beige suit for a perfume advert they couldn't stop the big twin from being the most stunning motorcycle ever built”*

1: Paul Smart, 1972, on the pre-runner to the 900SS, the 750SS

2: Original press photograph of a 900SS in front of a Mike Hailwood Replica

frame and is more like a 'sporterised' Darmah than an SS. With little money in the bank and facing serious emissions controls, things like non-silencing silencers and huge carbs that could suck in small dogs and passing aircraft were out, and road-testers hated it for not being the SS. But the gearbox on the S2 used the new gears on the 1982 SS and getting extra horses out of the engine was possible. You could specify an electric start or a kickstart, but not both, and the last S2 came with an incongruous belly pan. Ducati built just over 1200 S2 twins before Cagiva took the company over in 1985 and the bevel twin was finally retired, to be replaced by the ever more powerful belt drive twins.

Parts for a 900SS are the preserve of the well-heeled – a kickstart lever, for instance, costs close to £400. But Ducati aficionados know this is part of life's rich tapestry. If you've owned a Ducati for a while, you'll be used to the costs of running one. If you don't and decide you have to have one, so be prepared to pour money into it. And if you do pour money into it, what you'll get out of it is motorcycling perfection.

In 1978 a new 900SS cost £2500. An original 900ss could now cost you £30,000-plus, a price rise of twice the rate of inflation, around the same as property inflation over the same period. And you can't stuff a three-bedroomed semi into a series of sweeping curves and come out the other side feeling like Hailwood. ▶

# ‘EVERYONE SHOULD RIDE ONE AT LEAST ONCE’

“YOU NEED TO ride one to understand,” says John Fallon of Made in Italy Motorcycles.

“Everyone should ride one at least once. They are fantastic motorcycles. If you had to criticise the ride, and it's hard to do that, you might say the steering is a bit slow, partly because of their length. But they've got great suspension, great engines and great brakes – the three Brembos are the same as were used on Laverda Triples, but the SS is 100lbs lighter.”

The SS does have lots of potential weak spots. “There are various issues with the alloy wheels failing, with crankshafts breaking and gearbox problems. They are expensive to rebuild and restore and there's really just one source of parts. Most of those parts work well though and the quality is really good.


Working on them isn't a task for the inexperienced either: “You have to split the crankcase to do any work on the bottom end and everything needs shimming. There is a lot in there. Later bikes have crankshaft failures as well as the early ones. Ducatis are always

complicated to work on and if they fall into the wrong hands there can be problems.

“Keeping on top of the maintenance is important. You can get decent cranks and modern ignition systems, which we use. You hear lots of reports saying that the bikes will kick back and won't start, but a properly set-up one will start first kick. If you get to three kicks and it hasn't started, you might need to give it 10 kicks before it will fire. If the carbs are properly balanced and the ignition is properly set up, starting won't be a problem.

“We do get people coming in to look at them who have only ridden Hondas and bikes like that, thinking they'll get a daily ride-to-work bike. We'll usually steer them towards a Moto Guzzi for that sort of thing.

“Be aware of what you are buying, as quite a lot of bikes have been rebuilt to look like earlier bikes and they can be priced the same as the earlier bikes, which are worth more. It's not a deliberate attempt to deceive, it's just a fashion thing – people just like the look of the earlier models and might have fitted things like spoked wheels 25 years ago. A lot of dealers just don't know enough about them.

“They need to be used – not necessarily daily, but regularly. We take a group of them to the south of France or to Spain every summer, where they'll get five days of 200-miles-a-day runs, and we've had few issues. Don't leave them lying around for eight years and expect them to perform. You get out what you put into it.” 

## 1978 DUCATI 900SS

**ENGINE:** OHC L-twin with bevel drive cams and desmodromic valves  
**BORE AND STROKE:** 86 x 74.4mm **CAPACITY:** 864cc **COMPRESSION RATIO:** 9.3:1 **CARBURETTORS:** 2 x Dell'Orto 40mm **BRAKES:** 2 x 280 discs front, 1 x 229mm disc rear **TYRES:** 3.50 x 18in front, 4.25 x 18in rear **WHEELBASE:** 1500mm (60in) **WEIGHT:** 188kg (414lb)

### OWNERS' CLUB

Ducati Owners Club  
[www.docgb.org](http://www.docgb.org)

### SPECIALISTS:

**Made in Italy Motorcycles**

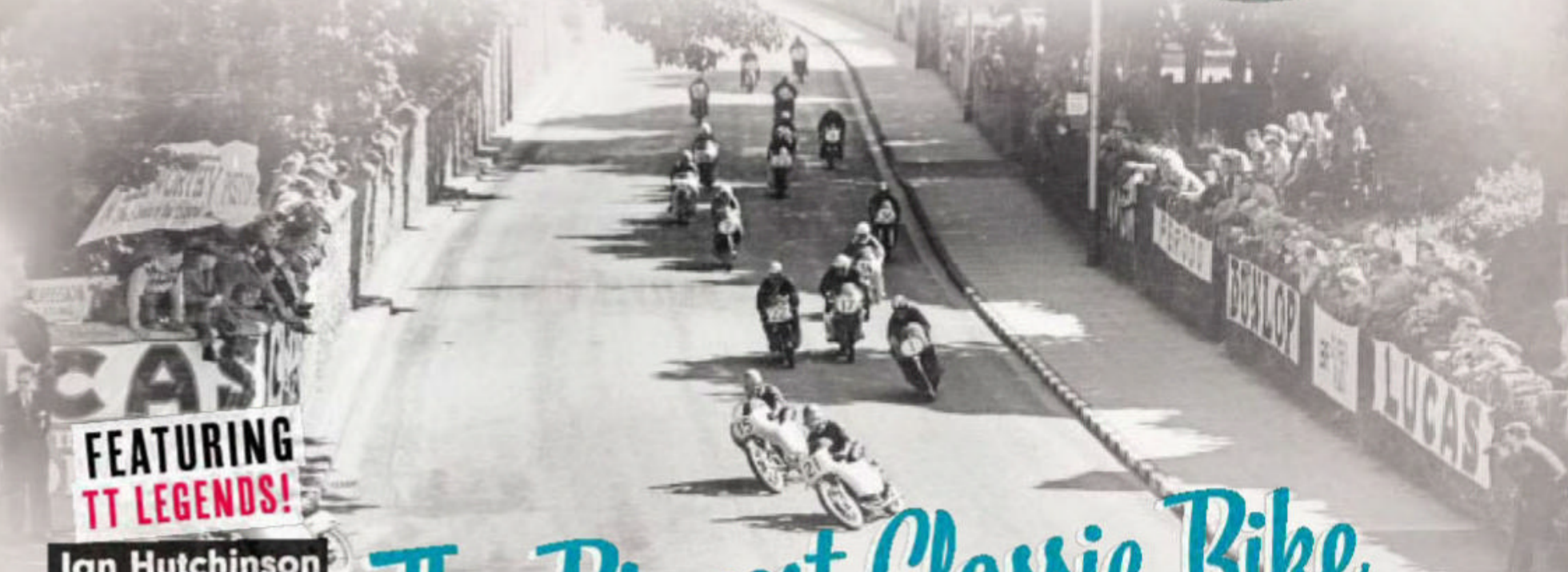
[www.madeinitalymotorcycles.com](http://www.madeinitalymotorcycles.com)

**Mdina Italia (parts)**  
[www.mdinaitalia.co.uk](http://www.mdinaitalia.co.uk)



• STAFFORD SHOW TIME! • THE BIG ONE IS BACK! •

THE 39<sup>TH</sup> CAROLE NASH  
INTERNATIONAL  
CLASSIC  
**MOTORCYCLE**  
Show  
-2019-



FEATURING  
TT LEGENDS!

Ian Hutchinson

Tom & Ben Birchall

Charlie Williams

Alex George

John Cooper

Jim Redman

Tommy Robb

Steve Plater

The Biggest Classic Bike  
Show in The World!

APRIL 27-28

STAFFORD COUNTY SHOWGROUND ST18 0BD

TICKETS £12 IN ADVANCE • UNDER 16s GO FREE! • FREE PARKING!

TT BIKES ON DISPLAY // CLUBS // 1000S OF CLASSIC BIKES  
LIVE BANDS // BONHAMS AUCTION // MASSIVE AUTOJUMBLE  
INDOOR + OUTDOOR TRADE

CELEBRITY GUESTS // CLASSIC RACER GP PITS  
CLASSIC DIRTBIKE TRIALS AND DISPLAY

SAVE 20% BY BUYING IN ADVANCE

WWW.STAFFORDCLASSICBIKESHOWS.COM

CUSTOMER SERVICES: 01507 529529

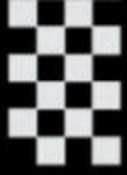


Bonhams

MOTORCYCLE Classic Racer

STAFFORD  
CLASSIC BIKE SHOWS  
• APRIL • OCTOBER •





## ■ GODDEN JAP

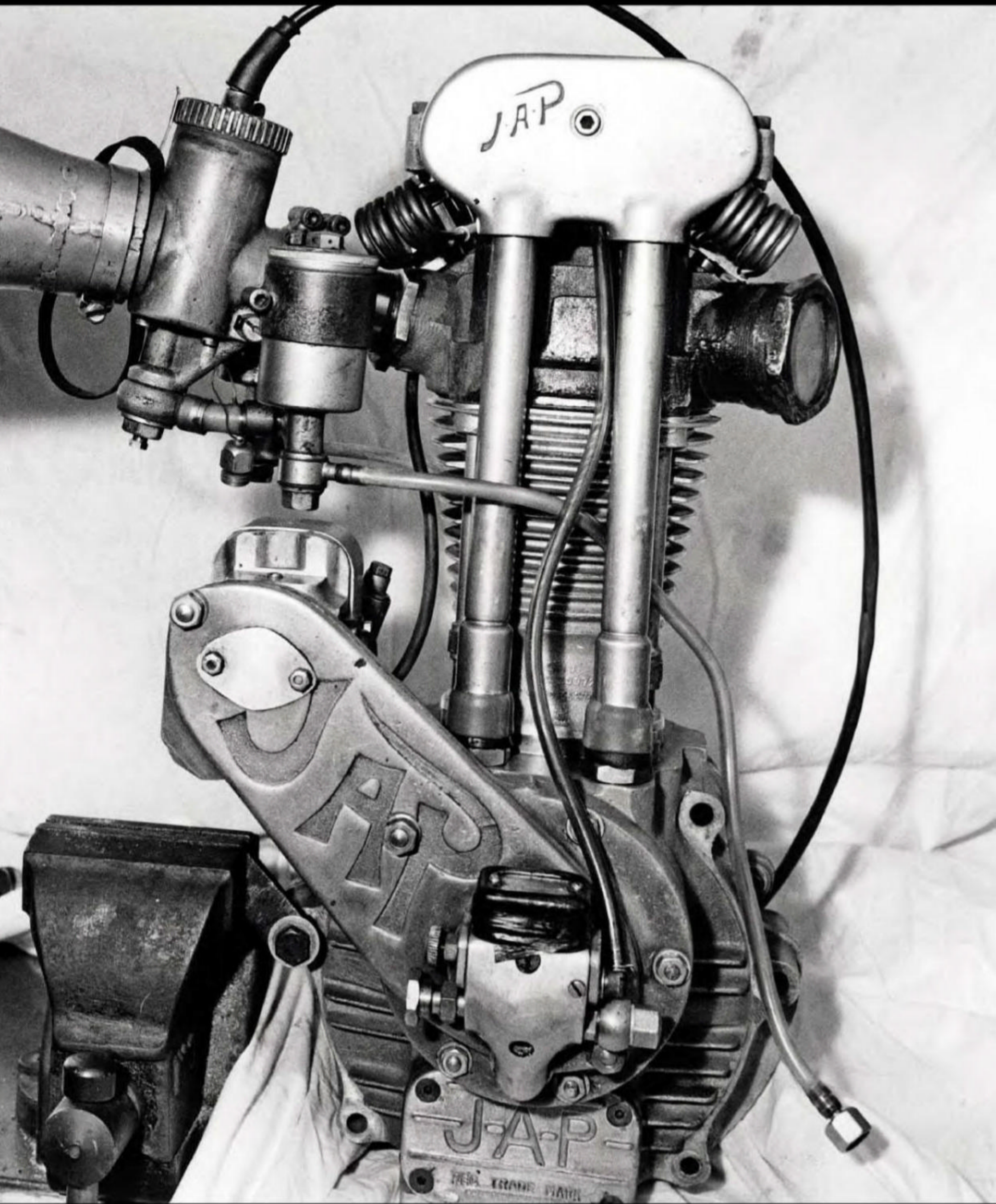
Don Godden was a talented man. Nine times British grasstrack champion, he also competed in European grasstrack and long track championships, winning the latter in 1969.

But he also had a gift for engineering, especially eeking out more power from the JAP single-cylinder engine commonly used in grasstrack, long track and speedway, making it competitive into the late 1960s. Not bad for an engine designed in the 1930s.

Godden teamed up with Alf Hagon to build Gold Top engines, so called because they had the rocker cover anodised yellow, and would improve on the materials used, an issue that took a lot of time and testing to work out what worked on the short, high-revving short tracks. He also heavily changed the cam timing, giving the engine a longer overlap, which in turn meant changing the port shape.

Valve springs, alloy pushrods and better bearings, different pistons (for a bigger valve cut out) all helped raise the safe rpm limit to 7000; but power was little lower down. The tiniest changes like making the mag spin slower all helped keep this now ancient engine at the top of its game. Oh, and Godden would set up his timing by ear... **CBG**





# Lewis Leathers

BRITAIN'S OLDEST MOTORCYCLE CLOTHING COMPANY



[www.lewisleathers.com](http://www.lewisleathers.com)

3-5 Whitfield Street, London, W1T 2SA

Tel: 020 76364314

JACKETS TROUSERS BOOTS GLOVES BAGS GOGGLES ACCESSORIES

**Lewis**

# We know tyres!

Vintage Tyres sells road, race, and off-road tyres for bikes from the 1890s to the 1990s.

Not sure what you need? Just ask one of our experts. We've been in business since 1962 - we know tyres!



01590 612261

[sales@vintage tyres.com](mailto:sales@vintage tyres.com)  
[vintage tyres.com](http://vintage tyres.com)

**VINTAGE TYRES**

FOR CARS AND BIKES FROM THE 1890s TO THE 1990s

1890s

1990s

**CARS & MOTORCYCLES**

OLDTIMER - YOUNGTIMER - CLASSICS - PARTS

# VETERAMA®

THE ORIGINAL V SINCE 1975

- ▶ MORE THAN 4.000 PARTS DEALERS
- ▶ ABOUT 500 COMPLETE VEHICLES
- ▶ PREMIERE: EXCLUSIVE-VEHICLE MARKET
- ▶ OLDTIMER GET-TOGETHER
- ▶ ALL YOUNGTIMER & OLDTIMER CLUBS

THE BIG MARKET IN EUROPE

**05.\* - 07. APRIL 2019**

**HOCKENHEIMRING / GERMANY**

\*05. APRIL PREMIUM DAY - ENTRANCE WITH 3-DAYS-TICKET ONLY

[WWW.VETERAMA.DE](http://WWW.VETERAMA.DE) | TEL +49 (0) 6203 / 135 07



## STEVE COOPER

### NOSNM - New Old Stock No More

Steve's seeing the end of an abundance of New Old Stock parts, especially with the Japanese bikes.

*“With a raft of year on year revisions, dealers had no choice but to hold stock of pretty much everything – service items, crash damage parts and often a whole lot more. The Big Four generally required and expected their agents to stock pretty much everything from frames right through to individual gears for the transmission.”*

**T**HE CLASSIC JAPANESE MOVEMENT IS AT A tipping point and lessons are swiftly going to be learnt. The days of piles of NOS (New Old Stock) are rapidly ending. Yes, there's still a fair amount of parts out there but they're not the levels they used to be. With an ever increasing interest in old motorcycles from more and more people and an ever dwindling stock of viable parts, you don't need to be a rocket scientist to 'do the math' as our colonial cousins would say. And it's in their own backyard where the lion's share of the parts has always lain.

The Americans had long ago worked out that two-wheeled transport was more of a leisure thing than a day-to-day method of conveyance. With a raft of year on year revisions, dealers had no choice but to hold stock of pretty much everything – service items, crash damage parts and often a whole lot more. The Big Four generally required and expected their agents to stock pretty much everything from frames right through to individual gears for the transmission.

This explains why, some years ago, I was able to obtain a dozen pistons for my Suzuki Stinger from a dealer called Midway Marine. This small firm had long been a supplier of Suzuki outboard motors and reckoned they could turn a small profit by selling the occasional two-wheeler. They got the motorcycle franchise they wanted but also had to buy in a raft of spares that they never sold, including my pistons. This was the norm back in the day and explains just why we've all been able to restore and repair old bikes that have been obsolete for decades.

Come the digital revolution and everything changed; stock control was now managed at centralised European HQs which in turn reported back to a mainframe spares system in Japan. From the moment that all went live, local stock of everything was phased out and NOS spare became old hat. So, in short, if you were harbouring some perverse desire to restore an early Honda Fireblade in 20 years' time using New Old Stock, the chances of finding what you need are remote to say the least. Japanese

industry has been operating JIT (Just In Time) manufacturing protocols for decades which means an absolute minimum of overstocking.

We are now reliant on our wits, our own practical skills and the occasional piece of good fortune when that much needed part pops up on line, on social media or in the pages of motorcycle publications. If you buy NOS you might have noticed that it's been going up in price over the last few years and with good reason. A decade or so ago you could walk into almost any bike shop and ask to purchase some of their old stock. Most dealers were often only too glad to see the back of it all and for a reasonable cash contribution to the shop's Christmas meal fund you could fill a large car up for less than £250. Those days have gone now and there are very few old-time dealers with old-time stock left and those that have it know it's valuable.

The guys who now seek out the NOS that so many of us would kill for are thin on the ground and have had to change their MO dramatically. NOS hunters are now obliged to take everything or nothing, there's no picking and choosing any more. The odd piece of uber-rare NOS turns up amongst the dross and is only worth having if a customer is willing to pay good money. For every brand spanking Yamaha DT175 exhaust system there's two dozen Puch Maxi speedos, for that one Suzuki T500 tacho you'll have to take away five sets of Batavus rear shocks and the Honda CB500/4 seat will necessitate our NOS hunters loading up numerous boxes of Casal moped spares that may never sell. Nearly every dealer out there with NOS wants the whole lot gone in one hit or you don't get a look in.

A friend and I recently found a closing dealership and went through exactly the same exercise. For every choice item there were at least a dozen pieces of tat but it was, as ever, take the lot or take nothing.

So if you need a handlebar cover for a Yamaha Passola, any pattern rear light lens ever made or parts book for a Puch M50 sports moped, I'm your man! **CBG**

**Steve Cooper** once had a real job pretending to be an industrial chemist but is now a classic motorcycle journalist, serial restorer, editor of the VJMC's Tansha magazine and perpetually obsessed by Japanese bikes of the 1960s & 70s. He likes two-strokes so much he often smells of semi-synthetic 2T!



AMC



# Classic Spares

Probably the World's largest stock of genuine AJS & Matchless secondhand 1941-on tinware, engine, frame and cycle parts for sale

EXTENSIVE RANGE OF QUALITY NEW PARTS

Fast worldwide mail-order services

Most major credit cards accepted Stock list available

AMC basket cases & spares always wanted for cash

Tel: 01462 811770 Fax: 01462 851035

www.amcclassicspares.com

spares@amcclassicspares.com



# Bumpstop®

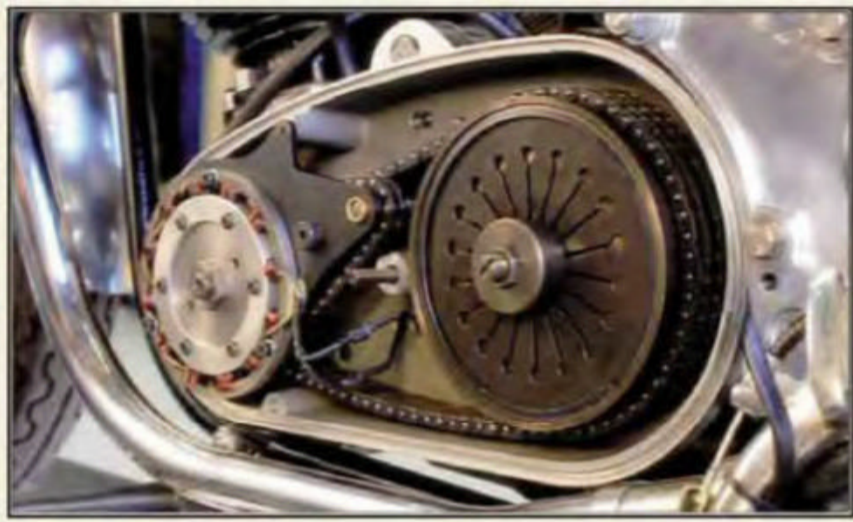
Suitable for: vintage/classic/modern motorcycles

Used by: Police, Suzuki GB, Condor Ferries etc

Ideal for: van, trailer, workshop, transportation, and security\* (\*Thatcham approved version)

www.bumpstop.co.uk

tel: 01604 845050 sales@bumpstop.co.uk



Except MK3 and 750 Fastback with distributor

## ★ Electric Starter Kit ★

★ Norton Commando 750 & 850 MK II ★

# "La Jambe électrique"

Some things in life are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button... the one Norton put there in 1969.

On sale only through our authorised distributors. Contact us for list.

+33 965 373 852

★ English spoken ★

www.alton-france.com



# NewTronic®



Designed and manufactured in the UK, Newtronic Electronic Ignitions replace points and condensers on a range of Classic Japanese and Italian Bikes.

Independent optical switching on each coil and cylinder offers faultless timing precision, rock-solid tickover, smoother running and improved acceleration at higher engine speeds.

With LED timing Lights for each cylinder and a wiring harness matched to the bike's original wiring loom it, offers quick, easy and reliable installation.

### ALL WITH NO MAINTENANCE

Newtronic ignitions are very adaptable and with a large selection of piece parts, excellent support and knowledgeable advice customers can convert many bikes not in the current application list.

The contactless optically switched ignition avoids parts wear, timing drift or jitter. In addition the non-destructive conversion is easily returned to original condition if required.

For applications & Product Information

www.autocar-electrical.com/cb



Z250 Twin  
Z400 Twin  
Z400J  
Z500 B1-B2  
Z550 A1-A3  
Z650 B1-B3  
Z650 C1-C3  
Z650 D1-D3 (SR)  
Z650 E1 (LTD)  
Z650 F1  
Z750 Twin  
Z900  
Z1, Z1R  
Z1000, 1100



RD250A-D  
RD350A,B  
RD400C,D  
R5 350  
TX500,  
TX650, 650A  
XS1, XS1B  
XS2  
XS250, XS350  
XS400, XS500  
XS650B-F & SE  
Re-Phased 650  
XS750C,D  
XS850  
YD250, 350  
YDS, YDS7  
YR5



CB100  
CB125S  
CB250  
CB350, 350F  
CB360G,K,T  
CB400F  
CB450D,K  
CB500K, 500T  
CB550F,K  
CB750A, E  
CB750K1-K7  
CG125  
CJ360T  
CL100, 00S  
CL125S  
CL350  
CL360K  
CL450K0  
GL1000  
GL1000K  
GL1000 LTD  
SL100, SL125  
SL350  
XL100, XL125



CL100  
CL100S  
GS750  
GS750E  
GS750G,L,GL  
GS850G,GN,GL  
GS850GT  
GS1000  
GT250, GT380  
GT550, GT750  
T250, GT500



LE MANS  
SPADA  
SPADA ROYALE  
T3  
T4  
850  
V1000

49-51 Tiverton Street  
London SE1 8NZ





## PAUL MILES

### SCRUFF BOMBS

Paul's two-wheel world has been somewhat disturbed by someone who doesn't want a 'shiny' classic, but one that bears its scars.

*“it was indeed just a pile of corrosion or worse. He then went on to tell me that he and the customer had agreed on a mechanical restoration, leaving all the bodywork and chassis parts as found, except where safety might be compromised”*

**H**AVE WE BECOME THE PATI-NATION, I wonder? I recently drank tea from chipped mugs with a good friend of mine, a proper professional classic motorcycle man. I rely on Chris to get my bikes working after I've already fixed them, ensuring that he gets to earn double the fee he'd normally receive from a punter; such is my generosity. One such prospective customer had recently shown him a BSA twin in need of some work. Between slurps of brew, I pretended to see clearly the images on his phone without my glasses on. Through the blurry fog, it just appeared to be large lumps of corroded metal stuffed into cardboard boxes. Borrowing his glasses (makes a change from his ultrasonic bath) for a better look, it was indeed just a pile of corrosion or worse.

He then went on to tell me that he and the customer had agreed on a mechanical restoration, leaving all the bodywork and chassis parts as found, except where safety might be compromised. In other words, he will be rebuilding the engine and gearbox, replacing the wiring and tyres, but salvaging everything else and doing nothing more than wiping it with an oily rag to preserve the patina. The spokes were a potential problem, being so rusted as to resemble nothing more than 18in Twiglets. His answer – buy new, unplated spokes and pre-age them prior to fitting.

Apparently, several people had already agreed this was a good plan. Just imagine, a bike that looks like it's been living in the garden pond for the last half century, but one which works perfectly, what a brilliant idea! What?? I was appalled. As the poor thing had already been dismantled and everything was in need of work anyway, it really wouldn't have cost much more in the grand scheme of things to have the frame and tinware refinished to a moderate standard, new wheel rims and a bit of chrome plating. The resultant bike would be a clean example of a dull-ish British twin from the ride to work era. Perhaps that's exactly his point.

My route to mediocre British biking would result in a clean but instantly forgettable Brit twin overlooked when parked amongst a line of shiny Bonneville or Tritons, whereas the dynamically perfect swamp thing would stick out like a sore thumb. Furthermore, the lucky

owner of such a machine will no longer have to endure cleaning duties; all the while wishing it was the shinier, more sporting variant. I remember my dad washing his 1300 Capri and willing it to become the 3.0 litre V6 via some sponge magic, but it never did. No one deserves that same sad fate. I'm very obviously out of step here, I like my bikes to be shiny. Even my winter bikes, the motorcycles I resist the urge to polish after every ride, could be described as 'clean' in the current parlance.

Having said all that, would a mechanically perfect but heavily patinated bike actually be any easier to own, I wonder? For sure, there would be no difference when it comes to servicing and routine maintenance, in fact the 'original condition' machine would require extra checks to ensure that patina hadn't crossed over the line into dangerous corrosion territory and when those heavily weathered mudguards finally give up the ghost, or that joyously rusted tank springs a leak, the owner will be faced with not only finding the correct replacement parts, but obtaining them in a condition commensurate with the rest of the bike. A replica replacement tank for, say, your BSA A10 is as easy to get hold of as a DVD of TVs Heartbeat, but a scruffy yet sound example to fit Pc Rowan's favourite twin in exactly the same condition as the rest of the machine may well prove more problematic.

What's the best option then, should you be in the market? The dreaded 'barn find' now seems to command a similar price to a fully working example, especially if it's a rarer model, yet it's my experience that nearly all of these end up being restored. But once completed, that by now immaculate, zero-miles example is viewed with mistrust by all but the bauble collectors, so the resale value is only slightly higher than the original purchase price, despite the thousands spent on it. The answer then is to ride it, snagging all the small issues arising after a total restoration. Once fettled, it's then re-advertised as a fully sorted, immaculate machine. Except now the prospective purchaser starts to point out the signs of use, which render it useless as a trailer queen trophy winner. You can't win.

Tell me again Chris, about these scruffy bikes that work perfectly... **CBG**

**Paul Miles** is a lifelong Londoner who rides every day and regards a prewar classic as perfectly suited to urban commuting. A contact lens specialist by profession, he nowadays appears to be a full-time rider, breaker and fixer of old bikes. Entirely fails to understand the concept of patina or winter lay-ups.

# The Monthly Motorbike



MONTHLY NEWS

Authorised and Regulated by the Financial Conduct Authority

2d

- \* Competitive rates
- \* 'Agreed Value'
- \* Discounts for restricted drivers & mileage limits
- \* Multi Bike Discount
- \* Discounts for club members
- \* Free European Use
- \* Approved rallies and events covered free
- \* Salvage 'buy back' option
- \* Family Fleet facility
- \* Excellent claims service
- \* Personal service no call centres

## INSURANCE THE OLD FASHIONED WAY

### PETER S. TAYLOR & Co

No call centres or telephone queues,  
just good old fashioned personal service since 1949

Let us take care of all your Insurance requirements. From single bikes to multi bike or large collections, we will find the best policy for you. We also have a 'Family Fleet' facility to cover Classic and Modern Bikes, Cars, Commercial, Kits, American, Military & Modified vehicles



If you as an enthusiast would like a quotation from enthusiasts and not a call centre, please contact us:

01273 820303 or 01273 329307

First Floor, 81 Church Road, Hove, BN3 2BB

[www.peterstaylor.co.uk](http://www.peterstaylor.co.uk) - [sales@peterstaylor.co.uk](mailto:sales@peterstaylor.co.uk)

## ARMOTO

FROM FARADAY TO MODERN DAY

### REWINDS & REPAIRS

The name Armoto has been synonymous with high-quality windings for over 40 years and we are widely known for supplying re-manufactured wound components, such as rotors, stators, armatures, and coils for heavy-duty alternators in the PSV industry.

We also repair, recondition and remanufacture a wide range of electro mechanical devices such as alternators, dynamo's dyna-starts and magnetos.

Rewinding, repairing and reconditioning components from veteran, classic and vintage cars and motorbikes are a speciality, as well as trucks, farm vehicles and stationary engines.



### MAGNETOS • DYNAMOS • ARMATURES

Cars, Motorbikes, Tractors, Stationary Engines



3 year warranties on fully reconditioned units  
Typical turnaround 7 - 14 days  
In house winding facilities

- Alternators
- Dynastarts
- Armatures
- Rotors
- Dynamos
- Magnetos
- Field Coils
- Stators



Austin 7 magnetos, Rolls Royce Phantom magnetos to name a few - see web site for more technical advice. Electrical mechanical components for veteran, vintage classic motorcycles & cars

Armoto Ltd

Tel: 01246 826667

Unit 26, M1 Commerce Park, Markham Lane, Chesterfield S44 5HS

[armoto.co.uk](http://armoto.co.uk)

email: [sales@armoto.co.uk](mailto:sales@armoto.co.uk)



## PAUL D'ORLÉANS

### THE GIRL ON A MOTORCYCLE

A must-read – Paul looks into the history of leathers and finds himself discovering an incredible racer, Anke-Eve Goldmann

*“Anke-Eve was a full two metres tall, utterly charming, beautiful, and a fierce competitor on the track. She loved racing above all, and endured abuse both from her family and racing men in the early 1950s.”*

**T**HE ONE-PIECE, ZIP-UP LEATHER RACING SUIT has been the legal minimum standard for protective competition gear for over 60 years, but the question of who invented it has long been subject to debate.

Movie star-handsome Geoff Duke made the outfit famous in 1951, racing and winning for Norton after his local tailor, Frank Barker, sewed one up to Duke's instruction. He'd already been wearing a one-piece fabric undergarment beneath his two-piece leathers, made up by a ballet specialist in London, which caused a few 'ribald comments' from his team-mates. I'll grant nobody else wore a ballet onesie while racing in 1949, but the director of Veloce Ltd, Bertie Goodman, had been wearing his own one-piece leather suit a few years prior, while racing his family's product – a Velocette KTT – at venues like the Ulster GP. Duke certainly knew who Bertie was, as a rare factory director who actually raced motorcycles, so the idea was around, as they say.

Nobody thought to ask who the first female rider to wear a one-piece might have been, but we certainly know who, like Duke, made it famous.

Anke-Eve Goldmann was riding and competing on motorcycles (always BMWs) from the early 1950s onwards, and had a series of custom leather outfits made, to suit every weather condition. She was fond of the mid-winter Elephant Rally, and had elephantine shearling-lined leather riding suits made for touring in extreme cold.

For competition, she had the idea of a one-piece leather suit with a diagonal zip across the chest, which made getting in and out much easier for a woman. She contracted the German leather firm Harro to make up her racing suit, and images of 'AEG' banked over on her BMW R69 made a global impact. She was writing for magazines about racing at the time, especially women's racing, and her articles can be found in print around the world in the early 1960s, in mags from Sweden to Tokyo, and in the USA in *Cycle World*.

Anke-Eve was a full two metres tall, utterly charming, beautiful, and a fierce competitor on the track. She loved racing above all, and endured abuse both from her family and racing men in the early 1950s, because a woman racing in postwar Germany was unthinkable. Attitudes towards her softened as she was 'legitimatised' by press attention and her own journalistic output.

Still, she was denied a racing licence in Europe

because she was female, and was relegated to 'women's races' and regularity events. She was a feminist and founding supporter of WIMA, the Women's International Motorcycle Association, and very much her own person, pursuing her own goals. She had a great many famous friends and admirers, with whom she corresponded regularly.

One of those correspondents was French writer André Pieyre de Mandiargues, who won the Prix Goncourt with his 1967 novel *La Marge*, made into a film in 1968 by Walerian Borowczyk, called *The Margin*.

Borowczyk also made a film featuring Mandiargues' collection of vintage erotic toys, which gives us a picture of the writer's 'interests'. These were already on full display in his 1963 novel *La Motocyclette*, about a young married woman (Rebecca) who rides her Harley-Davidson from Strasbourg to Heidelberg for a tryst with a former lover. Rebecca's ride becomes an erotic frenzy due to the the vibration of her motorcycle... and in her distraction she crashes and dies. She wore nothing beneath her one-piece leather riding suit, famously 'naked under leather', which was the European title of the film made from the book in 1968, also known as *Girl on a Motorcycle*, directed by Jack Cardiff and starring Marianne Faithfull and Alain Delon.

It's abundantly clear Anke-Eve Goldmann was the model for Rebecca in *La Motocyclette*, but 'AEG' was not interested in being a sexual icon, and the eroticisation of her image was galling: could a woman not be respected for her work without sexualisation?

She soon dropped journalism, and effectively disappeared. She even switched brands, finding the new-generation BMW /5 series aesthetically disappointing, and instead rode a super-hot MV Agusta 750S.

She was lost to history until 2009, when her photos appeared on an obscure Flickr account, which shot around the internet – the original 'who is she?' I wondered too, and dug hard to discover Anke-Eve Goldmann's story, which led to a meeting in Germany with her ex-husband, Hans. But 'AEG' would have none of it, refusing to be interviewed. She'd been burned by the film in 1968, and all over again in 2009, when those Flickr photos appeared in leather-fetish websites.

While the cat(suit) is out of the bag, we can still tell AEG's story, and discover the woman in those remarkable photos.

**Paul D'Orléans** is a writer, artist, sartorialist and photographer. He's best known as The Vintagent for his long-running blog and judges concours such as the Quail and Villa d'Este, consults for Bonhams auctions, shoots digital and tintype photographs, and is curating an exhibit on café racers at the Sturgis Motorcycle Museum.



# RENT FREE GAS CYLINDERS

FIND YOUR NEAREST  
SUPPLIER ONLINE TODAY

[hobbyweld.co.uk](http://hobbyweld.co.uk)

OR CALL

0800 433 4331

Email: [info@hobbyweld.co.uk](mailto:info@hobbyweld.co.uk)  
Dixons of Westerhope Ltd  
Newbiggin Lane, Westerhope

## 3 GAS CYLINDER SIZE OPTIONS FOR ANY OCCASION



*ORIGINAL*

9 LITRE

137 BAR

£65 DEPOSIT



*PLUS*

20 LITRE

300 BAR

£120 DEPOSIT



*ULTRA*

20 LITRE

300 BAR

£190 DEPOSIT

## MIG WELDING GAS

## TIG WELDING GAS

NATIONWIDE  
COLLECTION  
OVER 170  
AGENTS



UP TO  
**30%** CHEAPER  
THAN COMPETITORS  
& UP TO  
**50%** MORE GAS  
THAN COMPETITORS



PAY AS YOU GO  
REFILLS & NO RENT



# NOVA RACING

*Design and manufacture  
of racing transmissions*

## *Standard ratio & close ratio racing gearboxes*


For all products please visit [novaracing.co.uk](http://novaracing.co.uk)  
or call Mick on **01403 711 312**

Nova Racing Transmissions Ltd, Unit 12 Star Road Industrial Estate  
Star Road, Partridge Green, West Sussex RH13 8RA

New

# RETRO





Monkey-ing around  
**HONDA  
MONKEY  
125**

Try to ride a Monkey bike without grinning!  
Life isn't all about speed, you know

WORDS: ROSS MOWBRAY PHOTOGRAPHY: HONDA EUROPE

**W**ITH ITS CHUNKY TYRES, MINI-'APE' STYLE handlebars, minuscule fuel tank and big, squashy seat, the Monkey is one of the most unusual, distinctive and fun motorcycles in existence.

Originally known as the Honda Z100, it was quickly renamed the Z50 and its popularity was mainly as a result of its instantly-likeable design, tiny dimensions and light weight – which made it a whole load of fun around town. And because it was so easy to ride and unthreatening to look at, it could be argued that the original Honda Monkey sold the idea of motorcycling to the general public more than larger bikes; in an unthreatening way. Though be warned – the name 'Monkey' comes from the fact that the bike is so small, you look like a monkey when riding one...

The original Monkey was actually a 49cc child's toy, designed for Tama Tech, an amusement park in Tokyo. But it then became obvious that the idea could be developed into a fully road-going version as a result of its popularity. So, in 1967, what followed was the Z series of bikes, designed to be collapsible and light so they could be tucked away, or even put in the boot of a car. And the world loved them.

Many different variations came along, with the early bikes having a rigid rear end, but later you could have full suspension and many different styles. And with this choice, a following for these fun machines started. The running gear was nearly always the lay-down 49cc four-stroke engine seen in the C50, with some semi-automatic and some geared.

And it's back. Honda's mini-bike is back. With the success of the MSX125 – or Grom as those in the know seem to call it – Honda have once again let out the Monkey. Re-imagined for the present day – with styling that draws heavily on the original, complemented by modern, premium touches such as upsy-daisy forks, twin rear shocks, glitzy LCD instruments and the full modern compliment of IMU-based ABS, full LED lighting 'electricity'.

First off, let's address the modern Monkey's styling.



Personally, I reckon it looks brilliant – and after catching sight of it at the big bike shows towards the tail end of last year, I genuinely couldn't wait to ride one. Admittedly, I've always wanted to have a go on a Monkey – ever since I was a little nipper, tearing around my parents' garden on a little Puch 50 scrambler – but sadly, I've not yet had the chance. Until now.

Of course, the new Monkey's a long way from the original 1961 machine and to be honest, it's even a hell of a leap from the last production Monkey released in 2009. It's no longer a toy or a novelty – you couldn't get this one in your car boot – it's much bigger than you remember. It's a proper bike, along the lines of Honda's hugely successful MSX125 (or Grom). As you'd hope and expect, Honda has worked hard to ensure the styling stays true to the original Monkey, despite its increase in size – and it's done a hell of a job.

Out on the road, the little Monkey is equally impressive. It's powered by Honda's tried and tested horizontal SOHC 125cc single-cylinder engine – the same as the MSX. It's a peach of an engine – simple, robust and tuned to deliver useful about-town performance, kicking out a heady 9bhp of power at 7000rpm and 8lb/ft torque at 5250rpm. In practice, it's





## TIMELINE



### 1961

First model – made for use at amusement parks, with 5in wheels, rigid suspension, foldable handlebars and 3.1kW 49cc engine

### 1963

First road-going model – exported to North America and Europe

### 1967

First model sold in Japan – with ‘fold-down’ seat

### 1970

Quick-detach front suspension made it possible to fit in the trunk of a small car

### 1978

First model with custom bike-style ‘tear drop’ fuel tank

### 1984

Limited edition ‘Gold’ model

### 1987

‘R’ model with twin tube frame and hydraulic front brake disc

### 1991

Off-road styled ‘Baja’ model with twin headlights

### 2004

Special – in colours based on the CB750F ridden to victory in the Daytona 100 by Freddie Spencer

### 2009

Monkey Ltd. First fuel-injected version, with roller rocker arm and off-set cylinder

### 2017

New version commemorates 50th anniversary of sales in Japan

### 2018

All-new Monkey 125 launched with ABS, 12in wheels and LED lighting. A trendy, hipster sibling to the thoroughly modern MSX125.



perfect for bombing around town – with plenty of beans to help you get the jump on traffic, and enough grunt to let you sit with traffic up to around 50mph. It might do more – but we simply didn’t get a chance to stretch its legs beyond the ring roads of London and discover its true top speed.

It’s fitted with a four-speed gearbox, which I found smooth and assured, and the ratio is spot-on for round town too. In fact, for the vast majority of the commute across London I stuck to first and second as we nipped in and out of traffic, and made steady progress through the swathes of traffic due to the nimble Monkey’s miniature dimensions and thoroughly agile nature.

For braking, the Monkey comes with a fairly basic single 220mm front disc and a 190mm single rear disc. Don’t worry though – they’re well up to the job, with the help of its IMU-based ABS system. On the trek across London, a couple of chances to put the brakes through their paces presented themselves – and in a couple of hairy situations they handled my hard braking admirably and pulled me up without too much trouble. As I said, the brakes are basic – but the actual machine weighs so little that they don’t need to be as sophisticated as they would be on a bike twice its size and weight.

Suspension comes in the form of USD front forks up front and a twin-shock set-up at the rear, as opposed to the MSX and its mono-shock rear. In practice, it helps to soften the bumps and lumps on sketchy surfaces while offering an extremely comfortable ride.

As you’d expect, it’s not especially refined, or performance focused – but it helps to deliver one of the most comfortable rides I’ve ever experienced.

Talking about comfort, I was surprised to find out just how happy I was in the saddle on the compact little machine. I’m just a shade over 6ft, with spindly pins and big feet – but the Monkey looked after me well, and after a good five to six hours exploring London I had no aches and pains whatsoever. That’s impressive. Thinking about it, I should have delivered pizzas – I could’ve had fun and got paid!

Another highlight of the Monkey is its fuel efficiency. One full tank should hold enough for close to 220 miles of riding – which translates to close to almost 190mpg. That’s bloody good. We left Ace Café at about nine in the morning with a full tank, and rode across London (with a couple of stops) until 4pm and the fuel gauge had barely moved.

Priced at £3699, I think the Monkey’s good value for money too. Sure, it’s £310 more than Honda’s MSX125, but I also feel it’s much cooler. And anyone out there moaning that it’s a fortune compared to the original Monkey needs to remember that the latest incarnation is a different beast entirely. It’s a modern, fully functional motorcycle, packed with the latest technology. And try finding a restored original Monkey for less than the price of a new one – that following is still there!

In essence, I love the new Honda Monkey. I was a fan when I first saw it - and after spending a full day in London (and an evening in Nice) putting the stylish little urban commuter through its paces, I think I’m in love.

It’s not for everyone, granted – but it’s refined, capable and very comfortable, and if you do a lot of close quarters riding in towns and cities, I don’t really know why you’d want anything else. If I lived in London and needed to commute around the city, I’d have one in a heartbeat, and I would store it under the stairs. **CBG**

## SPECIFICATION

**ENGINE:** 125cc air-cooled SOHC four-stroke two-valve **MAX. POWER:** 6.9kW@7000rpm **MAX. TORQUE:** 11Nm@5250rpm **BRAKES:** (F) Single 220mm hydraulic disc with IMU-based ABS (R) Single 190mm hydraulic disc **SUSPENSION:** (F) USD fork, 100mm axle travel (R) Twin shock, 104mm axle travel **TYRES:** (F) 120/80-12 65J (R) 130/80-12 69J **WHEELS:** 12in 10-spoke cast aluminium **FUEL TANK CAPACITY:** 5.6 litres **FUEL CONSUMPTION:** 67km/litre (WMTC mode) **KERB WEIGHT:** 107kg **SEAT HEIGHT:** 776mm **PRICE:** £3699 **CONTACT:** www.honda.co.uk/bikes

**WARCO**

**WARCO OPEN DAY**

**FREE ENTRANCE AND PARKING**

**Saturday 9th March, 2019**

9am to 1pm

- ▶ Ex-demo & shop soiled machines & tooling at bargain prices
- ▶ Special offers on new machines and tooling
- ▶ Large range of lathes and milling machines, including:



WM 180 variable speed lathe



WM 280V variable speed lathe with power cross feed



WM 240B belt drive lathe



WM 16 variable speed milling machine



3 in 1 Formit machines in a range of sizes

Warren Machine Tools Ltd, Warco House, Fisher Lane, Chiddingfold, Surrey GU8 4TD

Tel. 01428 682929

E. sales@warco.co.uk W. www.warco.co.uk



JAPANESE QUALITY  
NO FUSS  
CALIPER KITS



Great quality seals & boots we have been selling these for years now under the TRK brand. These kits offer high quality with value, most kits contain stainless steel bleed bolts and red rubber grease.



TRK-BSK002  
RRP £15.30  
Honda CR125 NTV650  
ST1100



TRK-BSK032  
RRP £40.00  
Kawasaki  
ZX-6R ZX-7R ZX-9R



TRK-BSK084  
RRP £13.50  
Honda  
NT400 CB600 XRV650



TRK-BSK085  
RRP £14.95  
Suzuki  
GSF600 SV650 XRV650

OVER 200 DIFFERENT TRK KITS COVERING NEARLY 3000 MODELS

Massive website. Parts added daily.

**www.wemoto.com**

Phone: 01273 597072 *Huge Stock Fast Delivery*

*British Only Austria* Fahrzeughandel GmbH

**SPECIALIST IN ENGLISH SPARE PARTS**

**www.vintage-motorcycle.com**

We only sell what is in stock. Every part you see on our website is available NOW

*You pay today - we ship today*

The specialist for BROUGH SUPERIOR | VINCENT | VELOCETTE

Huge stocks of TRIUMPH | BSA | NORTON spares

Also spares for AJS | MATCHLESS | ARIEL | AMAL | LUCAS | CHAMPION | BOYER

400 different nuts | 500 different bolts | 250 different screws | 2000 used spares

**LOW COST POSTAGE**

British Only Austria

Puehret 1 A-4643 Pettenbach

Tel. +43 7586 744610 E-Mail: [office@vintage-motorcycle.com](mailto:office@vintage-motorcycle.com)

**Dealers welcome - terms available**



Owner  
Mark Upham



All personnel  
English speaking



# Motor Cycling

WEEK ENDING NOVEMBER 6, 1965 No. 2895 WEDNESDAY 9d

## ARBEKOV IN BRITISH TV MATCH

**W**ORLD 250 cc Champion Victor Arbekov will lead a four-man Russian team against Britain in the BBC-tv Grandstand Scramble at Swanley, Kent, on November 20.

The Soviet team, announced last week, includes Igor Grigoriev, fourth in the 1964 250 cc Championship, Gunnar Draugs, seventh this year, and Andreas Klavinsh.

Because of fog, which kept the Czechs in Prague, on October 23, the Russian meeting will be the first in the BBC-tv international series this winter.

It will also be the first time any Russian scrambler has raced in Britain.

The British team has not yet been picked but, as the Russians are expected to be on 250 CZs, it may be an all-250 match.

Water-cooling for a 500 cc Ariel as Bob Haines takes a rather drastic line over a deep stream bed during Saturday's killer Scott trial. Winner, for the third time, was Arthur Lampkin on a 250 BSA. Full story and report on page two.

# MIKE GOES HONDA

**T**HE clash of the giants is over. Honda have won the battle of the payroll from Count Domenico Agusta. Mike Hailwood signed to ride for the Japanese factory before leaving Tokyo for South Africa with his ex-rival and new team-mate Jim Redman last week.

But it was a near thing.

"Last week-end Mike seemed unlikely to join Honda," Castrol motorcycle competitions manager Malcolm Edgar admitted when he arrived at London Airport from Tokyo on Sunday. "But he agreed the contract last week, shortly before I signed Honda for Castrol again."

"Next year's team will be Mike, Jim, Luigi Taveri and Ralph Bryans," he added, "and Honda will contest all solo Championships—50, 125, 250, 350 and 500 cc—but it hasn't yet been decided which classes Hailwood will ride in."

Although no definite decision may have been made, the 500 cc World Champion will definitely defend his title on a Honda and also contest the 350 cc classics. And, since one of his main complaints about MV was that he didn't have enough rides, he will almost certainly ride a six in the 250 cc class—the class in which he won his first World Championship on a Honda in 1961.

## A 50 'three'

**L**AATEST Honda racer is a three-cylinder 50 cc racer which may be used in 1966 if the present World Championship-winning twins are not fast enough to beat Suzuki's two-strokes.

The "three" has the smallest individual cylinder capacity of any racing motorcycle ever built—16.6 cc per "pot". Peak revs are rumoured to hit another all-time high at 25,000 rpm!

The prototype, completed just before the Japanese Grand Prix, was not tried, since the "twins" proved fast enough.

Honda also have an experimental four-cylinder 50 cc engine—this is unlikely to be raced until 1967, if at all.

## U.S. GP loses classic status

**N**EXT year's United States Grand Prix, scheduled for February or March at Daytona will no longer be a World Championship race meeting.

At last week's FIM Congress in Paris it was announced that the organisers, MICUS, had requested that the event should revert to its non-classic status, which it held from 1961-63.

But, according to very reliable sources, it was in fact summarily "demoted" by the Sporting Commission. This, it is said, followed MICUS' failure to reply to a letter from CSI president Count Johnny Lurani, urging the importance of coming to terms with the non-affiliated American Motorcycle Association—the largest motorcycle organisation in the States.

After hearing that the Daytona meeting had lost classic status, the Riverside, California, promoters are believed to have offered to stage a World Championship event there, but the offer was made too late to be considered by the Congress.

MORE FIM NEWS—P2

## Ivy signs for Yamaha

**B**EFORE leaving Japan to fly home last week, Bill Ivy signed a contract to race works Yamahas next year. The contract is for the 125 and 250 cc classes and covers all the World Championship road races.

Asked what the Yamaha race programme will be, Bill replied: "I don't know yet. I do not think that they have decided and how many races they will want me for may depend on whether Mike Duff is fit or not." Duff crashed in Japan badly breaking a leg.

SCOTT RACER—P 5: SPORTS FORUM—P 7



MOTOR CYCLING, SEPTEMBER 21, 1966-67

**PHIL'S OWN STORY**



**How to beat a Honda 6**

DON'T mind telling you I had a nasty shock when I first saw the new Honda. We were organising the garage in the paddock on Thursday when someone rushed over and told us that Honda had just wheeled out a six-cylinder machine.

I went over, and there it was—just like a low-flying aircraft! I thought to myself, "Phil, you've had it now," for although it had blue plates on, signifying that it was a 350, I knew well enough that this was a 250 thinly disguised.

☆      ★      ☆

After all, Jim had already won the 350 cc title, so they'd hardly have flown a new bike over for that class.

Jim played it cool during practice. He kept well away from the other works men so that we didn't really know how fast the six was. But it was obviously a very quick bicycle indeed.

I thought that to have a chance I'd have to make a good start and then slipstream him. So we geared the Yamaha to pull maximum revs in sixth gear and left top (seventh) as an "over-drive", so that, if I was lucky enough to get a "one" - I wouldn't be over-revving.

The first part of the plan backfired, for I didn't make a good start. The Yamaha refused to pitch up clearly, and, as Jim accelerated away, I thought that was it. It seemed to me I'd never catch him.

But the Yamaha seemed to handle better and I found that I was giving ground on the bends. Gradually, I closed the gap until, on the third lap, I caught him.

The second part of the plan worked perfectly, for the Honda "pulled" me along in top gear and I was able to take the lead by coming out of Jim's slipstream and ripping past or passing him on the corners.

☆      ★      ☆

But the new six was definitely quicker than the Yamaha. I'd say it had around 10 mph more on the straight, and the acceleration was also good. So I didn't see how I was going to win.

The only hope seemed to be to keep pushing Jim as hard as I could in the hope that the Honda would falter. And that was the way it worked out. For, when I sneaked a look back around the 15-lap mark, I had gained a couple of hundred yards.

I could hardly believe it! I just pressed on as hard as I dared, but, right up until I crossed the line, I was expecting Jim to come zooming by.

Now I'm feeling sick and weak—but very contented—for this Championship business is really hard work. Still, I don't have to worry about it.

**WORLD CHAMPIONSHIP POSITIONS**

1st. Phil (Honda Six) 2nd. Jim (Yamaha Six) 3rd. ...

# MIKE HAILWOOD'S MACHINES

## Firing on all six cylinders

Until 1965 Mike Hailwood was signed to the prestigious MV Agusta team, whose dominance in the World Championship 500cc class seemed limitless. But at the end of the 1965 season Hailwood signed to the highly ambitious and progressive Honda factory. The move kick-started one of the most exciting battles in motorcycle history - that of Honda and MV Agusta. And for the 1966 season all eyes were on Honda's riders and weaponry, especially one particular 250cc: the mighty Honda Six. In Part Seven, Firing on all six cylinders, Rachael Clegg tells the story of the '66 season's Six





1

1: Mike aboard the RC166 on Douglas promenade, Isle of Man, 1966

2: Jim Redman, who raced the six through 1965 and helped to develop it. After his first ride, Hailwood was shocked: "How could Jim have ridden that thing for one year without complaining?"

3: Mike, Oulton Park, April 11, 1966

4: 'Ready, Steady, Go!' presenter, Cathy McGowan with the Honda at the 1966 British Motorcycle Show



2



4



3



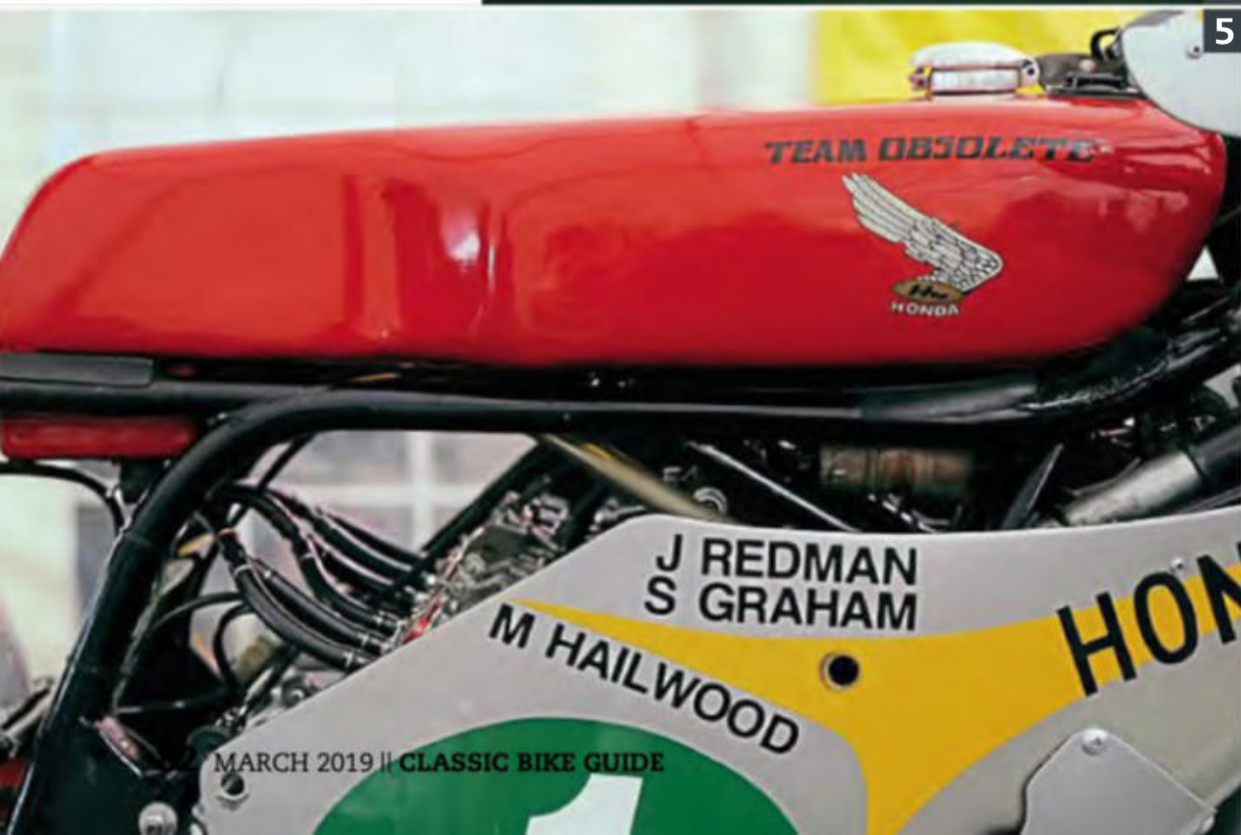


**1 & 2:** Nick Nichols' infamous pics that were the first close-ups of that amazing engine anyone had seen

**3:** It looked impressive, but sounded incredible

**4:** Just look at that plug - and there were five others

**5:** Team Obsolete's Honda Six, which Steve Plater rode around the TT course a couple of years ago. It didn't quite finish, but enthralled the crowds



1965 season – missed six GP starts due to the RC165's technical set-backs.

But for the 1966 season, Honda completely redesigned the Six, giving it better cooling. The RC 166 – had new cylinders and the RC166 frame was built of stronger tubing with reinforced sections beneath the fuel tank.

The hard work was borne out of Honda's drive to win every single class in the world championship. It was also a response to the increasing finesse of the two-stroke Yamaha – which blitzed the 1964 250cc world championship.

Honda drew the initial sketches for the Six in February 1964 and its first prototype was assembled later that year. But its hasty development was kept under wraps, quite literally.

The very first incarnation of the Six – the RC 165 – was transported to Monza in August 1965 on a regular passenger plane under a blanket with chaperone Jim Redman.

Honda also removed two of the pipes to further disguise the technological marvel that was about to be unleashed on the crowds at Monza. But once the machine was reassembled and fired-up, the secret was out.

The unveiling of the Six and its infamous scream would be one of the most memorable moments in racing history.

Honda's chief mechanic Michihiko Aika described it as: "...incredible, unique, marvellous. Nobody had heard this sound before. I think it is the nicest sound ever produced by a racing engine."

But the machine needed more development and by the time the 1966 season came around the Six was an entirely different machine. Now named the RC166, it would be Mike's mount in the world championships, along with the four-cylinder 350cc RC173. Redman would campaign the 500cc class on the RC181 and Luigi Taveri and Ralph Bryans would race in the 125cc classes and 50cc classes respectively.

In *Bikes*, Mike said: "Honda's ambition was higher than ever and they decided to go for all five solo classes in 1966, in an enormous bid for world championship glory.

"I had become bored with racing against the clock and my own best times on the 500cc MV and was ready for a change, so when Jim Redman asked me to switch to Honda for the new season I was definitely interested.

"I was desperately in need of more competitive rides and had not been able to get Count Agusta to take much interest in other classes."

With Honda, Mike would have the chance to compete in the 250cc, 350cc and 500cc classes for, as he stated in *Bikes*, "the most progressive factory in the world".

In January 1966 he flew to Tokyo from Japan to test new machines at Suzuka – 'Honda's back garden'. But Mike wasn't the only racing star en route to Japan. On January 25 an airport employee and racing fanatic informed the motorcycle press that a Manx Norton was also being shipped to the Honda factory. It would be 30 years later before anyone confirmed the story and that person was Nobby Clark, one of Mike's dedicated Honda mechanics.



### THE HONDA RC166

**ENGINE:** Six-cylinder, air-cooled, double overhead camshaft, four-stroke (four-valve) **BORE AND STROKE:** 36mm x 34.8mm **CAPACITY:** 250cc **Power:** 18,000rpm **BRAKES:** Front and rear drums **TOP SPEED:** 152mph

In Bussillet's book, Clark said: "Mike was really worried about the frame. So I organised the Norton frame to be sent from England to Japan..." Frame issues aside, Mike was a fully signed-up member of the Honda team for the 1966 season.

This would be the start of one of the most exciting and dramatic battles in motorcycling history – the fight between Honda and MV Agusta, between Japan and Italy and Mike and Agostini, had begun...

From the outset, Honda won the battle – at least where the 250cc was concerned. Mike won at Barcelona in 1966 with a two-lap lead. He went on to win all 10 races he entered in the world championship. The same went for the 350cc machine – he decimated the competition on that too.

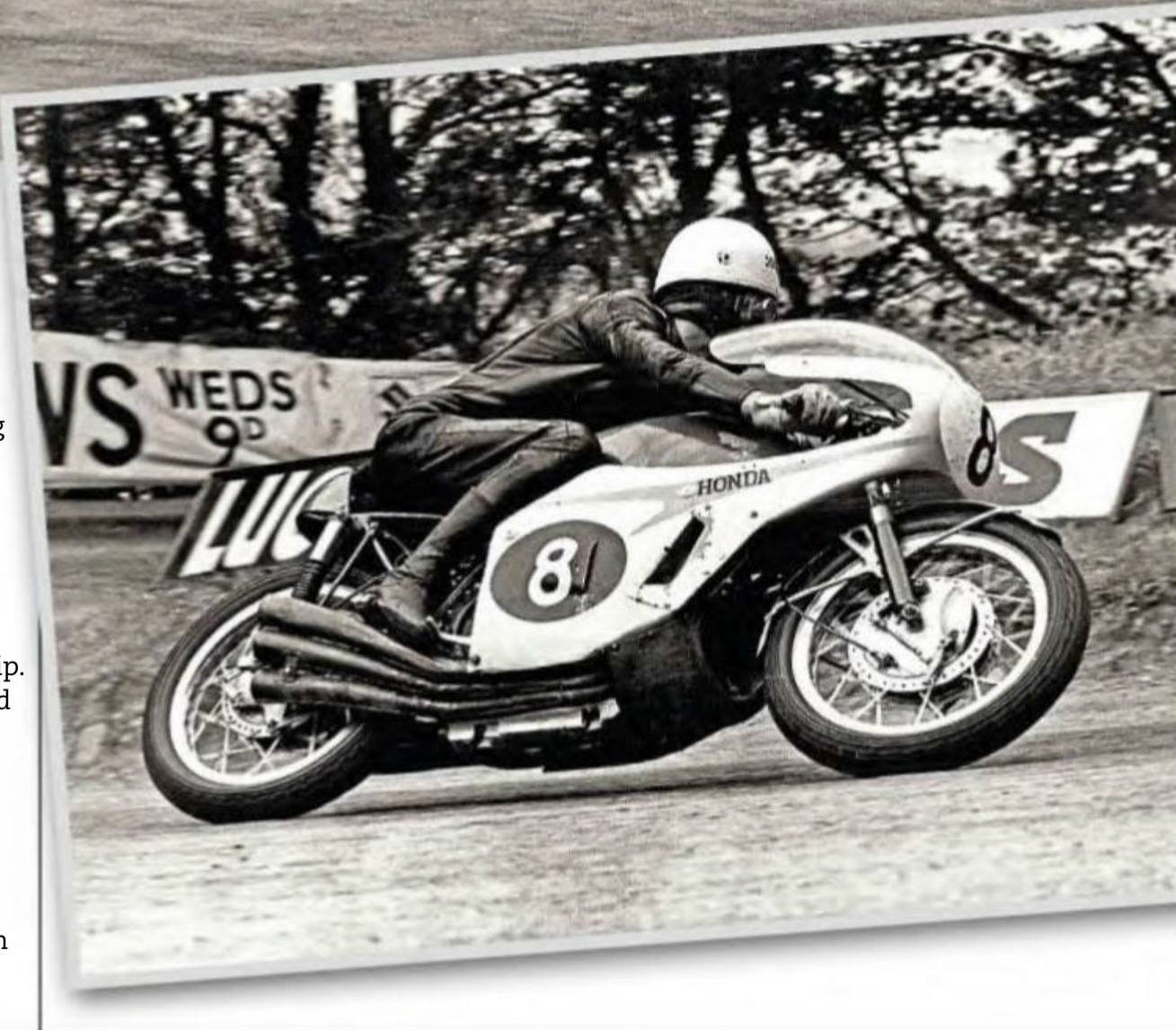
He said: "I really enjoyed racing the 250, even though the Yamahas I raced against were quicker. The 250 was quite well-behaved and easy to handle. The 350 was okay too. When I rode it I was within my capabilities."

During the 1966 season it was agreed that Redman should concentrate on the 500cc title, while Mike focused on the 250cc and 350cc classes.

Redman wanted to clinch a 500cc title and Mike, of course, had already won four 500cc world championship titles. But Redman retired from the season after crashing at the Belgian GP, leaving Mike to attempt a 500cc victory.

He was left to campaign in the 250cc, 350cc and 500cc classes and so Honda drafted in Stuart Graham to help carry the burden in the 250cc class.

But racing in the 500cc championship proved to



**Top:** Mike (7) and (8) Stuart Graham in 1967. Different sized riders, but with similar styles that were needed to get the most from the RC166


be a huge challenge, even for Mike. Unlike the newly-refined RC166, the RC181 was a handful, a two-wheel headache, which left him fearing for his life.

In the next chapter, Part Seven: the Bucking Bronco, Rachael Clegg reveals Mike's terror riding the RC 181 500cc and talks to Stuart Graham about his stint as Mike's team-mate. **CHIC**

**SRM**

# PRECISION ENGINEERED PARTS

TRIUMPH BSA NORTON



[www.srmclassicbikes.com](http://www.srmclassicbikes.com)  
01970 627771

**South of England Classic Show & 'Jumble**  
**10am Sunday 31<sup>st</sup> March 2019**  
Celebrating 70 Years of the Norton Dominator with Rex Butcher  
With Five Indoor Halls of All-Motorcycle Show and Bikejumble  
South of England Showground, Ardingly, W Sussex, RH17 6TL

**Ashford Classic Show & Bikejumble**  
**10am Easter Monday 22<sup>nd</sup> April**  
50 Years of the Honda CB750/4 at Ashford Market, Kent, TN24 0HB

**Romney Marsh Classic Bikejumble**  
With Ride-In Show - Spot cash prizes!  
**10am Sunday 19<sup>th</sup> May**  
**Romney Marsh Classic Show & Bikejumble**  
**10am Sunday 23<sup>rd</sup> June**  
Hamstreet, Nr Ashford, Kent, TN26 2JD  
Space available in our huge marquee

**South of England  
Summer Classic Show**  
**10am 14<sup>th</sup> July**  
With Dave Degens: The Honda Years  
The South of England Showground  
**Romney Marsh  
Classic Bikejumble**  
**10am Sunday 15<sup>th</sup> September**

**South of England Classic Show & Bikejumble**  
**10am Sunday 27<sup>th</sup> October** Ardingly, West Sussex, RH17 6TL  
Celebrating The Royal Enfield Bullet- look out for special guests!

**ELK Promotions**  
PO Box 85, New Romney  
KENT TN28 9BE  
**01797 344277**  
[www.elk-promotions.co.uk](http://www.elk-promotions.co.uk)

*Selling your  
Bike? Free  
BikeMart at  
All Events!*

*Free to exhibit  
your bike at all  
our shows:  
Visit our  
website to  
book*






**KEMPTON PARK  
MOTORCYCLE SHOWS  
AND AUTOJUMBLES**  
Kempton Park Racecourse, TW16 5AQ (J1 off M3)

**NEXT AUTOJUMBLE**

**SATURDAY, APRIL 6, 2019**

Gates open: 9.30am  
**ADMISSION: Adult £7 Child/OAP £6**  
EARLY BIRD ENTRY (7.45am): £10  
Free parking.



**2019 DATES:** SATURDAYS: APRIL 6, MAY 18, JULY 20, SEPT 14, OCT 26, DEC 7

CONTACT: Andy Kitchen TEL: 01507 529435 MOB: 07887 051652  
EMAIL: [booking@kemptonparkautojumble.co.uk](mailto:booking@kemptonparkautojumble.co.uk)

**[www.kemptonparkautojumble.co.uk](http://www.kemptonparkautojumble.co.uk)**



We ship anywhere in the world [www.tracytools.com](http://www.tracytools.com)

**PRODUCTS**

- Taps and Dies
- Endmills
- Centre Drills
- Special Sizes
- Clearance Bargains
- Reamers
- Diestocks
- Slot Drills
- Thread Repair Kits
- Boxed Sets
- Tailstock Die Holder
- Drills
- Tap Wrenches
- Drills HSS
- Thread Chasers

• All British Cycle Threads Available



**Drill Sets**



**Taper Shank  
Drills HSS**



**Reamer**



**Taps &  
Dies**



**Tracy Tools Ltd**  
Tap & Die Specialist, Engineer Tool Supplies

**Tel: 01803 328 603 Fax: 01803 328 157**  
Unit 1, Parkfield Ind Est, Barton Hill Way, Torquay, Devon TQ2 8JG  
Email: [info@tracytools.com](mailto:info@tracytools.com)  
**[www.tracytools.com](http://www.tracytools.com)**

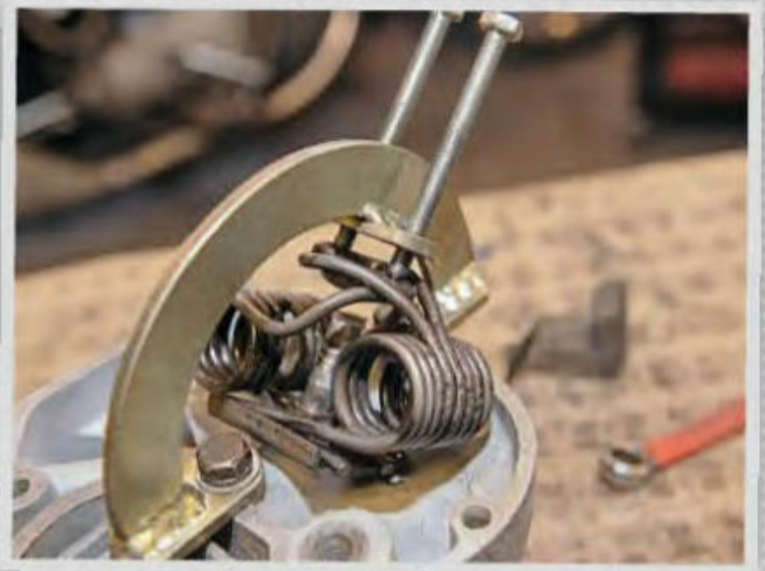


# CBG Workshop

## You never know what you need until it's gone

Pressing out the old small end bush and refitting the new replacement could be done on a press, if the bottom end was coming apart. But by using some scrap aluminium, some threaded bar and a little time on a lathe, my friend Hutch made up a precise tool to pull the old one out and press the new bush in.

Being able to make your own solutions is not only money-saving, but also satisfying. So next time you're struggling with a job, think about what you have, what you could use, or what you could do. Need access? Think about whether you could grind down a spanner, or machine down a socket to do what you need. It's good for the job, the wallet and the mind.



▲ **Matchless rebuild**  
Our G3L head goes back together



▲ **Puch maxi rebuild**  
Mopeds can be cheap restorations and once finished, give loads of smiles per mile!



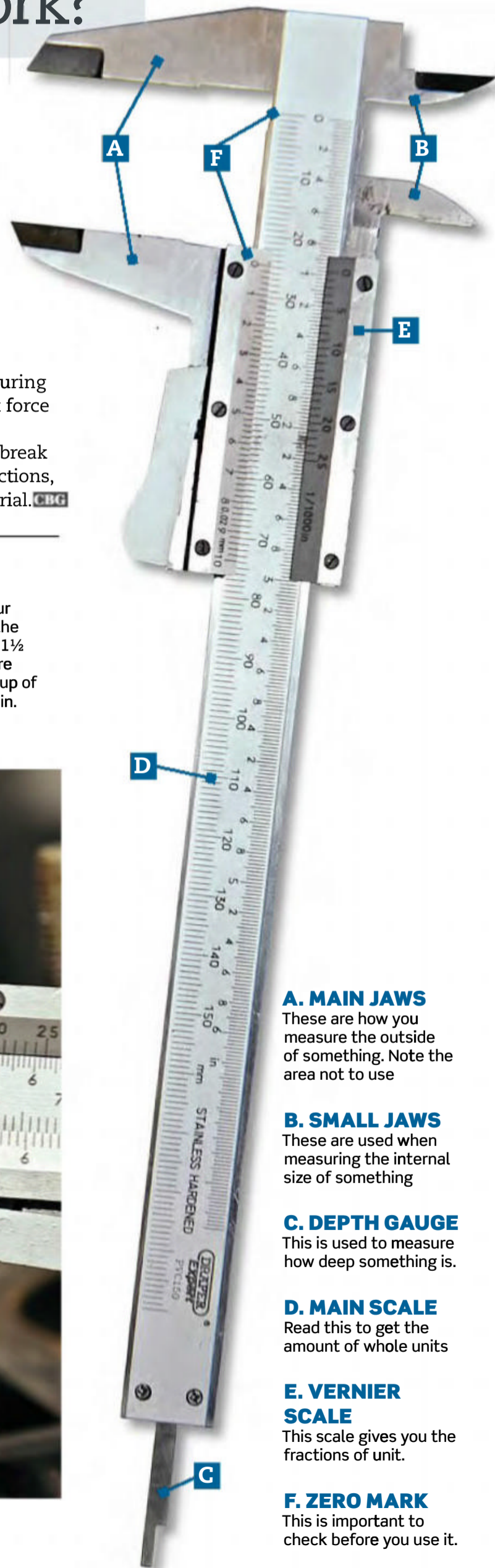
▲ **Project Norton**  
Wheels and brakes get sorted, while the metalwork gets prepped for painting



# How's that work?

## Vernier caliper

A Vernier is a really useful piece of inexpensive kit, for measuring thread widths to tyre depth. Don't be lazy and just buy a digital one - it'll let you down when you need it, whereas a manual one won't.



**U**NLESS YOU HAVE AN engineering background, few will know how to read a Vernier. First, check for zero when the jaws are together: so you're starting from the right place. Next, use the jaws or slider to determine

the measurement you require. Take some time here - especially if measuring something round or not solid. Don't force the measurement.

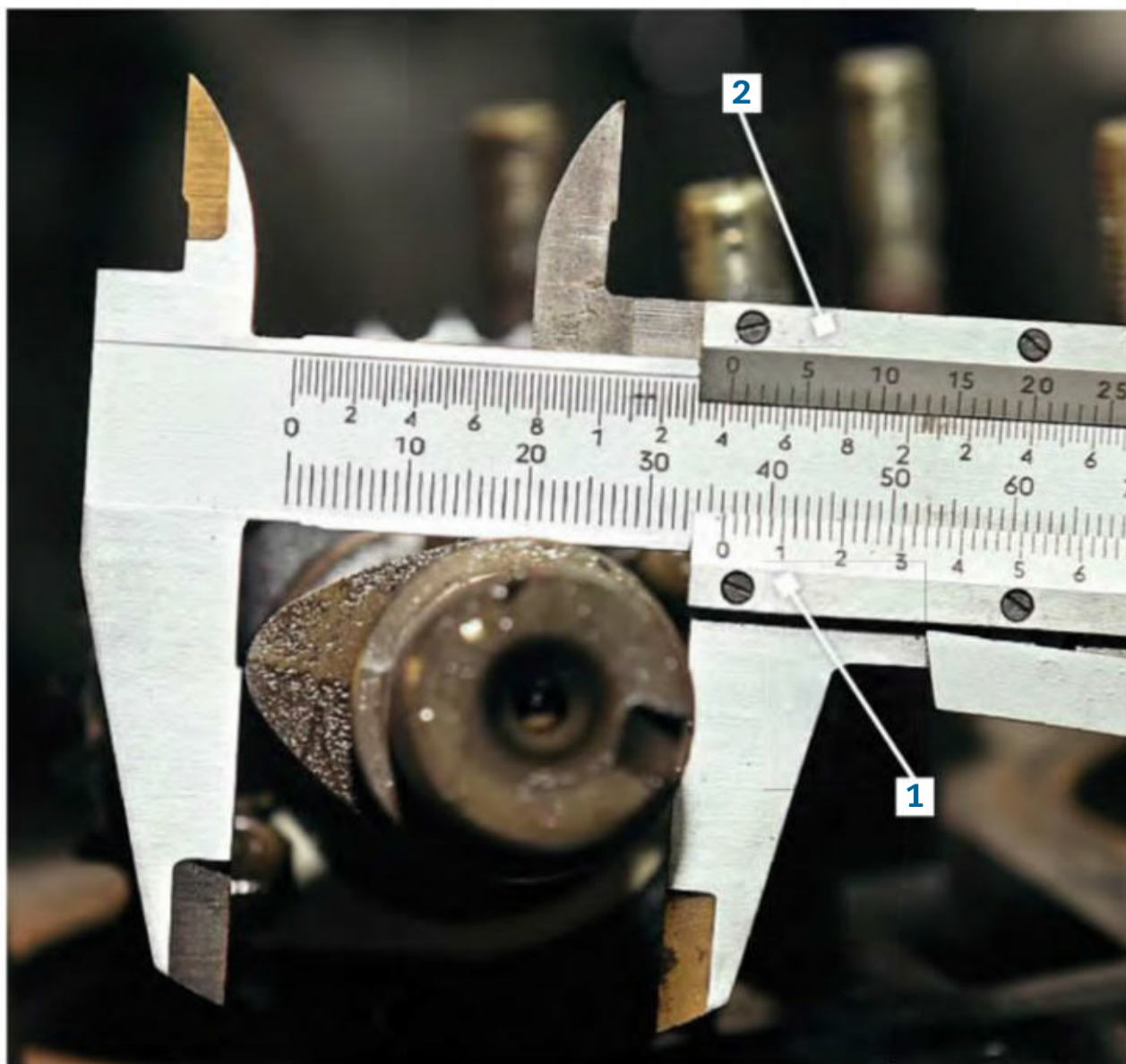
To get an accurate measurement, break the reading into whole digits and fractions, whether you're using metric or imperial. **CHG**

### 1 METRIC

The metric scale is on the bottom and imperial is on top. Measuring in metric first, look for the mark the 0 has passed - in this case 36mm. By eye, we can roughly assume the fraction will be around 0.2mm. Using the Vernier scale, look at where the lines of the Vernier scale line up with the lines of the main scale - here it looks like 0.18mm. So the cam lobe measures 36.18mm.

### 2 IMPERIAL

This is trickier as you have to remember your fractions! Using the top scale, we can see the 0 has passed 1 inch and is getting towards 1½ inches. So using the top Vernier scale, where the individual segments are ½sth and a group of five are 1/10th adding together makes 1.420in.



**A. MAIN JAWS**  
These are how you measure the outside of something. Note the area not to use

**B. SMALL JAWS**  
These are used when measuring the internal size of something

**C. DEPTH GAUGE**  
This is used to measure how deep something is.

**D. MAIN SCALE**  
Read this to get the amount of whole units

**E. VERNIER SCALE**  
This scale gives you the fractions of unit.

**F. ZERO MARK**  
This is important to check before you use it.

**£ PRICE** From £10-£50

# ON SALE NOW

132 page, full colour, perfect bound bookazine



## Alf HAGON

About more than speed

East London born and bred, bespectacled Alf Hagon is perhaps the most unlikely looking person to power a motorcycle past 200mph. Like many youngsters in post Second World War Britain, Alf did his early motorcycling on all sorts of scrapyards rejects, utilising the still-to-be-cleared bomb sites which seemed to exist everywhere as his training grounds.

Alf found he had a talent for engineering, machine development and what would become known as 'blue sky thinking'.

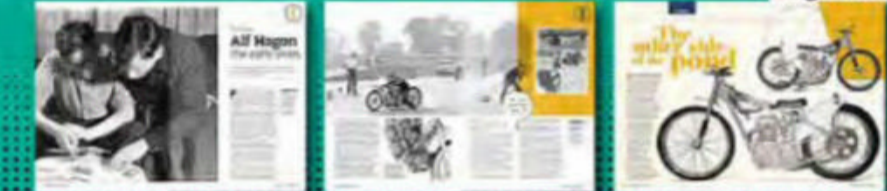
**ONLY £6.99**

Visit: [www.classicmagazines.co.uk/thebookshelf](http://www.classicmagazines.co.uk/thebookshelf)

Call: 01507 529529

Also on sale in major UK supermarkets, plus other stores

classic magazines



**Triumph Twin Power**



Performance parts for the Hinckley Triumph twins 2001 onwards



### TTP EFI or Carb Stage 1 Kit

The EFI or Carb Stage 1 Torque Induction Kit includes everything required to tune your bike to your chosen exhaust system. This kit gives excellent mid-range torque and very good top end power. Choice of custom EFI tunes or jetting kits for many exhaust systems.

### TTP EFI or Carb Stage 2 Kit

The Stage 2 kit is built around our high-quality aluminium airbox removal kit (ARK). It has a place for all the ancillaries, easy access fuse box and can accommodate the largest available DNA pod filters for excellent power. Choice of custom EFI tunes or jetting kits for many exhaust systems.



### TTP Fire Starter Performance Igniter Unit



The Fire Starter is "Plug & Play", no programming and no need to figure out which maps to use as the correct maps for your bike are installed. Our dyno developed ignition advance curves give you more power & torque, don't suffer from hot or cold start problems and greatly reduce deceleration popping.

### 904s Sports Big Bore Kit

There are very few modifications you can perform on an engine that will improve power and torque right through the rev range, but TTP's 904s big bore kit is one of those modifications. In use the extra top end horsepower is excellent for acceleration and top speed, but the revelation is the extra torque through-out the rev range. 12:1 CR, tight quench & anti-friction coated pistons.



Tel: **01202 901 584**

For more product information visit our website [www.triumphTwinPower.com](http://www.triumphTwinPower.com)

# Subscribe to

# The Classic MOTORCYCLE

**SPECIAL OFFER!**  
Expires 31/3/19

## £18 for 6 issues

The Classic MotorCycle brings together news, reviews and archive images from the golden age of motorcycling.

Legendary machines, riders and races are celebrated through lavish illustrations and detailed reports which combine historical accuracy with an eye for nostalgia. Buying guides give pointers on what to watch out for when you're in the market for a vintage machine and detailed technical features give invaluable insight on how to keep it in fine fettle. Drawing on an archive stretching back to 1903, TCM offers an unparalleled insight into more than a century of motorcycle design, development, riding and racing.



**GET YOURS TODAY**

Visit: [www.classicmagazines.co.uk/tcm192](http://www.classicmagazines.co.uk/tcm192)

Call: 01507 529529 and quote **TCM192**



— We Buy —  
**CLASSIC  
BIKES**



**Are you looking to sell  
your Classic Bike?**

If the answer is yes go to  
our website

[www.webuyclassicbikes.co.uk](http://www.webuyclassicbikes.co.uk)

And get a Free no obligation  
evaluation of your bike.

[www.webuyclassicbikes.co.uk](http://www.webuyclassicbikes.co.uk)

## Bristol Chrome Plating

A full polishing, plating and  
restoration service for all types of  
classic motorcycles



### Offering:

Chrome, nickel, copper and all zinc plated finishes with  
ultrasonic cleaning and vapour blasting preparation.

Many polishing finishes available from original factory to  
mirror finish. Call or email us if you would like to discuss  
where we can help with your project.

Units 30-31 Barnack Trading Centre  
Novers Hill, Bedminster  
Bristol BS3 5QE

**Tel 0117 9532255**

Email: [contact@bristolchromeplating.co.uk](mailto:contact@bristolchromeplating.co.uk)

Website: [www.bristolchromeplating.com](http://www.bristolchromeplating.com)



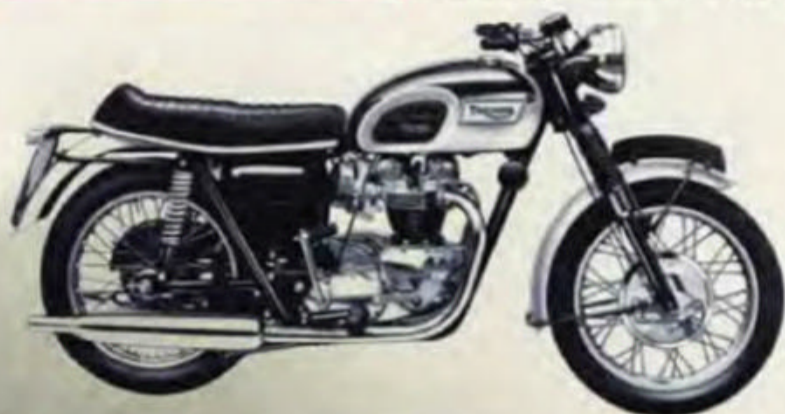
Huge range of parts  
for classic **TRIUMPH**  
twins & triples

### ENGINEERING SERVICES

Please ring for more information

Over 40 years of supplying  
parts & keeping your bikes on  
the road where they belong!

Competitive on price  
Uncompromising on quality



**Next day dispatch worldwide**

Visit: [www.triumph-spares.co.uk](http://www.triumph-spares.co.uk)

LP Williams, Unit 3 South Barn,  
Low West End, Cloughton, Lancaster, LA2 9JX  
E: [sales@triumph-spares.co.uk](mailto:sales@triumph-spares.co.uk)

**01524 770956**

## MATHEWSONS Classic Auctions

**NEXT SALE SATURDAY 23<sup>rd</sup> MARCH**

### 2019 AUCTION DATES

Saturday 23<sup>rd</sup> March

Saturday 27<sup>th</sup> April

Saturday 1<sup>st</sup> June

Saturday 6<sup>th</sup> July

Saturday 17<sup>th</sup> August

Saturday 21<sup>st</sup> September

Saturday 2<sup>nd</sup> November

Saturday 14<sup>th</sup> December



**MARCH  
AUCTION**  
1949 Vincent  
Rapide C Series

**MEMORABILIA 10am & VEHICLES 12 noon**

[www.mathewsons.co.uk](http://www.mathewsons.co.uk)

**01751 474455**



Roxby Garage, Thornton-Le-Dale, Pickering, North Yorkshire

SAT NAVS... YO18 7LH





PART  
THREE

# Project Norton ES2

GET THE WHEELS SORTED – THEY take time to build and you can't put it back together if you 'int got no wheels' a friend suggested. But simply going on my brief assessment of the three wheels that came with the project, they should just need a clean up. Oh, how I never learn.

Our project would be gaining momentum if it had any wheels!



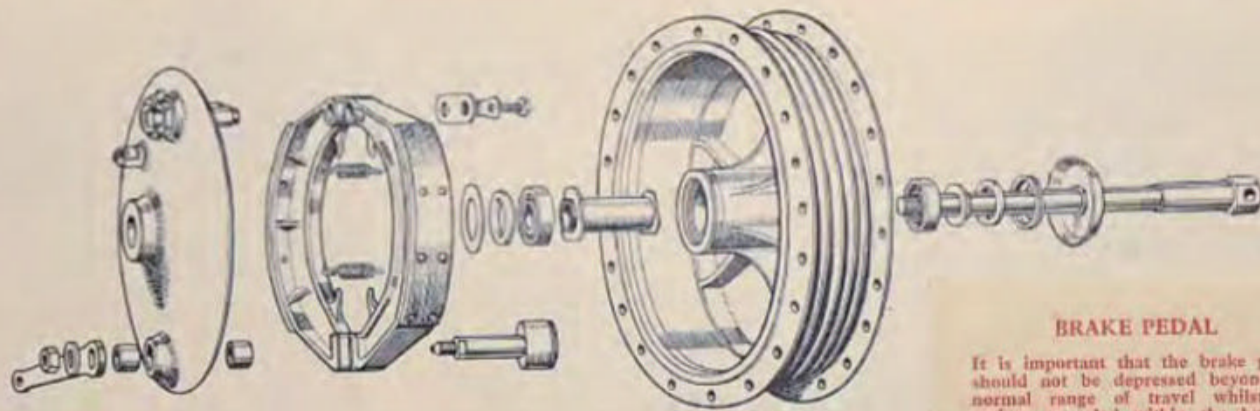


Fig. 17  
FRONT HUB

24

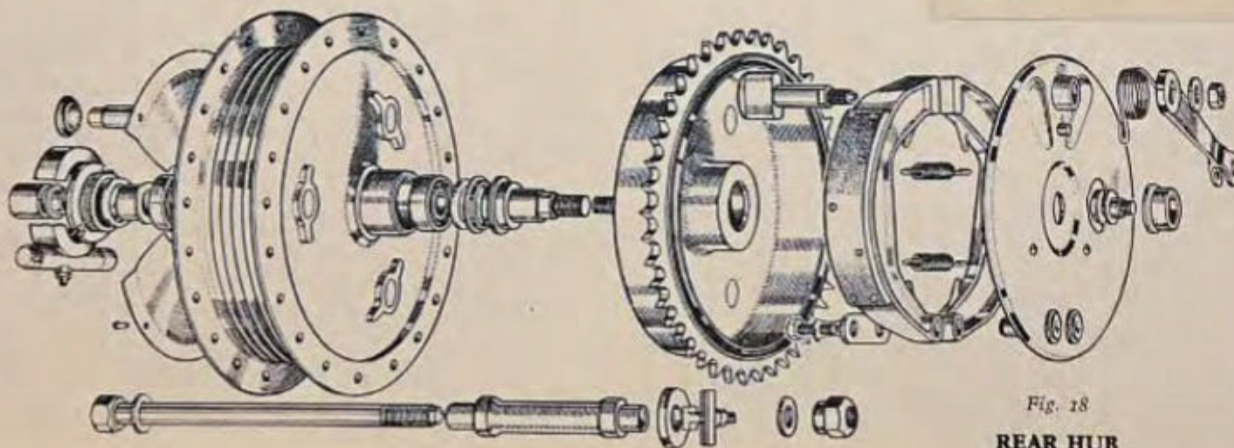


Fig. 18  
REAR HUB

**BRAKE PEDAL**

It is important that the brake pedal should not be depressed beyond its normal range of travel whilst the spring concealed within the hub of the pedal is fitted. This spring will be over-stressed by such movement and will need renewal as a result of such treatment.

**HUBS AWAY**

Closer inspection revealed the two rear wheels have good hubs which just need a deep clean and one has the thin tin cover which will straighten up and a good drum; though the rear sprocket has seen its best. But the spokes were corroded – not badly, but enough not to look good and too far gone to easily remove, and the rims were rusty.

I was gutted about the rims as both had ‘Trade Dunlop’ stamped in them; I’m pretty sure they would have been originals. They are also nice and straight, so my tight Norfolk ways had me at loggerheads: do I go new and get shiny rims and spokes or clean up the old ones as best I can and give them a lick of paint?

Looking at my other bikes in various states of muck and muddle, and at the work I know will be needed to finish the Norton, I decided to ring Hagon, who quoted me for stainless rims and spokes and chrome rims with stainless spokes. If I’m going to spend money I thought I’d go for original, so I paid the extra for chrome rims, but stuck with stainless spokes which I find too brittle for off-road, but hopefully I can keep this one on the road...

After giving Hagon the measurements of the full-width hubs and number of

spokes to make sure we were talking the same language, the rims will now be drilled to the correct angle for the hubs and then chromed. This should help them last longer, as water could get in between the chrome and the rims if they were drilled after they’ve been chromed. Cost for two 19in rims, spokes, rim tape and a spoke spanner was £420. A big dent in my project, but it should make the bike look brilliant.

Shortly after putting my bullied credit card back in my pocket, I had one of those moments – I saw a picture of a prewar Norton complete with black wheels and spokes. Why hadn’t I just rubbed the originals down and painted them? But despite the thought of saving several hundred pounds, I just don’t think it would suit the bike, plus I really want a clean, sharp classic that’s standard. For once.

So with wheels ordered, it was the time of the hubs. I’m not cutting the spokes out yet as when they get built, it’s nice to see the original lacing to ensure you do them correctly. But I can still clean them up, get the mop and alloy soap on them so they just need a final clean when the spokes do get removed.



And I seemed to remember the rims as okay...



No amount of cleaning would make good – a shame, as both wheels were straight, true and original.

## FORKS AND HEAD

I was pleased with how the forks had come out. They feel right and though I've polished the alloy, there are still plenty of marks to give the bike some stories to tell. These should also tally with the marks on

the engine cases and gearbox, to give the bike an honest feel.

To save a little time and because skilled friends are rarely lazing around doing nothing, I've sent the cylinder head to

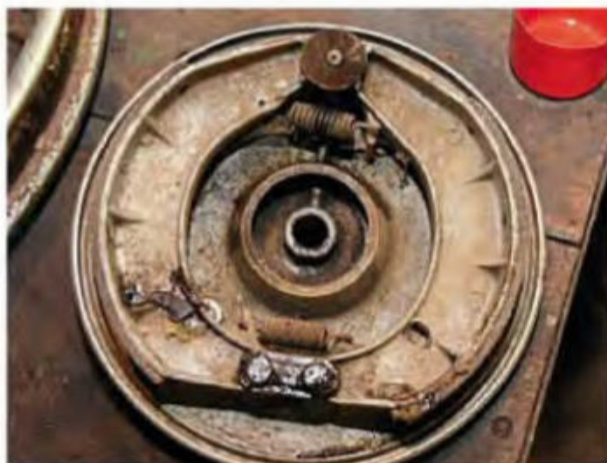
welder, Steve, to repair/replace the missing fins. The inlet has also been butchered in the past where it screws into the head; but Steve says it's best to just clean the repair up and leave as is.

## BRAKING DOWN THE BRAKES

By holding the axle bolt in the vice and using a fixed point – in my case an old dental scraper – I could see if the drums were largely round. Happily all three are, with no lips from overuse; just a lot of corrosion. So I started with a deep clean with a rag and brake cleaner, then a wire wheel and finally 400-grit wet and dry on a flat stone until I was happy.

The brake plates looked good, with no visible signs of cracks or corrosion. Norton use bolts that hold one end of the shoes, allowing them to pivot. These are secured with tab washers, so although the bolts looked in good order, I ordered new washers and new springs, as they cost very little. I also didn't want to skimp on the little things, so ordered new wheel bearings, front and rear which cost £20 per wheel.

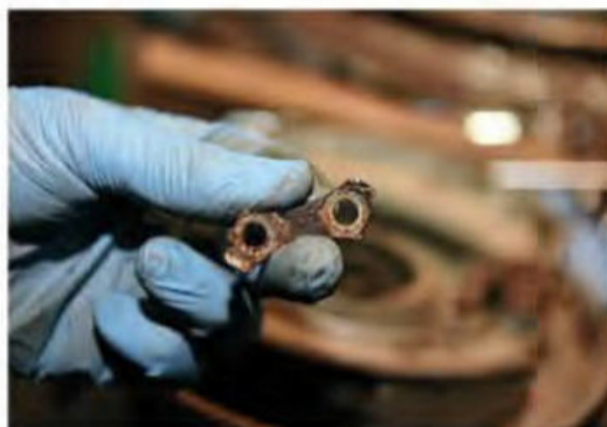
The linings looked to have plenty of meat left, but I would be a fool not to replace them, so £33.26 each wheel for a set of shoes seemed fine – after all, how lucky are we that you can still buy these things for a 60-year-old bike?



Brakes looked okay but alloy spring pins had broken and linings were hard and contaminated



Would the drums survive the rust?



Shoe pivot lock tab needed replacing



Actuator pivot loosened up nicely



Cleaning up the drum after checking it to be true.



**RUBBING IT IN -  
PAINT OR POWDER COAT?**

So, though I'd imagined having wheels ready, it wasn't to be, so I started on the metal work that needs painting. Many people go for powder coating but I personally don't like the finish on a classic bike, it can chip off and if it's put on too thick can cause issues when rebuilding. Plus I like painting! However I'm not knocking powder coating – my racebikes were always powder coated, as were my wheels and it certainly has its place. But for the Norton, I personally choose to have the frame painted, though in modern, hard-wearing two-pack. The swing arm also has good bearings in, which if I was having powder coated would need removing.

As the frame, chassis parts, fork spring covers, yokes, boxes, oil tank and mudguards are all getting the same black finish I need to sort them all out. Much had been blasted by the original owner, then hand-painted with red oxide primer. But this all needs to be rubbed down to banish the brush marks so we can get a nice surface for the new primer to sit on. And unlike a car, which has plenty of flat surfaces, everything on the Eeze2 is rounded, so there's no escaping a mammoth session of rubbing down.

It's time to get my comfy stool, a bucket of water and plenty of wet and dry paper and get cracking. Nothing to explain here, just dull, meticulous rubbing down. Followed by a flurry of primer, then more rubbing down. So just talk between yourselves for a while... Must be patient – must be patient...

**NEXT MONTH**

We start to attack the painting, hopefully get on with the wheels and start exploring that big single.

Prepping for paint is mundane and always welcome of helping hands – even small ones



Not difficult, it just takes time



Nacelle and clock facia will be time consuming too



New tinware easy to prep, but oil tank and tool box will take more time

# NORVIL MOTORCYCLE COMPANY

WHERE GENUINE

Norton Norton  
COMMANDO

ARE STILL BEING MANUFACTURED

The Norvil Motorcycle Company are the only manufacturer of Genuine brand new original type Norton Commandos  
**COMMANDO** IS OUR REGISTERED TRADEMARK **NORVIL** IS OUR REGISTERED TRADEMARK  
UK PATENT OFFICE REGISTRATION NUMBER : 2128766 UK: 2128517, USA: 1644347

• NORTON • COMMANDO • DOMINATOR • SINGLE • LIGHTWEIGHT TWIN

Our website is open 24 hours a day, 7 days a week, 365 days a year for online ordering at

## www.norvilmotorcycle.co.uk

Alternatively - call us on **01543 278008** or email us at **norton@norvilmotorcycle.co.uk**

### DECOKE GASKET SET - £18 EACH

**D002510DCBG** - 16H - 1948 TO 1952 - WITH HEAD GASKET - FITS A SIDE VALVE  
**D002530DCBG** - 16H - 1953 TO 1955 - WITH HEAD GASKET  
**D002540DCBG** - ES2 & 18 - 1948 TO 1955 - PATTERN

**D002560DCBG** - ES2 1955 TO 1956 & 19S - 1955 TO 1957 PATTERN  
**D002570DCBG** - MODEL 50 - 1957 TO 1964  
**D002500DCBG** - 16H - WAR DEPARTMENT MODELS  
**D002520DCBG** - 16H - 1948 TO 1954 - WITH HEAD GASKET

### PISTON FOR 500cc ES2 & MODEL 18 £99 EACH

19776CBG STD  
1977620CBG +20  
1977640CBG +40  
1977660CBG +60

### PISTON FOR MODEL 50 1956-1963 £115 EACH

97308CBG +20  
97309CBG +40  
97310CBG +60

### PISTON RING SET FOR 350cc MODEL 50 £36 EACH

22496ACBG STD  
224962ACBG +20  
224964ACBG +40  
224966ACBG +60

### PISTON RING SET FOR 500cc ES2 & MODEL 18 £29 EACH

22497ACBG STD  
224972ACBG +20  
224974ACBG +40  
224976ACBG +60

### TIMING SIDE MAIN BEARING SHIM £3 EACH

02718CBG - 0.003" THICK  
02717ACBG - 0.005" THICK  
02717CBG - 0.010" THICK



A beautiful ES2 restored by us

### EXHAUST PIPE - £49 EACH

N48CBG  
ES2/18 PLUNGER FRAME  
N52CBG  
ES2/19/50 SINGLE DOWN TUBE FRAME  
N56CBG  
ES2/50 FEATHERBED FRAME - PRE 1965

### PARTS LISTS - £14 EACH

195656CBG - 1956 ES2/19/50  
194649CBG - ALL SINGLES 1946 TO 1949  
195050CBG - ALL SINGLES 1950

### VALVE GUIDE

036002CBG - 0.002" OVERSIZE  
ES2 19/50 - OHV SINGLES £18 EACH  
037140CBG - ES2/19/50 - STD SIZE - OHV SINGLES - PRE 1958 £8 EACH  
20050CBG - ES2 MODELS 50 - 1958 ONWARDS - BRONZE £8 EACH  
069175CBG - ES2/MODEL50 - 1958 ONWARDS - 0.010" OVERSIZE £15 EACH

17704CBG	BEARING - BALL - ES2/50/16H/19 ETC - ONE REQUIRED	£15
022095CBG	BEARING - BIG END - ES2/50/19 ETC	£140
189289CBG	BEARING - MAGNETO - E13	£8
17702CBG	BEARING - MAIN - ROLLER ES2/50/16H/19 ETC - TWO REQUIRED	£39
165555CBG	BOLT - ROCKER BOX - 1/4" CYCLE - FITS IRON OR ALLOY HEADS	£7
1984355CBG	BOLT - ROCKER BOX - 3/4" BSF - ES2 & MODEL 50 FOR ALLOY HEADS	£9
C3108CBG	BOLT - ROCKER BOX - 1/4" X 26 TPI - IRON HEADS ONLY	£9
78244CBG	BUM PAD - TO SUIT RIGID AND PLUNGER MODELS	£32
10657CBG	BUSH - CAM-IN TIMING COVER - EXHAUST - ES2/18/19/50	£13
13788CBG	BUSH - CAM-IN TIMING COVER - INLET - ES2/19/50 ETC	£13
023440CBG	BUSH - CAMPLATE/QUADRANT - UPRIGHT GEARBOX	£13
13860CBG	BUSH - CAMSHAFT-IN CRANKCASE - TWO REQUIRED - ES2/19/50	£10
004102CBG	BUSH - SMALL END - ES2, MODEL 50, 16H & BIG4	£12
18886CBG	CABLE - VALVE LIFTER - OHV SINGLES - MODIFY FOR EARLY MODELS	£21
017699CBG	CHAIN - MAG OR DISTRIBUTOR - 44 LINK - MID 50S - SINGLES	£17
017719CBG	CHAIN - MAGNETO, CONTACT BREAKER OR DISTRIBUTOR - 46 LINK	£16
H3148CBG	COLLAR - VALVE SPRING BOTTOM - ES2/18/19/50 - PRE 1959	£19
20179CBG	COLLAR - VALVE SPRING BOTTOM - ES2/50 - 1959 ONWARDS	£11
H3147CBG	COLLAR - VALVE TOP - ES2/18/19/50 - PRE 1959	£19
20178CBG	COLLAR - VALVE TOP - ES2/50 - 1959 ONWARDS	£11
019300CBG	COILET - VALVE - PAIR - TO SUIT ES2/50/19 ETC	£9
460051CBG	CONTACT BREAKER ASSEMBLY - MAGDYNO SINGLES - PRE 1958	£40
484098CBG	CONTACT SET - MAGNETO/DYNO	£17
460061CBG	COVER - CONTACT BREAKER - PRE-1958 SINGLES - MAGDYNO	£8
012794CBG	DISTANCE PIECE - BETWEEN MAIN BEARINGS	£23
002580PCBG	GASKET SET - COMPLETE ENG-19S 1957-1958 & ES2 1957-1964-PATTERN	£17
463121CBG	GEAR - STEEL - MAGDYNO SINGLES	£41
068813CBG	IGNITION - ELECTRONIC - SINGLES - VELOCETTE ETC	£169

8834CBG	JET - OIL CONNECTION - 1/16H/18/19/20/50/ES2 - 0.281" DIAMETER	£17
13792CBG	JET - OIL FEED - TIMING COVER TO MAINSHAFT - 1950 ONWARDS	£15
83011CBG	LEVER - VALVE LIFTER - ES2/50/18/19/16H ETC BALL END	£15
83009CBG	LEVER - VALVE LIFTER - SMALL PLAIN TYPE	£13
100023CBG	LINER - CYLINDER - 18/ES2/16H ETC - 79MM BORE WHEN MACHINED	£37
C126CBG	NUT - CYLINDER HEAD SLEEVE-5/5 ES2/50/18/19 (WAS D31/156)	£6
WW50063CBG	PANEL - HEADLAMP - COMPLETE WITH SWITCH & AMMETER	£22
463066CBG	PICK UP - MAGDYNO SINGLES	£60
C2117CBG	PLATFORM - MAGDYNO	£46
68282CBG	PUSHROD - 19S WITH ADJUSTER - DOUBLE CUP TYPE	£28
48282CBG	PUSHROD - ES2 WITH ADJUSTER - DOUBLE CUP TYPE	£28
138282CBG	PUSHROD - MODEL 50 WITH ADJUSTER - DOUBLE CUP TYPE	£31
085005CBG	REBUILD KIT - UPRIGHT GEARBOX - PRE 1949	£105
990692CBG	RIM - HEADLAMP - 7" - CHROME - GENUINE LUCAS	£10
068100CBG	ROTOR - ALTERNATOR - WELDED TYPE - LUCAS 74MM DIA	£89
78301CBG	SADDLE - TO SUIT ES2 AND MODEL 18 ETC	£33
067862CBG	SEAT - FEATHERBED - SLIMLINE - NO HUMP - STEEL BASE	£129
454496CBG	SLIP RING - PICK UP RING - FULL CIRCLE BRASS RING	£35
216123CBG	SPRING - VALVE - SET - ES2/ MODEL 50 - 1959 ONWARDS	£19
143978CBG	SPRING - VALVE - SET - ES2/19/50 - PRE 1959 - LARGER	£19
13780CBG	SPROCKET - CAMSHAFT - 1948 TO 1963 MODEL 50/ES2/19S - 16 TEETH	£22
21653CBG	SPROCKET - DISTRIBUTOR - MODEL 50/ES2 - 16 TEETH	£22
16821CBG	SPROCKET - ENGINE - 20 TOOTH - 50/ES2/19S - DYNAMO MODELS ONLY	£25
13853CBG	SPROCKET - MAGNETO - 1948 TO 1958 MODEL 50/ES2/193 - 16 TEETH	£22
067090CBG	STANCHION - FORK - PAIR - 20 1/2" - MANX - CHROMED	£70
011836CBG	STANCHION - FRONT NUMBER PLATE - EACH - TWO REQUIRED	£12
037000CBG	VALVE - ES2 - INLET OR EXHAUST - LEAD FREE	£18
18737CBG	VALVE - MODEL 50 - 350CC - INLET OR EXHAUST	£15

### BELT DRIVE KITS FOR SINGLES

COMPLETE WITH CLUTCH

£425

069534SACBG - ALTERNATOR MODELS

069534SDCBG DYNAMO MODELS



ADVERT PRICES VALID TO 30TH APRIL 2019

CHECK OUT THE FOLLOWING FANTASTIC EBAY SHOPS -

<http://stores.ebay.co.uk/norvilmotorcycle> for Norton & Classic Bike Spares  
<http://stores.ebay.co.uk/bikeronestop> for Custom & Classic Bike Spares  
<http://stores.ebay.co.uk/onestopbikebits> for Classic Bike Spares



norton@norvilmotorcycle.co.uk www.norvilmotorcycle.co.uk Tel: 01543 278008 Fax: 01543 274775

With thousands of customers worldwide we are the largest and the best Norton specialist. All prices subject to p&p for delivery & VAT for sales within the EEC

For EU please add VAT



# Maxi Attack

Arriving home, the first chance to examine my purchase; last taxed 2012 it's solid, complete and will surely ride again.

What was a simple 12-week restoration drew on for nine months... Was it worth it? This resto was no Puch-over.

WORDS & PHOTOGRAPHY BY GRANT FORD

**A**USTRIA; HOME TO THE WORLD'S oldest restaurant, plus a vehicle manufacturer, known as Puch. The marque's bicycle production goes way back to 1889 and ceased in 1987, but not before the magnificent Maxi hazed over our streets in blue.

Those of a certain vintage will reminisce the virtues of the Maxi at a time when the FS1E ruled and the Fantic Chopper was just a pipe dream. The little Puch was considered the housewife's choice... but often became the perfect steed for teenagers to tear up local wasteland. History has shown for longevity and reliability the Austrian not only became a 'top-tenner', but for those current 'Ped Preservers' it's an obvious choice.

According to my Haynes manual, Puch in the UK became official in 1968 before introducing the Maxi in February 69. In the first six months its moped sales share went from 4% to 20%; but by 1973 Puch ruled the UK market, supplying 52% of all

mopeds registered. From then the faster/cooler sports moped took control. But with plenty still about 40 years later, a second mortgage is not required to purchase and with ample parts availability at great value, it's surely the way to go.

## THE HUNT

Finding a Maxi is not difficult, but finding one at the right price with the potential to shine is a bit more of a challenge.

An overpriced example offering the prospect of much misery is easily acquired with one alcohol induced click of the mouse online. After losing one by a mere £20, contact with one seller resulted in an offer to view a second Maxi in his possession; this one he had stored under the kitchen sink! This 'S' model was from September 1976, at the end of that long hot summer when ABBA's Dancing Queen was top of the charts. That 'S' on the tank isn't a mark of its sporting capabilities, but signifies suspension; rear shocks preferred over the hard tail. Still bathed

in its original black hue, the seller did his utmost to force it into life; it wasn't having any of it, but I dug deep and took a flyer.

As always, it's only once the bike is on home ground you really get to savour the reality; a celebration beer followed, as mine proved to be solid. Lots of paint bubbles but minimal rot, a good start, and when the rims responded positively to a little effort; fresh chrome and spokes can dent any budget. A sniff with the fuel cap removed confirmed this two-stroke was never going to start, but once the gel like substance was drained and fresh juice installed, hope was offered with a few seconds of blue smoke from the rusty exhaust. My first mistake followed; from that I concluded "she's a good'un" and it was straight onto the next stage, break it down and start on a parts list.

## DISMANTLE AND MAKE FRIENDS

Our days of taking bikes apart with a time scale have long since gone, lessons learnt, check and label everything always pays



The mag cover and exhaust won't feature in this Maxi's future whilst one tin of WD40 won't suffice getting all those fixings free.



The Puch wasn't renowned for complicated wiring, three wires to the ignition with one to power the lights.



Sure, they are cheap to replace. But these work fine and two correctly sized tubes with several coats of gloss black saves the day.



Some bearings have 'left the building' while others are a fraction of their former selves; new balls and cones required.



The Maxi fits our trusty frame, so all the dirty work can be attacked outside; many sanding pads would be sacrificed chasing bare metal.



Seen better, cleaned worse, as just a couple of decades' grime reside around this motor; a day of degreasing improves everything.



The worn plastic sliders may well be original, offering dangerous amounts of play; cheap to replace, a challenge to fit.



A day to reach base (that's just the back end) but the metal is good, any blemishes enjoy a light fill; angle grinder not required.



The first primer coat changes everything and this frame enjoyed four with a wet flat between; preparation is everything.



Forks and stone chips are like peas 'n' carrots, so bare metal only but worth the effort as just two coats of primer gave silky smooth finish.

**Right:** Several coats of black gloss and this frame barely requires any polishing, got lucky with both the weather and lack of runs!





The forks are ready to become whole, looks easy, took hours... patience isn't a virtue around here but was required by the bucket load.



Head race replaced, forks in position and with the motor sitting pretty it looks like we know what we are doing.



Fabricated brackets that resemble factory fit is a good sign and finally the 'bling' of our front mudguard can shine.



A long tunnel now offers some light, sure a way to go but what can possibly go wrong now?



Certain Maxis were blessed with a brass small end and they should be round ... but ours is obviously a rugby fan.



Kit required to remove our constant knocking but getting the pin to fit correctly inside the bearing needs engineering precision.

dividends later; even so, a day on the tools normally leaves any moped in boxes.

This is the task my mate Alan most relishes, so I tend to let him dismantle all our projects. I had checked through the internet options for Puch parts and found many from mainland Europe. By chance I found a UK company called Racing Planet in the West Midlands and it offered the majority of parts, with keen prices.

The Maxi still retained its original dealer sticker in the name of Dimons from Gosport, confirming most of its life had been along the south coast. The plastic side covers had split and would need replacing while the front mudguard could be repaired... but an all-chrome version was an option in period and would be ours for 2018. A Garelli seat had been fitted in the past and after seeing the price of a new Puch version I understood why; even so it's an expense worth taking. The front end offered at least 10mm movement in any direction, certainly not safe to ride with 15 stone of 50-year-old aboard.

New head race bearings, front fork bushes and front wheel bearings should cure the clonks and chatter and they arrived in a large box that contained everything we could require – the most expensive item being our bespoke Puch-style seat (£38), but I also splashed out on new side panels, a carb kit and air filter plus ignition parts and a replacement chrome mudguard.

Our plan was to rebuild the bike in

its original format, and once sound performance was confirmed replace the standard exhaust with something more 'saucy', which would require some two-stroke tuning.

A selection of main jets at under £1 each meant we had options during testing, with the carb rebuild kit available for those gaskets we were guaranteed to break or lose. Finally, the motor would obviously get an oil change and we were advised the reduction gear system enjoys Type F; a synthetic automatic transmission fluid and just 170cc of the red liquid, although regular changes are recommended.

### PAINT AND POLISH

Our plan to replace the head race bearings (under a tenner the set) allowed the forks to be removed and broken down further to gain access to those plastic bushes that always wear out. The original black finish would be retained and in fact added to; pitted chrome handlebars and lower fork legs forced that issue.

The tank and rear mudguard are all part of the pressed steel construction that both helps and hinders the painting process with at least three days of rubbing down and making good. Very little filler was required but four coats of primer were consumed, taking out the smallest of marks; flattening down each, with the final application enjoying a 1500 grit finish.

After a week of prep, I chose the early hours of a very warm Sunday morning

to paint; even the insects had yet to rise when the first coat went on. Just one litre of two-pack allowed for four thick coats – with the temperature in my tin shed at nuclear levels it was 15 minutes between coats and dry within the hour. I am not a painter and wouldn't claim to be, but the finished result is pretty impressive, and the paint only set my credit card back £50. One dry area enjoyed a gentle flat followed by a shine with my new mini air polisher; great tool from Sealey at just £30.

I was forced to look abroad for the original decals; they arrived from Stutzpunkt Kohler in Germany at just €10 and fitted perfectly. Along with matching forks I left the finish to harden for a few days and moved onto the engine, which was encased in four decades of grease and oil with alloy fins that refused to shine.

The Puch centre stand secures to the base of the engine; ours was cracked but a pair of large pigeon droppings from my trusty welder soon filled the gap before it enjoyed a few fresh coats of gloss black.

### RELISH THE REBUILD

Alan continued the challenge of eliminating the excessive front-end movement, much of which was due to wheel bearing failure.

The balls had broken up and the damage extended to the cups, but via Mopedland 'who had the balls' and Racing Planet with its cups, my trusty engineer rebuilt the headrace and now it



Just smoothing away the slightest blemish, an exact science old Alan loves, and he nailed it first time.



A little patina from the original headlight, while I was unable to resist the accessory stone catcher from Mopedland at £7.50.



The fabricated brackets secured our new chrome mudguard which actually wasn't designed with the 'S' model in mind.



A wisp of blue is a good thing and initially the option to run a little rich on 2T oil is one worth considering.



Upcycling shocks makes sense when they are original and operate correctly, and our cheap fix goes unnoticed dressed in black gloss.

runs smooth and true. Following this, he carefully clipped the new plastic bushes onto the guts of our forks; these should then slide with ease into the tubes, but they didn't.

Much cleaning and lubrication finally allowed the two parts to become one again while the original headraces gave up without a fight and the complete assembly fastened into place.

All was going swimmingly until I decided to go for one of the 'glory jobs', called this due to being tasks that take minutes but make a huge difference to overall appearance. Fit the new alloy front mudguard... but it didn't, as I had neglected to order the tubular stabiliser that attaches the guard to the forks. Back to Racing Planet to find out it doesn't stock them but YPV Spares in Suffolk (£8.50) saved the tears and two days later I looked forward to completing the 'glory task'. Thwarted again, and this time because it seems this particular design of mudguard doesn't fit to the forks on our 'S' Maxi; not without the special brackets that we fabricated and painted to match.

Just a fortnight later than planned the alloy mudguard looked splendid and worth the extra; as did the front wheel with new brake shoes (£8, Mopedland) all tightened with super smooth operation from our bearings. The rear wheel rim, like the front cleaned to a good appearance; being 42 years old the odd blemish must be expected. Considering we have most

of the parts this restoration will require, my calculations already exceeded £650 including the original purchase; there comes a point when the budget required makes the project unviable and we were approaching it quite quickly.

With a 'can't turn back now' philosophy both chains (pedal & drive) were replaced while the unusual tensioner attachment for the pedal side of the operation enjoyed a deep clean. An hour of adjustment followed, getting the chain tension correct can be fiddly but is multiplied with a pair to regulate at the same time. I re-attached the handlebars, originally chrome, but the pitting had really attacked the finish and the only logical approach was to blast, fill and paint to match in black. Finally, another weekend was over and one quick task was to fit the new seat, stand back and take some pictures.

With our planned unveiling at the Isle of Wight Classic Show in September the schedule was now getting tighter...

#### FINAL PEDAL

The original rear shocks were leak free and offered plenty of resistance, but the plastic shrouds enjoyed wear, cracks and even a large hole.

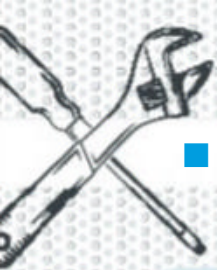
While they are an easy replacement Alan requested a week to come up with a cunning repair, which involved tubes from a couple of 'no more nails' and some epoxy resin. Once returned, I would prime with three coats, flattening back each time



Chassis plate tells all while the new side covers were an excellent buy from Racing Planet at only £27 the pair.



At 42 years old the rear light lens is entitled to the odd crack, but like the rest of the Maxi honest originality remains; providing it works.



with 1500 grit to remove the furry plastic before two coats of matching black then lacquer. Certainly, it would have been more cost effective to buy the new all chrome type, but our recycled shrouds offer a very period look.

The time had come to run the Maxi on the bench and all went well initially, starting readily, but I did notice a slight knocking. We removed, cleaned and refitted the decompressor as it seemed to be sticking then headed out for a short road test. The Puch was smoking well and took off like a scalded cat just prior to the clack, clack, clack moment; disaster struck, and it didn't sound good. Head and barrel off revealed the bronze small end bearing was no longer round and had become oval.

No beer celebration for us on that day, while the Isle of Wight may get to see our Maxi it would not hear it. Another question and answer session with Mark at Mopedland; while the inconvenience was large, the repair costs were not; piston, rings, pin and clips plus two new small end bearings (one just in case) and a gasket set £35. Alan took the parts to organise the bearing 'reaming' process that ensures the gudgeon pin fits snug, in the meantime all I could do was check the new side panels and fruity exhaust would fit when required. Luckily, this process allowed for the discovery of a bent stud that should hold the exhaust header to the barrel; forcing that back into position was not a job for the faint hearted.

Two size 10 bolts and one socket secured into the vice allowed just enough movement for the required 'tweak' while avoiding any breakages.

After building our Puch up to show standard we then had to take it apart.

The first time we removed the head and barrel and constructed the top end with cleanliness and care. We pedalled until one of us was going to need a defibrillator, but the motor failed to even cough.

Curtis at Racing Planet immediately sent out all the usual suspects; points and condenser and I replaced the plug cap (a new plug was already fitted). To add to our woes, the flywheel seemed to be welded into place and many hours were wasted in removal. We tested the wiring and reset the timing with every failure; and there were many. Autumn became winter and prior to giving up for good, it was decided to walk away and begin another project.

### SPARKS FLY

Thus, another month passed before we bit the bullet and tried again; suddenly we had a spark! Then we didn't; so frustrating that I had begun to suspect every part, while doubting our abilities to ever get this thing to run. Finally, out of the blue it fired, just for a few seconds but that was all the encouragement we needed; the mystery of the on/off spark was finally traced to our new plug; faulty out of the box. Joy erupted when the Maxi ticked



The chrome on our handlebars was desperate for freedom so we blasted it away then concealed the pit marks and painted to match.

over, filling the air with blue smoke while offering the odd backfire from the wasted fuel we had pedalled into the system. My selection of alternate jets were tested but it seemed happiest around the standard size and it was only when I had it pinned to 30-plus mph it became apparent the rear brake (cable failure) didn't work. Even so, nothing could dampen the jubilation as I annoyed all around by charging up and down the street in a haze of two-stroke; one afternoon in December I turned the clock back 40 years. Sixteen again, the age when you ignored the disapproving glances and didn't feel the biting cold, and when it finally ran out of fuel we sat back and admired our efforts with bottles of expensive lager. Around £800 and nine months later the Maxi S was complete. **CBG**



# CLASSIC BRITISH AND EUROPEAN SILENCERS AND EXHAUST PIPES

You will not find a better product. Armours have made 'HD' quality exhaust systems since 1972. We make them heavy, and use one of the best chromers around. Restorers often tell us that the systems we supplied are still nice after 15 or 20 years' service.

We sell direct to the customer, so our prices are moderate. We send them insured to anywhere in the world. We usually have them in stock for most 1930-1985 models, including AJS, Ariel, BSA, Douglas, Matchless, Norton, Panther, Enfield, Sunbeam, Triumph, Velocette and Vincent. Specials and prototypes undertaken.



## ARMOURS

[www.armoursltd.co.uk](http://www.armoursltd.co.uk)

784 Wimborne Road, Bournemouth, Dorset BH9 2HS.  
Telephone: 01202 519409. Fax: 01202 510671. Closed Mondays.

**STAINLESS STEEL  
EXHAUSTS**

For pre 85 BMW, Ducati,  
Laverda, Guzzi, Morini.



## AJS & Matchless Owners Club



**MONTHLY MAGAZINE  
TECHNICAL HELPLINE  
PARTS SERVICE**

Telephone **01536 511532**

visit us at [www.jampot.com](http://www.jampot.com)



## bournes

POWDER COATERS & SHOT BLASTERS

POWDER COATING • SHOT BLASTING • PAINT STRIPPING

- Quick Turnaround
- All masking done and removed
- Vast experience in coating classic motorbike parts

All enquiries please call **0121 666 6595**

32-36 Bissell Street, Highgate, Birmingham, West Midlands B5 7HP

Email [info@bournespowdercoating.co.uk](mailto:info@bournespowdercoating.co.uk)

[www.bournespowdercoating.co.uk](http://www.bournespowdercoating.co.uk)



## BSA Owners' Club

Win & Ride this  
Bike For £1



Tickets available from [natsec@bsaownersclub.co.uk](mailto:natsec@bsaownersclub.co.uk)



## Electronic BT-H Magnetos

BTH Components Ltd

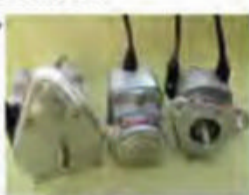
BT-H Delivers



We are UK distributors for  
the Alton

- Reliable sparks for easy starting and peak performance
- Electronic advance and retard built in
- Self generating, **NO BATTERY REQUIRED**
- A quality unit using the best materials and components
- A friendly service for the motor cyclists
- A full 2 year warranty with workshop back-up
- Ship worldwide.

BT-H self generating, base or flange mounted units are suitable as a new installation or replacement for the original magneto on a wide range of motor-cycles, rotation clock or anti clockwise. We can also supply versions of these magnetos for twin plugs heads.



We also stock a range of accessories **01908 550 044**

Visit our website on [www.bt-h.biz](http://www.bt-h.biz) [bthcomponents@gmail.com](mailto:bthcomponents@gmail.com)

## CJ AUTOS

(HEYWOOD) LTD

OL10 1HY

01706 367649 or  
01706 620082  
E: [admin@cjautos.eu](mailto:admin@cjautos.eu)



MB41



MB03C



MB0303

To buy online please see website [www.cjautos.eu](http://www.cjautos.eu)

MISSION STREET, HEYWOOD, LANCASHIRE, OL10 1HY

## Do you have a BMW 5/6/7 Series?

I Refresh, Repair and Restore!

Other marques catered for, please ask



Call me now to discuss in further detail

Flat Twins Ltd, Tamworth Callers by appointment only  
07954 409 271 [bignose304@gmail.com](mailto:bignose304@gmail.com) [www.flattwins.co.uk](http://www.flattwins.co.uk)

**PUT TOO MUCH PRESSURE ON THAT OLD BOLT?  
SNAPPED? STRIPPED THE THREADS?  
DON'T WORRY THAT'S WHERE WE ARE SPECIALISTS!**



## UNI-THREAD



SUPPLIES QUALITY THREAD REPAIR KITS, INSERTS AND  
INSERT TAPS IN BSC, BSF, BSW, BA, UNF, UNC & METRIC.  
BY SPEEDY MAIL ORDER SERVICE.

WE ALSO STOCK QUALITY TAPS, DIES, REAMERS, DRILLS, ETC.

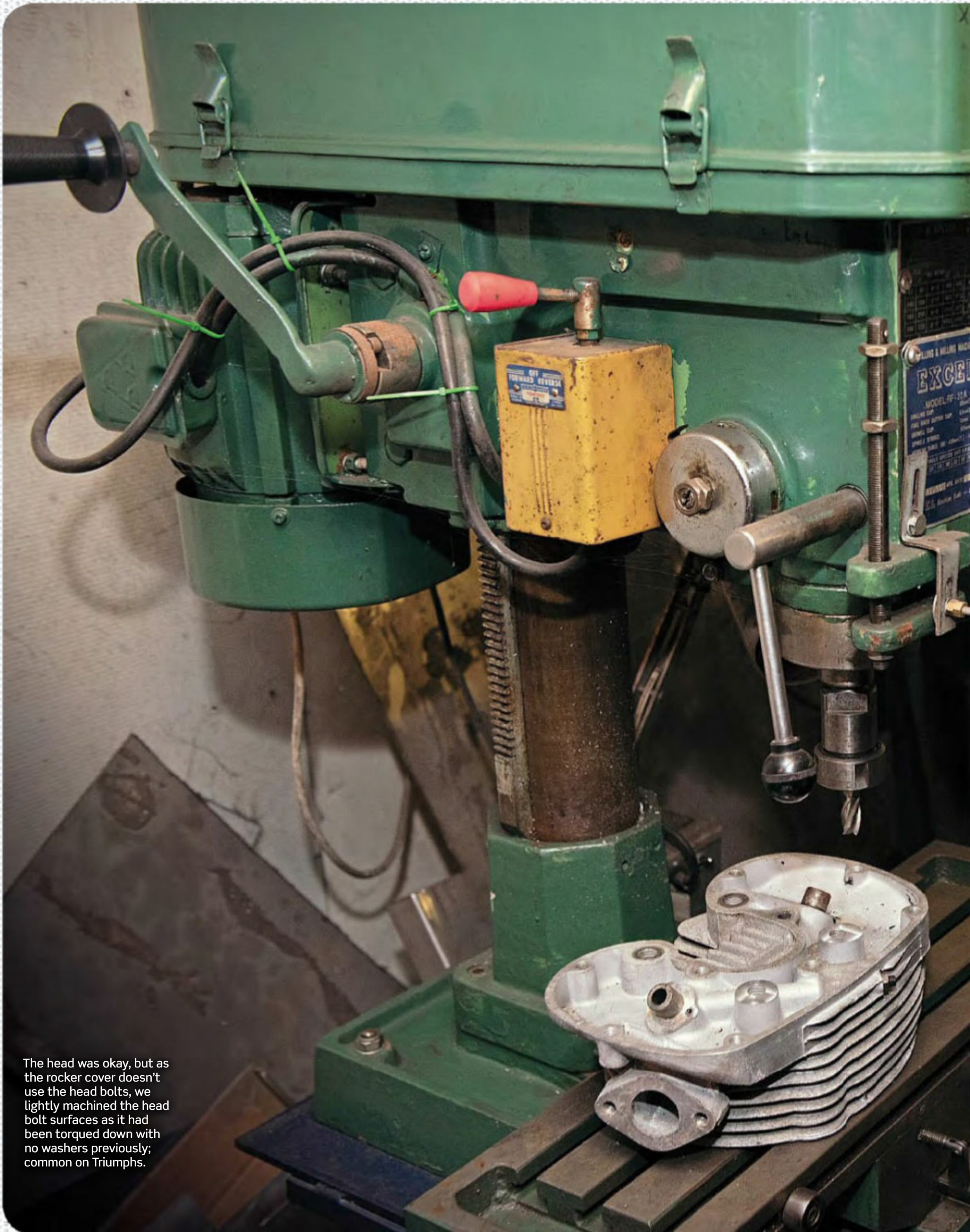
[WWW.UNI-THREAD.COM](http://WWW.UNI-THREAD.COM)

CALL 01803 867832 Or Fax 01803 867982

for your free catalogue



**CARBON STEEL TAPS & DIES NOW AVAILABLE  
20% OFF ALL CARBON TAPS. 30% OFF ALL CARBON DIES**



The head was okay, but as the rocker cover doesn't use the head bolts, we lightly machined the head bolt surfaces as it had been torqued down with no washers previously; common on Triumphs.

0.001" 0.025 per  
increment  
0.1" 2.5min/rev

PART  
TWO

# Rebuilding our Matchless

Despite still running, our G3L had oil cascading from the side and no compression. So after a strip down, it's now time to put it back together. But that's not as simple as it sounds...

WORDS, INANE QUESTIONS AND LOSING PARTS BY MATT  
ENGINEERING EXPERTISE AND ALL-ROUND KNOW-HOW BY HUTCH (HTE - 01328 700711)

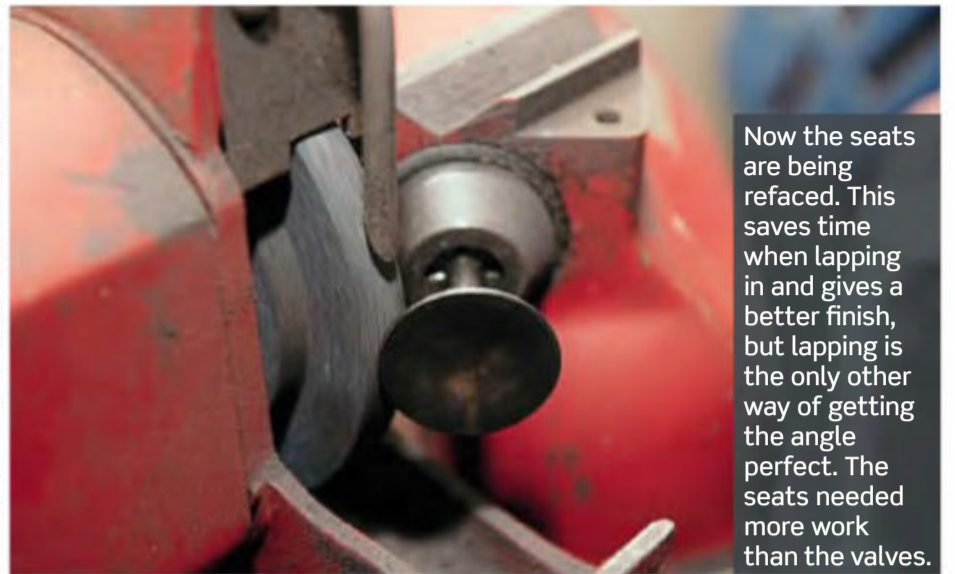
**G**ETTING THE PARTS NEEDED FOR our G3 wasn't too tricky, with most parts available. But getting them to work together was another matter. We should be thankful that you can still get parts for 60-plus year old engines, but be prepared to do a spot of machining to get everything to fit as it should.



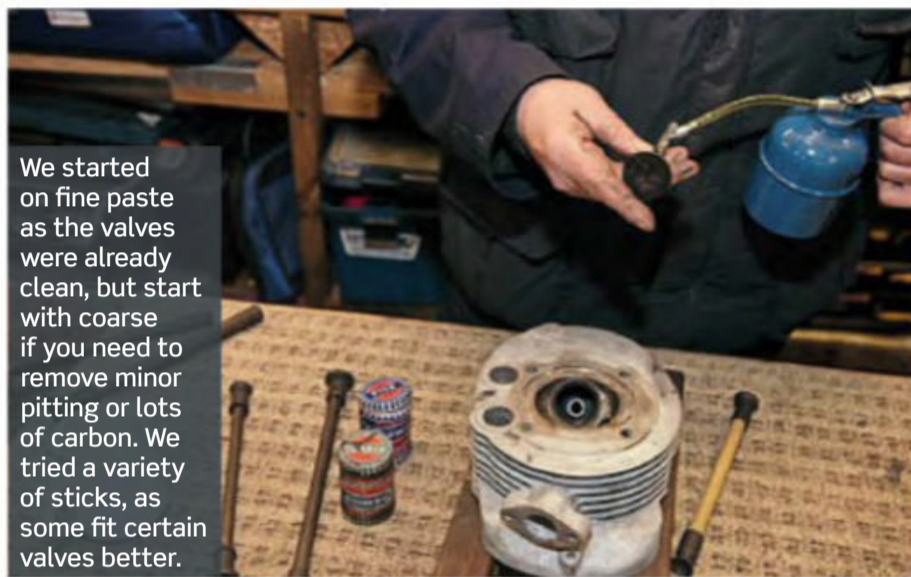
**PUTTING THE HEAD BACK TOGETHER**



The four valves were all checked for pitting, straightness and cracks, then cleaned on a valve cleaning tool. A bench grinder can be used, just make sure the bristles are not too harsh - you're just taking carbon off.



Now the seats are being refaced. This saves time when lapping in and gives a better finish, but lapping is the only other way of getting the angle perfect. The seats needed more work than the valves.



We started on fine paste as the valves were already clean, but start with coarse if you need to remove minor pitting or lots of carbon. We tried a variety of sticks, as some fit certain valves better.



Don't use too much pressure, rotate around a third with your hand movements. Then lift and move roughly a quarter way round to give uniform wear. Listen to the grinding - it will get quieter, then as you lift the valve and replace it, it will get louder again.

This is ideally what we're looking for; a uniform face on both seat and valve. Look closer for pits or scarring and try to make sure on multi-cylinders that faces are similar.



**THOSE PESKY HAIRPIN VALVE SPRINGS**



With the valves, seats and guides all nicely cleaned of rubbing compound, fit the valve and place the springs into position. Note on the G3 here the spring feet sit in a spring base - they slipped out several times so keep an eye.



You need this tool to stand a chance of getting the springs to fit. It doesn't cost a fortune and can be used on different bikes - so perhaps buy one with friends or a club? Screw the bolts down evenly, watching the gap where the valve collets will need to fit.



The smiling face doesn't reflect how hard this valve was - it took ages to get the valves in a position that would take the collets and still be sitting in the spring seats. Yet the other valve went in straight away. Patience, and if it gets too much try a cuppa.



Valves lapped in, head machined and springs fitted. Now, using some engine oil, we left the up-turned head overnight to make sure of no leaks. All seemed good, so next it would be time to sort the bottom end...

**BOTTOM END SO FAR:**



Hutch dry fits the piston to check clearances. The barrel was so worn it couldn't be bored, so instead was honed by BDK engineering. I took the piston so that they could check tolerances, which should be .20 thou either side - better to be too loose than too tight on an older engine.

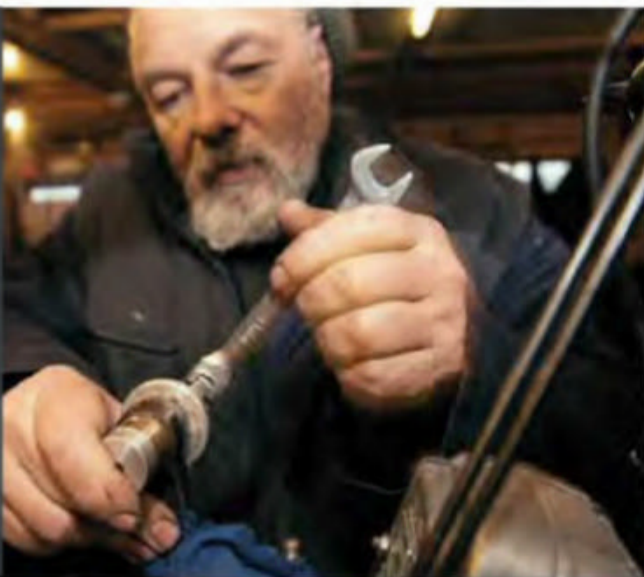


The new gudgeon pin is also checked in the piston. Both new piston and pin are much heavier than originals, but the choice you have for an overbored classic is thin! After inspecting the old pin, we decided to use that instead, as clearances were fine.



The old small end bush looked like an alloy one and needed replacing. So it had to be removed, and to help, Hutch made up a puller on the lathe from alloy and a threaded bar. This would hopefully aid the new bronze bush to go in too.

With the old bush discarded, the new bush could be pressed in using the tool. The phosphor-bronze bush is much harder than the alloy one taken out, consequently it was also harder to press back in. Note the line drawn to help match the oilway in the bush with the hole in the rod.



If you squeeze something it gets smaller - so although the new bush was the right internal size, once it had been pressed into the small end it was too small. A careful reaming with a hand reamer got it to the correct clearance fit, not a transition fit.





**CAFÉ NOW OPEN ALL WEEK**  
Great food and prices, clubs welcome, discount for ride outs, Please inquire

Our brand new state of the art workshop is now open serving all your classic bike needs from servicing to full restoration



2001 Triumph Bonneville Last of the Meriden carbide bikes, unmarked, stunning cond, compy std..... £5499



**2018 Royal Enfield Interceptor**  
The new Royal Enfield Interceptor 650 twin now in stock, demo available, fixed price for base model **£5299**



1960 Triumph T Speed twin 500, stunning orig. condition, all matching nos ..... £6999



2017 Royal Enfield Bullet New Euro 4 model with ABS and new style swinging arm... £3450



**1973 Suzuki T500**  
restored to original condition, as new, UK bike, registered in UK in 1973, stunning **£9995**



1994 Honda RVF400 very rare collectable bike, Rothmans colours ..... £6950



2002 BMW R850R R850R Classic, absolutely as new not a mark ..... £5650



**1954 BSA Goldstar (Replica)**  
Full nut & bolt rest, Phil Pearson elec start & engine rebuild **£11,950**



1997 Ducati 748 SPS as new condition, UK bike ..... £11,500



1987 Honda C90 Only 12,000 miles, great little classic bike ..... £2250



1975 Honda PX50 completely orig with only 550m, never restored, great cond.... £3850



1965 Suzuki S32/2 Stunning time warp cond, near new, only 2 keepers, all correct right back to 1965..... £4650



1975 Honda CB200 Stunning original condition, UK bike not import, all books & keys, only 14,000 miles.... £3699



1951 Douglas MK5 350, fantastic original condition, correct numbers, nice runner. £5500



2002 Ducati 748 Senna, only 2 keepers, as new condition, UK bike ..... £10,950



1954 Douglas MK5 350, fantastic original condition, correct numbers, nice runner. £4950



1982 Honda C90 Very smart and tidy, lovely original condition.....£1950



2007 Royal Enfield Continental GT Continental GT500 replica, lots and lots spent, as new condition ..... £3400



1993 Ducati 750SS very rare, all completely original, fantastic condition .....£4950



1999 Ducati 916 Completely standard, superb original condition..... £8950



1976 Suzuki GT185 Stunning condition completely original UK bike ..... £3899



1985 MZ TS150, full nut and bolt restoration, as new ..... £2850



1993 Triumph Trophy, just stunning condition, unbelievable, near new..... £2550



Honda VFR800F, 50 yr anniversary model perfect, 10 stamps in book as new . £3495



1987 Honda C90 we have two, both low mileage and collectable, one 8,000 miles, one 6,000 miles.£2500



**cbg's pick**



**MOTO GUZZI** Nuovo Falcone, 1974, excellent in military spec, screen, dual seats, leg shields, rear rack, correct exhausts, £4995 can deliver if required Tel. 07798 866071. Middx



**AJS** Model 14 CSR, 1965, matching engine and frame numbers, in good overall condition, £1975 ono Tel. 07873 327650 Suffolk



**AJS** 1954, 350cc MS 16, good original condition, bike turns over but not starting, battery is the only thing missing, £3750 Tel. 07366 392578 Northumberland



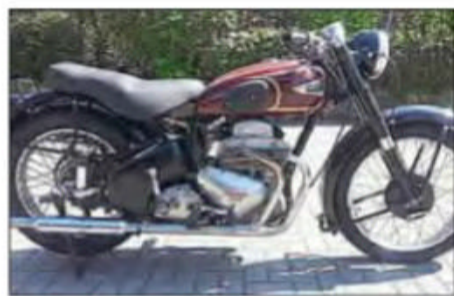
**AJS 16MS** 1958, had a complete rebuild some years ago and updated to a high standard inc 12 volt system with recent new battery Tel. 07871 032813 Northamptonshire



**AJS S5** very rare, from 1931, barn find, nearly excellent condition, engine turning free, all is there and very original, £17,895 offers invited Tel. 07536 571741 London



**ARIEL ARROW** 1960, matching numbers, original reg, very nice bike Tel. 07743 370641 Stoke-on-Trent



**ARIEL** Square Four, Mark II, (Four piper), 1953, maroon and black, in good condition, £11,500 ono Tel. 01495 759234 Gwent



**ARIEL HUNTMASTER** 1956, very original condition with Steib sidecar Tel. 01912 514428



**BIANCHI MT61** 1961, excellent rare example, Italian military spec, 318cc single cylinder, 6 volt electrics, very original, running with correct V5C £4250 Tel. 07798 866071 Middx



**BMW F650** 1994, MoT, vgc, Scorpion exhaust + original, extra lights, v/good brakes, tyres, custom made alloy panniers & F/G topbox, Tel. 01162 774128 Leics



**BMW R100GS** 1992, classic airhead in good usable condition, comes with panniers, kick start, extra gauges, MoT & V5C, £4495 Tel. 07798 866071 Middx



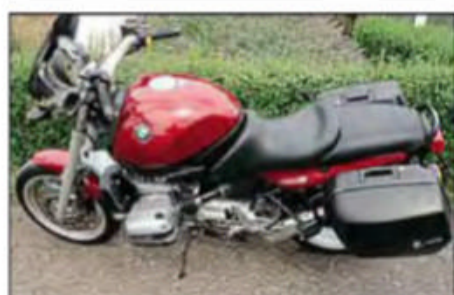
**BMW R26** 1958, in excellent condition, very few miles since complete restoration, £8500 open to offers Tel. Alex 07938 916906 Kent



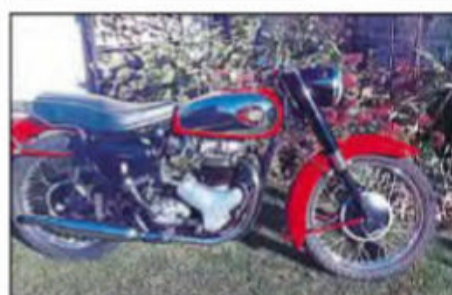
**BMW R26** 1958, lovely in stunning restored condition, £7500 or make an offer Tel. 07938 916906 Kent



**BMW R80** 1985, good condition, MoT, used regularly on VWCC, runs, Avon Tyres, well maintained, £1800 Tel. 01453 542855; 07810 607904 Gloucs



**BMW R850R** 1996, low mileage, great tyres, ignition key operated panniers, lots of service history, trickle charge connector, £2200 Tel. 07905 032280 Bedfordshire



**BSA** Super Rocket, 1960, fully restored mechanically and cosmetically, refurbished magneto and dynamo, new carb, tyres, exhaust and brakes Tel. 07802 499294 West Yorks



**BSA** Gold Star Catalina replica 840cc, has a Triumph stroker motor in it, ring for details, £13,000 ono Tel. 07779 742629 Cornwall

# Andy Tiernan

Est. 1972



1956 AJS 16MS 350cc..... £3,650



1951 Ariel VH 500cc.....£6,650



1957 Ariel VB 600cc.....£4,150



1954 BSA C10L 250cc..... £3,000



1934 BSA W7 500cc..... £10,000



1954 Excelsior Talisman 250cc.....£4,650



1940's Matchless G3L 350cc..... £4,000



1931 Norton 16H 500cc .....£8,650



1939 Norton 18 500cc..... £10,000



1938 Rudge Ulster 500cc .....£14,000



Sprinter GM Special 500cc .....£2,750



1925 Triumph P 500cc .....£9,250

1920 ABC Skootamota 125cc lovely early scooter.....	£6250
1929 AJS Big Port 350cc late saddle tank model.....	£7850
1925 AJS 350cc SV vintage beauty.....	£8750
1956 AJS 16MS 350cc lovely machine.....	£3650
1962 ARIEL Golden Arrow 250cc tidy presentable.....	£3500
1955 ARIEL NH 350cc extensively refurbished.....	£5850
1951 ARIEL VH 500cc attractive machine.....	£6650
1955 BSA C11G 250cc loads of money spent.....	£3250
1925 BSA Round Tank 250cc vintage lightweight.....	£6500
1954 BSA C10L 250cc very pretty.....	£3000
1951/56/57 BSA B31 350cc choice of 4.....	£4350/£4850
1934 BSA W7 500cc striking machine.....	£10,000
1953 BSA B33 500cc running for improvement.....	£4000
1920 CLYNO 269cc handsome vintage lightweight.....	Reduced £6250
1939 COVENTRY Eagle Q8 125cc rare lightweight.....	Reduced £2750
1949 DOUGLAS T35 350cc recently refurbished lots of bills.....	£6000
1935 FRANCIS BARNETT Cruiser 250cc very smart.....	£4500
1965 HEINKEL Tourist 175cc smart German scooter.....	Reduced £4250
1940 HRD JAP Special 500cc wonderful machine.....	£26,650
1952 JAMES Comet 98cc smart lightweight.....	£2500
1924 JAMES Model 10 749cc V-twin needs finishing.....	£11,000
1914 NEW COMET 211cc outstanding pioneer.....	£POA
1940's MATCHLESS G3L 350cc in military trim.....	Reduced £4000
1960 MATCHLESS G3L 350cc low mileage ex AFS.....	£3750
1928 MATCHLESS M 591cc OHV outstanding flat tanker.....	£13,350
1956 MATCHLESS G11 600cc nicely presented.....	£5750
1939 NEW IMPERIAL 150cc unit minor pleasing lightweight.....	£5500
1951 NIMBUS C 750cc 4 cylinder Danish machine.....	£10,000
1957 NORTON International 30 500cc nice one!.....	£24,000
1939 NORTON 18 500cc OHV nice period machine.....	£10,000
1931 NORTON 16H 500cc eye-catching.....	£8650
1954 NORTON Dominator 600cc early featherbed model.....	£5250
1958 NORTON JAP 1150cc superb café racer.....	£45,000
1928 PEUGEOT P105 350cc sporting advanced design.....	£7250
1952/60 PUCH SGS 250cc choice of 2.....	£3350
1961 ROYAL ENFIELD Crusader 250cc rides nicely.....	£3000
1949 ROYAL ENFIELD G 350cc nicely presented.....	£4450
1940 ROYAL ENFIELD K 1140cc one of the last made.....	£27,500
1938 RUDGE Ulster 500cc fast machine.....	£14,000
1949/50 SUNBEAM choice of 3.....	£6250
1948/51 TRIUMPH 3T 350cc choice of 2.....	£6250/£6750
1925 TRIUMPH Model P 500cc smart machine.....	£9250
1972 TRIUMPH T150 750cc nice machine.....	£8250
1972 TRIUMPH T120R 750cc Morgo conversion.....	£5500
1959 VELOCETTE KSS Special 350cc Suffolk bike.....	Reduced £10,500

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE

[www.andybuysbikes.com](http://www.andybuysbikes.com)

GOOD PRICES PAID. IMMEDIATE DECISIONS. NO MESSING

TEL: Andy or Jo (01728) 724321

Old Railway Station, Station Road, Framlingham,  
Woodbridge, Suffolk IP13 9EE. Mobile 07802 896114  
email: andybuysbikes@hotmail.com



"WITHYCOMBE", STATION ROAD,  
CHRISTIAN MALFORD, WILTSHIRE SN15 4BG

Tel/Fax: 01249 720448 Mobile: 07711 156919

Email: britishbikeman@btinternet.com



2004 Triumph T100  
Low miles £3,999



1988 Honda XBR  
Good order £1,800



1962 BSA Star twin  
stunner £6,600



1966 BSA A65 T/Bolt  
quality rebuild £7,850



1972 Triumph T100T  
original machine £5,250



1965 Triumph 5TA  
Good runner £4,750



1962 Triumph T120R  
mint bonnie £14,500



1960 Velocette  
Superb E/S Viper Just in



1959 D.O.T. Scrambler  
Gen m/c all papers £3,750



1961 Triumph T/Cub  
Good runner £3,250

All British Motorcycles purchased.  
We pay top prices for first class machines.  
Distance no object just ring 01249 720448 or 07711 157197 (1900-2200)  
\*\*New opening hours weekdays by appointment please  
Saturdays open all day 9.00-3.00 Evening hours by appointment  
Website: [gbmotorcycles.com](http://gbmotorcycles.com)



**BSA BARRACUDA C25** project, rare 1967 one year only model 250cc, matching engine and frame numbers, most parts there, £1450 ono Tel. Brian 07479 470445 Leics



**BSA BARRACUDA** 250cc, 1968, F reg, matching numbers, V5, occasional use, ride as is or restore, £2250 Tel. 07780 706991 Lancs



**BSA 250** Starfire Barracuda, good condition, just had bottom end rebuild, made in 1968 so no MoT and free tax Tel. 07831 394926



**BSA 441** Victor Special, 1969, imported from Colorado 2015, UK reg, rides and starts well, sounds great, paint work & chrome good, £4500 Tel. 07825 775414 Dover



**BSA 650** Lightning, 1964, recent rebuild, rebored, HC pistons, valves, head skimmed, rewired, electronic ignition, £4500 ono Tel. 01704 227597; 07768 976086 Lancs



**BSA A7** 1950 'Star Twin', rare twin carb version, not to be confused with the standard A7, Sports variant with correct high compression engine and twin carb head, £6300 Tel. 07710 281471



**BSA B31** 350, 1957, 9500 miles, nice tidy bike, alloy wheel rims, solid state voltage controller, recent new parts include tyres, V5C present, £4650 my p/x Tel. 01328 700711 Norfolk



**BSA B40WD** 1967, rare opportunity to purchase this rare machine, vgc, restored for riding, MoT May 2019, £2800 Tel. 07484 735527 Lincolnshire



**BSA B50** Victor, MX 1973, very little use, electronic ignition, conical hubs, Gold Star head full 499cc, last British 4 stroke Tel. 01327 261038 Northants



**BSA RGS** rep twin, leading shoe front brake, rear is the authentic QD Gold Star hub, brake and swinging arm, alloy rims and good tyres, £6500 Tel. 07825 775414 Dover



**CZ** original racing worksbike, typ 977 from 1966, 250cc watercooled, one of only five ever built, more info on request, £15,000 or offer Email. miwe\_tr4@gmx.at Austria



**DNEPR** 650cc motorcycle with side car for sale late 1970s model, excellent condition, vehicle is in Gibraltar, £15,000 ono Tel. 00350 58007991



**DUCATI 600SS** 1994, 17,200 miles, new MoT, new fork and rear shock seals, a real good looker, £3200 Tel. 01793 828818 Wilts



**DUCATI 750SS** 2002, runs well, no MoT, £1750. Also a 1964 BSA A65 Star, good original condition, £3950 or both bikes £5500 Tel. 07365 297414 Hants



**DUCATI 900SS** 1998, 21,391 miles, on Sorn, beautiful bike with extras, ring for details after 6pm, £3150 ono Tel. 07976 807624 Herts



**FRANCIS-BARNETT** Kestrel, 1955, 10C Villiers engine 150cc, V5, nice original condition, needs a little fettling to finish it off £1895 poss swap classic car/bike project Tel. 07501 084121 after 6pm or weekends



**GREEVES SCOTTISH** 1958 Special, modified Bitsa, registered with V5, tax and MoT exempt, £3250 Tel. 07971 961984 Cambs



**HARLEY SPORTSTER** 2004, 883cc, classic, 7100 miles, never used in wet, unmarked condition, stage one tuned, Harley screen Tel. 01482 643946 East Yorkshire



**HERALD 250** Classic, bought couple of months ago unused from dealer, pre reg 2016, less than 50 dry miles, garaged, £2400 Tel. 07510 355079 Cornwall



**CAROLE NASH**  
The care it deserves

**CLASSIC BIKE INSURANCE**

**0800 781 9291**

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

PHOTOS AND REPORTS AVAILABLE, DELIVERY AT COST

www.PembrokeshireClassics.com

CLASSIC BIKES ALWAYS WANTED, CASH PAID



38 OK Supreme Flying Cloud project, V6C etc ..... £3,995



89 Matchless C3 350, superb bike ..... £3,995

Call ANTHONY  
07866 637792  
ALISTAIR  
07794 100386  
or 01834 860505  
Viewing by Appointment



87 BSA C15G 250, ride/restore ... £1,995



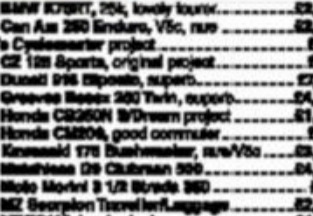
71 Triumph TR6R Tiger 880, lovely twin ..... £5,995



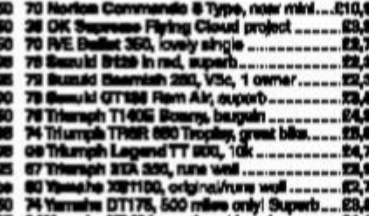
84 AJS Mod 18 Statesman short-stroke, superb ..... £5,500



84 BSA C18 250, nice single ..... £1,995



84 BSA C18 250, ride/restore ..... £1,995



70 Norton Commando 8 Type, near mint ..... £10,995



80 Yamaha XT1100, original/rare well ..... £2,790

Lots more bikes in stock! Visit www.pembrokeshireclassics.com for more bikes to ride or restore

Unit A4, Northfleet Industrial Estate,  
Lower Road, Northfleet, Kent DA11 9SN

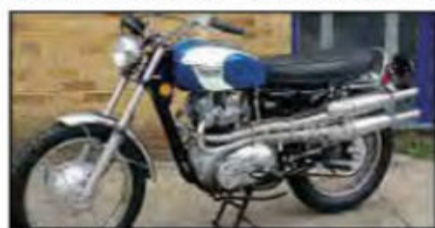
Clarke's Classics

British & American bikes always wanted.  
Call Phil now or fax on 01322 383431.  
Evenings 01732 822475.

E-mail: info@clarkesclassics.co.uk



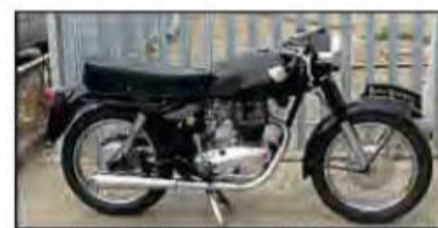
Triumph T120 1969 ..... £10600



1971 TR6C ..... £7750



2017 Triumph Bobber ..... £9000



Royal Enfield Crusader 1968 ..... £2800



Triumph TR6 1969 ..... £10500

BSA Rocket Goldie Replica ..... £9000  
James Captain 1956 ..... £1400  
Norton Commando Fastback 1971 Restored £11000  
TRIUMPH T100 600cc Pre-unit ..... £5750  
Triumph T100 Daytona, 1974 Good ..... £5000  
Triumph 6T Trophy look-alike ..... £5750  
Triumph TR6 1967 Restored ..... £10500

Triumph TR6C 1971 Restored ..... £7750  
Triumph T120 US Spec, 1966 Restored ..... £10500  
Triumph T120 US Spec, 1967 Restored ..... £10500  
Triumph T120 US Spec, 1968 Restored ..... £10500  
Triumph T120 US Spec, 1970 Restored ..... £10500  
Triumph T120V, 1972 Restored ..... £7750  
Triumph T140 1978 ..... £4500



1967 TR6 ..... £9000

Please visit: www.clarkesclassics.co.uk  
BRITISH BIKES ALWAYS WANTED - BRITISH BIKES CAN BE FOUND TO MATCH YOUR REQUIREMENTS - SHIPPING AT COST  
Classic Motorcycles; Norton, Triumph, BSA, Harley Davidson and many more. British and American Bikes are our Speciality.

# NEW BIKES FOR OLD!

YOUR OLD CLASSIC MOTORCYCLES WANTED IN PART EXCHANGE  
PURCHASED FOR CASH OR MARKETED ON YOUR BEHALF



**VELOCETTE MSS 500cc CLASSIC MOTORCYCLE**  
Velocette MSS 1939 500cc model. A lovely bike with some recorded history. Condition is excellent, and the quality of its refurbishment is first class. Rides really well with a smooth, powerful engine. Gearbox is easy to use, and selects well. A very lightweight classic motorcycle with a low seat height. Great fun to ride, and a Blue Chip investment in these troubled times. Don't miss this one **£15,995**



**KAWASAKI Z900 JAPANESE CLASSIC MOTORCYCLE**  
Must be the best available anywhere. Viewing is recommended as the photographs do not do it justice. Choice of two. **£17,995**



**TRIUMPH BONNEVILLE 744cc**  
This lightweight old school Bonneville is a joy to behold. Matching numbers. Superb condition. Blue Chip investment. Don't miss it **£7995**



**TRIUMPH TIGER 750cc TWIN CLASSIC MOTORCYCLE**  
This matching numbers 750cc Tiger is basically the single carb version of Triumphs iconic Bonneville. Some prefer a single carb set up to a twin carb same as the Bonneville. It gives the engine more low down pulling power, and a smoother take up, but lacks the top end urge of its sportier Brother, if top speed is your thing go for the Bonneville. If easy maintenance, and mid range grunt is what you like then this is the bike for you. Good buy at **£6995**



**NORTON COMMANDO CLASSIC RACE REPLICA**  
This matching numbers bike is an absolute gem! Recently refurbished to a high standard, and now ready to 'Rock and Roll' at the Ace Cafe. Fitted with a Norvil fairing, new 5 gallon alloy Marx tank, progressive front fork springs courtesy of RGM. Too many new parts to list with supplied history file including invoices for over £2000.00 Blow them away on the North Circular on this great British cafe racer. **£9995**



**DOT WORKS REPLICA WR250 1961 CLASSIC TRIALS MOTORCYCLE**  
Original Villiers engine with 4 speed wide ration gear box. Engine completely rebuilt. Crankshaft, piston, clutch, primary chain, rebuilt magneto. Alloy fuel tank, alloy hubs, factory supplied wheels rebuilt, stainless steel rims. New shock absorbers front, and rear. Dating factory certificate. Works replica. Investment potential. Don't miss this one **£3950**



**SUZUKI DL650ABS V-STROM 2013**  
The V-strom comes with a full service history, 2 keys, service book, receipts/invoices etc MOT'd until September 2019. A very nice example with one owner from new! An absolute bargain price of **£4,295**  
This bike is in excellent condition! Fitted with lots of extras including: Touratech hand guards, aluminium top box, under engine cowling, Datatag security system, touring screen with extension, main stand, headlight protectors and a fork brace adding up to over **£2,000**



**YAMAHA 350 YPVS**  
A very rapid two stroke famed back in its day for its searing performance, and race track success this icon of a motorcycle is a joy to behold. Having had the benefit of a recent partial renovation the bike looks, and sounds a treat. The petrol tank has just been fully refurbished, fully professionally lined, and repainted. Sold with 12 months MOT. Don't miss this one **£5995**

Viewing strictly by appointment. To view these machines contact Eddy Wright on 07785 977722 or 01274 585959. Please study our photographs as they form an integral part of our description. Delivery available UK or Worldwide please ask for a quote.

EDDY'S MOTO LTD

TEL: 01274 585959 MOBILE: 07785 977722

43 BRIGGATE, SHIPLEY BD17 7BP

email: eddysmotoshipley@gmail.com



**cbg's pick**



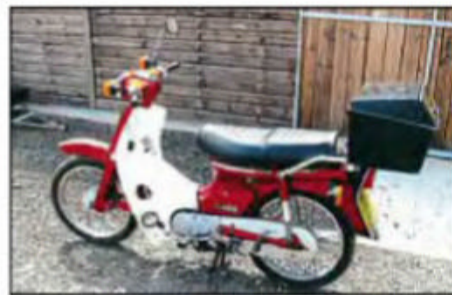
**TRIBSA**, BSA A7/A10 frame, 1957 Triumph 6T engine, Triumph alternator primary cases, BSA gearbox, coil ignition, Dellorto carb, V5 present, £6750 may take p/x Tel. 01328 700711. Norfolk



**HONDA 250** Super Dream, 1979, unbelievable but true 3.5 miles from new, air cooled, four stroke parallel twin, six speed transmission, never used, £7995 Tel. 07835 925885 Tyne & Wear



**HONDA C90** 1977, low mileage, grey good frame, no rust, engine starts first kick, MoT & tax exempt, good condition, £1200 ono Tel. 07526 000910



**HONDA C90** 1990, 15,295 miles, new tyres and wheels, 12 months MoT, currently on Sorn, £1200 ono Tel. 01233 820080 Kent



**HONDA CB750FB** 1981, bike was a project, was close to putting on the road, bike is half tidy in white primer, rolling restoration, £795 ono Tel. 07427 110816 Notts



**HONDA CBR250RR** 1990, fantastic example of a rare Japanese market import-only sports bike, 19,000rpm engine with a much smaller stroke than a moped and gear-driven cams, £4150 Tel. 07581 212432



**HONDA CB400RR** NC29, 1992, on Sorn, new regulator, MoT, around 25,000 miles, runs like a clock, space needed, £1500 ono Tel. 01621 785808 Essex



**HONDA CL** 1970, very nice original condition, new tyres, battery, 175cc, 4 stroke, good paint and chrome work, £2350 ono Tel. 07443 642408 West Yorks



**HONDA CX500** W reg, first reg March 1981, currently on Sorn, requires MoT, very nice condition, excellent starter, £2500 Tel. 01420 474032 call after 6pm Hants



**KAWASAKI W650** beautiful, not concours but very, very good and it is VJMC eligible, only 14,600 miles and MoT until Feb 2019, £3595 Tel. Greg 07890 469856 Rugby



**LAVERDA 650** Kevlar, low miles, 16,000km, two owners, it has an after market exhaust (fitted) and the OEM exhaust, £2500 Tel. 07787 578032 Middlesex



**MONET GOYON** 1952, 125cc Villiers powered, been in storage for a long time, doesn't run but has been kicked over and has good compression Tel. 07807 895431



**MOTO CONFORT** 1935, needs restoring, £2950 Tel. 01538 753086 Staffs



**MOTO MORINI** 350 Strada, 1980, really good condition, first time starter electric and kickstart, £4000 offers around Tel. 01794 390802 Wiltshire



**NEW HUDSON** 600cc, Bradbury sidecar, good running condition, magneto overhauled, 1924, chair about 1915, £15,000 p/x smaller lighter solo machine Tel. 01233 731048 Kent



**NORTON 16H**, 1942, V5C, tank, forks, wheel not original, £3000 Tel. 07964 822802 Shropshire



**NORTON ATLAS** 1967, matching numbers with history from science museum records, only one built this spec, vgc, £7750 ono Tel. 01763 272339 Herts

# SADDLEWORTH

## MACHINES IN STOCK INCLUDE ...

1959 Ariel Arrow 250 .....	£2450
1951 BSA B33 rigid .....	£4650
1961 BSA B40 350 .....	£3300
c.1963 BSA B40 SS90 350 .....	£2600
1962 BSA Bantam D7 .....	£2300
1957 BSA Goldstar DBD34 500 .....	£TBA
1954 Francis Barnett Falcon 4-speed 197 .....	£2600
1956 Gilera B300 .....	£3850
1936 Sunbeam 500 .....	£8850
1961 Triumph Bonneville p/unit T120 replica ..	£7850
1967 Triumph Bonneville 650 .....	£8500

### MORE BRITISH BIKES URGENTLY REQUIRED

Spares purchased and for sale - machines sold on commission  
BRITISH TYRES AT DISCOUNT PRICES

Callers Welcome, but please telephone first to avoid disappointment.

Normally open Wednesday to Saturday 9.30am to 5pm

Knarr Mill, Oldham Road, Delph, NR Oldham, Lancs OL3 5RQ.

TELEPHONE (01457) 872788

Email: [saddleworth7@gmail.com](mailto:saddleworth7@gmail.com)

Web: [www.saddleworthclassics.co.uk](http://www.saddleworthclassics.co.uk)

## TRIUMPH T140 BONNEVILLE Spares, Service & Expert Advice

Complete range of T140 Bonneville spares by worldwide mail order



New Electric Starter Kit for the T140 Bonneville.

Shropshire Classic Motorcycles

[www.triumphbonneville.com](http://www.triumphbonneville.com)

[info@triumphbonneville.com](mailto:info@triumphbonneville.com)

Tel: 01743 860146

## www.honoroakmotorcycles.co.uk



BSA A10 1959, choice of three, from .....	£4700	Norton 88 Deluxe immaculate original .....	£6650
BSA A10 1959, Spitfire replica .....	£5550	Triton Racer Slimline with V5C, 1961, 650 engine rebuilt not used .....	£6100
BSA A65 1963/1964, choice of two .....	£4250	Triumph T110 1955, restored to a good standard .....	£7950
BSA C15 1960, original .....	£2550	Triumph 3TA 1959-1962, original, choice of 4 from .....	£3550
BSA C15 FSS80 1966 .....	£2950	Triumph 5TA 1959, original .....	£5350
BSA Gold Star 1961, DBD, very original, immaculate, RRT2 190mm front brake .....	£19,500	Triumph T100S 1970 MOT, match nos .....	£4250
BSA B33 1957, S/A very original .....	£6150	Triumph T110 1954, original, not restored .....	£7550
BSA C15 F 1966, concours condition .....	£3150	Triumph T110 1956, original, nice .....	£7550
Matchless G3 ex Fire Service, choice of two from .....	£2900	Jaguar Mk1 1959 very nice .....	£15,000 for quick sale
Norton 99 Deluxe 1960, very original, looks good .....	£6250	2 Bike Trailer .....	£150
Norton ES2 1959, very original, immaculate .....	£6400		

BRITISH BIKES WANTED - BRITISH MOTORCYCLE PARTS FOR SALE

01754 762927 • 07798 750191

## Made in Italy MOTORCYCLES

Aprilia 6.5 Starck, orange, V nice .....	£3,950
Aprilia 6.5 Starck, low miles V good .....	£4,500
Bianchi MT761 1961 330cc .....	£2,950
Bimota DB4, low miles V good .....	£2,500
Bimota DB6, low miles fantastic .....	£11,950
Bimota SB2, restored and stunning .....	£40,000
Bimota YB10, new .....	£11,000
Ducati 480 Deemo V good .....	£15,000
Ducati 900SS 1961, excellent .....	£25,000
Ducati 750SS 1974 fully restored by us .....	POA
Ducati 750 Sport 1975, excellent .....	£39,950
Ducati 900 NCR Replica, V good .....	£15,000
Ducati 900SS 1976, ex Johnny coccollo racer .....	£39,000
Ducati MHR 900 V good .....	£14,950
Ducati TT1, great spec .....	£17,950
Ducati MHR 1980, low miles great history .....	£23,000
Ducati 900SS 1976, lovely .....	£34,950
Laverda 500 Mondial .....	£14,950
Laverda Formula 500, great history, road reg .....	£14,950
Laverda 3C wire wheels .....	£10,950
Mondial Plega, new .....	£18,000
Moto Guzzi 180 Stormello 180, real fabulous .....	£2,950
Moto Guzzi 250 Airone Sport, 1951 restored .....	£7,950
Moto Guzzi 500GTS lovely .....	£18,000
Moto Guzzi #5073 California, excellent .....	£2,500
Moto Guzzi Centauro GT 600 miles from new .....	£7,490
Moto Guzzi V7 Sport, lovely .....	£13,950
Moto Morini 350K2, V good .....	£3,450
Moto Morini 350 Sport 1977 wire wheels, good .....	£5,500
MV 750 America .....	£85,000



Ducati GP03 Ex Troy Bayliss .....



Moto Guzzi 1000S 800Kms from new .....



MV 750 America, Magni chain conv .....



Unit 8c, Stowmarket Business Park, Ernest Nunn Road, Stowmarket, Suffolk, IP14 2ED

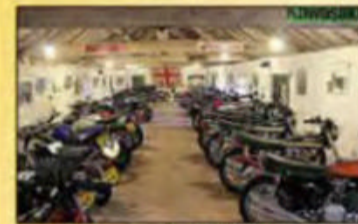
Tel: 01449 612900

Web: [www.madeinitalymotorcycles.com](http://www.madeinitalymotorcycles.com) Email: [john@madeinitalymotorcycles.com](mailto:john@madeinitalymotorcycles.com)

Tuesday-Saturday 8.30am-5.00pm. Please call first if travelling any distance

Italian Bikes always wanted any condition. Try Us.

## www.classicbikes.co.uk



Will & Tom's family business specialising in Classic 70's Super Bikes, especially Z1 900 Kawasaki. Est 1983. BUYING or SELLING see our website

[www.classicbikes.co.uk](http://www.classicbikes.co.uk)

or give us a call.

Around 50 bikes in stock. SIMILAR BIKES WANTED!

### KAWASAKI

Z1-Z900 SPECIALISTS for 35+ years.

Stock is constantly changing with usually 5 to 10 bikes available between £6000 and £16000+ and fully rebuilt to order.

73 Z1 900 candy orange .....	£25995
73 Z1 900 candy orange .....	£19995
73 Z1A 900 candy green/yellow .....	SOLD. £ POA
75 Z1B 900 candy blue .....	£15995
75 Z1B 900 candy blue .....	£ price to be confirmed
74 Z1B 900 original UK Bike for restoration .....	EPOA
76 Z900 diamond green .....	£11995
75 Z900 diamond green .....	£14995
76 Z900 diamond green, fully restored by us .....	EPOA
76 Z900 for restoration .....	£ POA
78 Z1000 A2 red .....	£8995 price to be confirmed
77 Z650B2 red .....	£5995 price to be confirmed
80 Z750H1 Ltd black .....	£3250 price to be confirmed
86 GPZ750R red/blk, UK bike, superb .....	£6995

### HONDA

72 CB500K1 green .....	£ price to be confirmed
74 CB750K5 blue .....	SOLD. £7995
75 CB750K5 red, lovely .....	£8995
79 CX500C blue .....	£3-4K price to be confirmed

### YAMAHA

76 XS500 black, restored .....

£5995

78 XS1100 maroon .....

£5995

### TRIUMPH

78 T140D 750 Bonneville Special black, low miles, superb .....

£8995

JAGUARS & Other Classic Cars in stock include; XK120, 140 & 150, E Type, see our website or phone.

Similar bikes & cars wanted!  
Delivery Service available globally



BUYING or SELLING? Our website is updated daily with photos and details of all our stock, 'machine of the Month', Links and information. We are only "a click" away! Visit us and .... See all our bikes at: [www.classicbikes.co.uk](http://www.classicbikes.co.uk)

**RWHS**  
CLASSIC BIKES  
EST. 1983

Tel. +44 (01630) 657156

Classic Bikes Ltd.  
Nr. Market Drayton, STAFFORDSHIRE

(20 minutes M6 J14 & J15)

OPEN BY APPOINTMENT ONLY PLEASE 10am to 5pm

WEDNESDAY TO FRIDAY & 10am to 1pm SATURDAY

PHONE OR EMAIL FOR DIRECTIONS

& APPOINTMENT PLEASE Tel: +44(01630) 657156



**NORTON COMMANDO** 1972, 750 Norvil production racer, (Yellow Peril), big valve head cylinder head stamped F.B.S Fred Barlow, £12,000 Tel. 01452 531301 Gloucester



**NORTON DOMINATOR** 88SS, 1961, original matching numbers, period Siamese exhaust & 99/600cc conversion, V5C, vgc, £5950 Tel. 07887 917466; 01743 891889 Shropshire



**ROYAL ENFIELD** Continental GT, 1967, tax MoT exempt, original Dunlop rims four speed, gearbox, some spares, £3800 Tel. 07930 257657 Middlesex



**SCOTT** Flying Squirrel, 1929, 3 speed, water cooled, 600cc twin, V5, good paintwork and chrome, vgc, £10,750 ono Tel. 07833 906774 Oxfordshire



**SPECIAL 175** 1965, Neathspeed Stage 4 tuned, well maintained, owned 15 years, new seat, tubeless rims, British bike with 6 digit plate, stunning and faultless, £4490 Tel. Phil 07766 827855 West Midlands



**SQUIRES SIDECAR** think model is ST1, beautiful condition, new wheel bearings, comes with hood & bucket of assorted fittings, £800 Tel. 07561 133751 Somerset



**SUZUKI** 1989 classic 125cc, lovely condition, has been well looked after and long MoT, £2495 ono Tel. Pete 07716 784342 West Glamorgan



**SUZUKI GSX1100ES** six months MoT, new plugs/oil, brake seals, 42,000 miles, UK bike, £1525 Tel. 07422 516869 Cornwall



**SUZUKI GT200 X5**, 1981, just been rebuilt, new chrome, new tyres, new battery, new seat, not imported, runs really nice, new front mudguard, MoT Tel. 07583 069656 Grt Manchester



**TRIUMPH DAYTONA** 955i, 2000 reg, 30,273 miles, MoT March 2019, recent major service, vgc, single and dual seat, £2300 Tel. 07563 362172 West Midlands



**TRIUMPH** Speed Twin, 1960, professionally painted, rewired, runs nice, ride and show, £4750 Tel. Ron 07946 535713 Manchester



**TRIUMPH** Tiger Cub, 1962, good clean condition, runs well, currently Sorn, some spares, £1500 Tel. 07879 032250 Surrey



**TRIUMPH** Street Twin, 2017, immaculate as new condition, extras include carbon fibre front mudguard extension; Triumph fly screen; saddle grab rail, £6450 can deliver Tel. 07504 226405



**TRIUMPH** Tiger Cub, 200cc, 1963, very good condition with 6888 miles, £3500 Tel. 07989 419868 Co Durham



**TRIUMPH 3TA** 1959, 350cc, matching numbers fully restored and resprayed, rides well, age related reg no, show condition, £4000 Tel. 01209 314141 Cornwall



**TRIUMPH T100** Bonneville, stunning condition, only 12,500 miles, MoT certs to back up mileage, currently Sorn, one of the best around Tel. 07817 257889



**TRIUMPH T110** 1959, matching frame and engine numbers, V5C historic, restored to a very high standard, £7850 Tel. 07973 417492 Staffs



**TRIUMPH T100C** Trophy, unfinished project, it wants wiring and exhaust and few more jobs to finish it, has matching frame and engine numbers, £3800 Tel. 01782 518953 Cheshire



**TRIUMPH T120R** 1971, project, OBM 1986 to 1988, 7800 miles, full history, reliable great looking bike, £6499 Tel. 01342 716859; 07938 007435 West Sussex



**CAROLE NASH**  
The care it deserves

**CLASSIC BIKE INSURANCE**

**0800 781 9291**

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

## OWENS MOTORCYCLES

AJS model 14 CSR 250cc, for restoration, must be seen, does run, 1964, v5c.....£1595  
 BSA B40 350cc restoration project, ideal trials or café racer, must be seen, V5C 1961.....£1395  
 BSA Bantam D14/4 175cc very original, runs and rides fine, V5C 1968.....£1195  
 BSA Bantam D10 175cc original condition, matching eng and frame, V5C 1967.....£995  
 BSA Bantam B175 restoration project, non matching no's, V5C 1970.....£995  
 BSA A65 Lightning restoration project, pre OIF, 1971 V5C.....£2795  
 Matchless G3LS 350cc unrestored cond, runs & rides fine, must be seen, V5C, 1956.....£2795

Reliant 700cc & 750cc Regal & Robin engines, gearboxes x4, various assorted spares, must be seen.....£CALL  
 Royal Enfield 350 Bullet, fantastic restored condition, runs and rides fine, must be seen, 1953.....£4696  
 Royal Enfield 700cc Super Meteor restoration project no docs, c.1960.....£1495  
 Royal Enfield 500 Twin for restoration, must be seen, no documents c.1953.....£1595  
 Triumph Tiger Cub 200cc matching numbers, restoration project, no docs, c.1960.....£1595  
 Yamaha TY80 schoolboy trials bike, very clean, matching nos, runs and rides fine 1974.....£995

BIKES CURRENTLY BREAKING: BSA A7/A10 B31/33 C10/11/12/15/25 B25, A50/65, BANTAM B40/44. TRIUMPH T140/T120/110/90/3TA/5TA/T20 CUB. NORTON 88/99/50/ES2/16H/COMMANDO/AJS/MATCHLESS G3L/G80.  
 British Motorcycles & Spares Bought & Sold  
 Specialists in second-hand spares for BSA, Triumph & Norton + others  
 7 Poyser Street, Wrexham, LL13 7RP North Wales Email: eldon@owensmotorcycles.co.uk  
 Please look at our New Website [www.owensmotorcycles.co.uk](http://www.owensmotorcycles.co.uk)  
 Tel: 01978 266087 MOBILE 078028 11803  
 New opening hours Wednesday - Saturday 9am - 5pm please phone first to avoid disappointment

## OXFORD CLASSIC HONDA

Visit our website on: [www.classichondamotorcycles.co.uk](http://www.classichondamotorcycles.co.uk)

1967 BSA Bantam D9 military replica, runs.....£1295	1989 HONDA CCM088 project.....£700
1985 HONDA CB125J long storage, UK bike.....EPOA	1988 JAMES Comet runs well.....£1200
1979 HONDA CB125J very original, long storage.....£1295	1988 KAWASAKI KH126 tdy, runs well.....£1295
1988 HONDA CB125TDE original, runs.....£1050	1983 KAWASAKI GPZ 300.....£1350
1971 HONDA CB250 K3 in daily use, scruffy.....£1995	1983 KAWASAKI GPZ 750 A1, very original.....£2250
1982 HONDA CB250 RSA, runs well, MOT.....£1150	1974 NZ EB176 Trophy very original.....£1295
1978 HONDA CB750P2 original, long storage.....£2995	1977 SUZUKI A50 K good runner.....£2950
1977 HONDA CB175 runs well, long storage.....£1095	2005 SUZUKI Varren 185 great fun, import.....£1895
1981 HONDA CB250 Benly, 6v, non standard.....£790	1979 SUZUKI GT250 runs well, Higepeede.....£2950
1982 HONDA CB250 Benly 12v.....£1290	2008 SUZUKI SV 6006 really nice bike.....£1095
1988 HONDA CL250G good condition.....£2250	1982 SUZUKI GS500T200, runs fine.....£1095
1977 HONDA GL1000 Plain Jane US import.....£2795	1976 SUZUKI B120 café racer, runs well.....£1395
1980 HONDA CB500 German import, fairing.....£1995	1980 YAMAHA Radian 690 good condition, MOT.....£1295
1981 HONDA CB500B lovely original bike.....£2995	1980 YAMAHA RD125LC running project.....£1295
1985 HONDA Magna 50 rare ride bike.....£1995	1981 YAMAHA BFX 400 runs well, long MOT.....£1295
1988 HONDA VFR400 R very tdy.....£1995	1980 YAMAHA XS Virago, excellent condition.....£2995
1990 HONDA CBR1000F clean and tdy, MOT.....£1295	1980 YAMAHA XJ600 long MOT.....£1295
1982 HONDA CB750 P2H runs well, MOT.....£1695	1982 YAMAHA DT225 MX, nicely restored.....£2250
1981 HONDA CB250 Benly, 6v, non standard.....£750	

TELEPHONE: 01865 326358 MOBILE: 07790 269020  
 CLASSIC JAPANESE MOTORCYCLES BOUGHT AND SOLD  
 PX ALWAYS WELCOME, MANY JAP SPARES IN STOCK



Since 1975

PX WELCOME,  
 CASH FOR YOUR  
 MOTORCYCLES

WE CAN DELIVER

LOCATED  
 IN EAST  
 SUSSEX,  
 ENGLAND

PHONE  
 07989 751567

See our photos  
 on the web

1970 Triumph T120RT 750 Bonneville rare AMA homologation model.....EPOA  
 1968 Norton 750 Commando Fastback, all matching nos, freshly restored.....£12,999  
 1969 Norton Commando 750 S type restored.....£11,999  
 1937 Ariel 500cc Red Hunter, single high pipe model, the one to have, original numbers, superb.....£11,999  
 1970 Norton Commando 750 S matching no's, looks and sounds fantastic.....£9999  
 1971 Dunstall Norton 750 Commando Roadster superb.....£9999  
 1973 Honda CB500/4 8000 miles, in fantastic condition, ready to ride or show.....£9999  
 1971 Triumph TR6C 650 Trophy twin restored.....£7999  
 1957 Triumph 5T speed twin, ex Kent Police, original numbers, fully restored.....£7999  
 1978 Triumph T140E 750 export Bonneville, all original.....£8999  
 1967 Greeves Anglian THS 250cc trials, restored, registered.....£5999  
 2008 Triumph T100 900 Bonneville, 13k, immaculate.....£4999

Email: [paul@classicbikes-sussex.co.uk](mailto:paul@classicbikes-sussex.co.uk) [www.classicbikes-sussex.co.uk](http://www.classicbikes-sussex.co.uk)  
 @classicbikes\_sx CHECK OUR WEBSITE FOR DAILY STOCK UPDATES

## www.drclassic.co.uk

D. R. Classic Motorcycles Ltd. (Burton-upon-Trent) Tel: 01283 536379  
 Post-war British & German Classic bike enthusiasts

Export no problem!  
**WANTED!  
 WANTED!**  
 CLASSIC  
 MOTORCYCLES  
 ALWAYS WANTED!  
 Bikes & collections  
 bought outright for cash!  
 in all conditions.  
 Delivery & Collection Service



**D.R. Classic Motorcycles Ltd.**  
 VIEWING STRICTLY BY APPOINTMENT ONLY!!!  
 TEL 01283 536379 MOB 07889 292536 [richard@drclassic.co.uk](mailto:richard@drclassic.co.uk)  
 Many more bikes!! Range of 50-60s & 70's classics always in stock -  
 Check out the website! [www.drclassic.co.uk](http://www.drclassic.co.uk)

## AMERICAN READERS!!



# CLASSIC BIKE GUIDE

## SUBSCRIBE & SAVE

With Motorsport  
**\$54/yr (12 issues)**

Save \$\$ and never miss another issue!

Great subscription prices for U.S.A. delivery: Classic Motorcycle Mechanics, The Classic Motorcycle, Classic Bike Guide, Classic Racer, RealClassic, Classic Dirt Bike, Scootering, Classic Scooterist Scene, Twist & Go, Motorcycle Sport & Leisure.

We stock many fine Mortons publications including:  
 SCRAPBOOK SERIES (Triumph, BSA and Norton), AVIATION CLASSICS, THE ENCYCLOPAEDIA OF CLASSIC MOTORCYCLES, JUST ROSSI, ISLAND RACER, JAGUAR.



7164 County Road N #441, Bancroft, WI 54921  
 715-572-4595 \* [Chris@ClassicBikeBooks.com](mailto:Chris@ClassicBikeBooks.com)  
[www.ClassicBikeBooks.com](http://www.ClassicBikeBooks.com)

# SMITHS MOTORBIKES

Based in Glasgow

Ambassdor 250 1956.....	£POA
BSA B31.....	£3900
Honda 250 1963.....	£2600
Honda CBR125.....	£995
Honda CBR 600, 2003, 750 miles from new.....	£3900
Matchless G3.....	£3995
Norton International 1949.....	£24,000
Sunbeam S8.....	£POA

## BARN FINDS/PROJECTS

Barn finds/Projects, please ring for details

**MORE BIKES AVAILABLE - Just contact me!**

**BIKES WANTED - ANYTHING CONSIDERED**

Wanted Indian motorcycle

Pick up and delivery service

**07711 396 306**

**ted.mcbride@gmail.com**



**cbg's pick**



**VELOCETTE VIPER** 1956, orig transferable reg, log book plus V5C, s/s guards, great paint and chrome, magneto recon, previous owner 30 years, £5750. Tel. 01763 272339.



**TRIUMPH T120R** Bonneville, 1971, great clean bike, runs well, bike mechanically sound, great rattle free engine, ready to go, £5500 Tel. 07365 297414 Hants



**TRIUMPH T120R** 1971, vgc, matching numbers, OBM project bike, rebuild history, electronic ignition, alloy rims, new rear tyre, £6499 Tel. 07938 007435 West Sussex



**TRIUMPH T140ES** Bonneville, 750cc, electric start, 1981, one owner, 9800 genuine miles, good condition, £5750 ono Tel. 01495 759234 Gwent



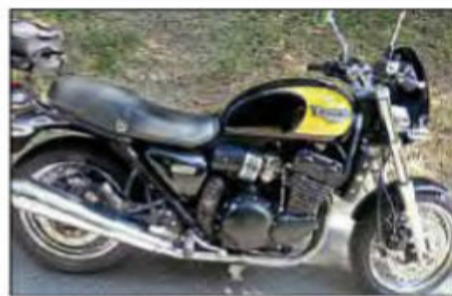
**TRIUMPH TIGER CUB** 1964, matching nos, original reg, V5C, beautiful bike, £2850 Tel. 07743 370641 Stoke-on-Trent



**TRIUMPH TR6** Trophy, 1968, matching numbers, fully restored, MoT & V5, plus build sheet, genuine Triumph workshop manual and owners handbook, £8250 Tel. 07746 639782 Kent



**TRIUMPH TR65S** 1965, Morgo, 750cc, brake upgrade, lead free conversion, Alistar Hillaby, 48,000 miles, Sorned since 2006, £6000 Tel. 01254 247113 Lancs



**TRIUMPH THUNDERBIRD** Sport, 2004, 31,000 miles, vgc, MoT, only two owners, two keys and history, owned since 2005, recent carb clean and service, £3400 ono Tel. 07552 759751 Kent



**TRIUMPH TR6R** Trophy, 1966, USA spec, with matching numbers, been fully restored and is in showroom condition, offers around £7500 Tel. 01670 513483 Northumberland



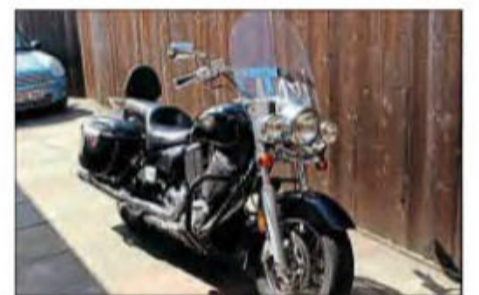
**TRIUMPH TRIDENT** 750cc Cafe Racer, 1993, unique classic styled custom built bike reliable and rides very well, MoT, £2350 ono Tel. 07788 646345 Doncaster



**VELOCETTE Le Velo**, 1949, 149cc engine, new big and small ends fitted by Alpha, refurbished wheels with new spokes £1800 ono Tel. 07798 902451 Cumbria



**VELOCETTE MSS** 1956, same owner since 1966, all original numbers, fuel tank ethanol proof lined and superbly refinished last year, £6500 ono Tel. Gordon 07763 806385 Kent



**VICTORY V92** Touring, 52 reg, 17,000 miles, MoT June 2019, £3850 Tel. 07712 977967 Worcs



**VIRAGO 535** 1994, L reg, MoT, good starter & runner, new battery, new carb kits, 4618 miles, good condition, £950 Tel. 07818 062286 Essex



**YAMAHA V-MAX** 1996, only 3400 miles, full power 145 bhp, original hand book and keys, immaculate £6000 Tel. 07753 166612 Hampshire



**YAMAHA XJ650** 1981, Maxim custom model, excellent working order and condition, recent service, MoT, nice chrome and paint, £1500 Tel. 07504 327299 Devon

**CAROLE NASH**  
The care it deserves

**CLASSIC BIKE INSURANCE**

**0800 781 9291**

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

# BACK ISSUES

**£4.95**  
**EACH**

(inc p&p)

For EU and ROW, please see  
[www.classicmagazines.co.uk](http://www.classicmagazines.co.uk)

Whether it's recent releases or vintage copies, step back in time and browse through the ages with the *Classic Bike Guide* back issue collection.

**OVER 250 ISSUES ARE AVAILABLE TO ORDER TODAY AT CLASSICMAGAZINES.CO.UK**



**JUNE 2018**

■ NATIONAL MOTORCYCLE MUSEUM We sent Rachel to have a go at the NMM



**JULY 2018**

■ Bike Shed show  
Buying Guide – BSA A65  
New Classics – Triumph Thruxton R



**AUGUST 2018**

■ BSA Royal Star  
Wheels and Waves  
Honda CBX – the restoration



**SEPTEMBER 2018**

■ Bedfordshire bobber  
It's Beezumph time!  
Triple-pronged attack!



**OCTOBER 2018**

■ The ultimate replica  
Young guns - Malle Mile and Cafe Racer Cup. BSA B31 restoration



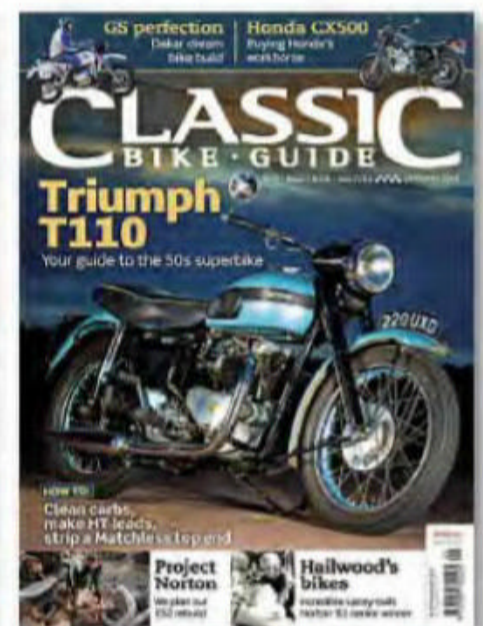
**NOVEMBER 2018**

■ New Royal Enfield 650 twins  
New Retro – Ducati Scrambler  
MV Agusta 125 Sport



**DECEMBER 2018**

■ Supercharged record-breaker –  
Triumph. Royal Enfield 500 Classic  
Restoring a Triumph T21



**JANUARY 2019**

■ Buying Guide – Triumph T110  
How to make HT leads  
Matchless rebuild

**OTHER ISSUES ALSO AVAILABLE – ORDER YOUR BACK ISSUES NOW!**

May 2018, April 2018, March 2018, February 2018, January 2018, December 2017, November 2017, October 2017, September 2017, August 2017, July 2017, June 2017, May 2017, April 2017, March 2017, February 2017, January 2017, December 2016, November 2016, October 2016 – stretching back until March 1999!

## 2 EASY WAYS TO ORDER

CALL: 01507 529529 ONLINE: [www.classicmagazines.co.uk/backcbg](http://www.classicmagazines.co.uk/backcbg)

**For Sale**

**ARIEL RED HUNTER** 1937, 500cc, road ready but not immaculate, V5C, £6750. Tel. 07717 008924. Gloucester.

**BSA A10** 1962, Golden Flash, 25,000 miles, never restored, excellent genuine superb original condition, matching nos, £5700 ono. Tel. 01692 582182. Norfolk.

**DUCATI** single spares, mostly narrow case parts. Ducati owner since 1972, Ducati 200cc parts also wanted. Tel. 01539 722466. Cumbria.

**HONDA 250 RSA** 1981, frame swingarm yokes, V5C, seats, panels, rear wheel, switches, handlebars, various items. Velocette MOV, barrel and piston, 28mm Mk1 Amal as new. Tel. 01617 669852. Greater Manchester.

**HONDA CG125** 2004, colour red, very good original condition, in excellent running order, c/w handbook, toolkit and two sets of keys, good tyres/battery, £1275. Tel. 07504 327299. Devon.

**MOTO GUZZI** 1979, 500cc, shaft drive V twin, disassembled & stored many years, only 18,531 miles from new, requires reassembly, V5C, £1000. Tel. 01522 753100. Lincs.

**MZ ES150** 1970, on road, good condition, £1000. Tel. 07979 594328. Durham.

**MZ ES250** 1971, complete bike, dismantled many years ago, will require complete rebuild, V5C, ring for further details £650. Tel. 01530 460573. Leics.

**NSU QUICKLY** 1962, good condition, 5000 miles only. Tel. 01708 446174. Essex.

**TRIUMPH BOBBER** in bits, no engine, T100 frame, 1960, with Irish docs, £25 to get it registered in UK. Harley Davidson twin split petrol tanks, BSA forks with new stanchions, sprung saddle, pre unit Triumph gearbox, small custom speedo, BSA 8" single sided front hub, new boxed stainless spokes, rims, BSA QD rear wheel, handlebars, three new tyres, custom Harley rear Bob fender, boxes of other parts and too many to list, would make someone an interesting on off Bobber/Custom/Flatracker, but no engine available, £1350. Tel. 07501 084121 after 6pm or weekends. Hants.

**TRIUMPH TROPHY TR6R**, 1966 in stunning Pacific blue and white, the bike has been restored to a very high standard and never used, so must go, I am looking for offers around £7500 and happy to answer any questions. Tel. 07742 165860. Northumberland.

**VELOCETTE VIPER** 1957, original condition with some S fastenings, fitted with 2LS front brake, concentric carb, 12V conversion, new tank, seat and mudguards, four owners from new, original log book, Sorn, stood for a while needs new battery, photos can be sent via email if interested, collect from Shrewsbury £6950 ono. Tel. 01743 821266. Shropshire.

**SUZUKI GS500E** 2005, black, very good condition, screen & hand guards, new tyres & battery, MoT July 2019, 10,500 miles, £950. Tel. 01993 882759. Oxford.

**YAMAHA MAXIM-XJ650** 1981, custom bike with high bars in excellent working order/condition and recently serviced with MoT includes front c/bar must be seen, £1500. Tel. 07504 327299. Devon.

**YAMAHA RD200** excellent condition, 1978 model, also Gilera 125 Turismo, 1953 £2750. Tel. 07535 086798. Lancs.

**Parts For Sale**

**BENELLI 250 2C** 1976, brand new petrol tank and badges, blue, unmarked and workshop manual for 125 2C and 250 2C, very good condition. Tel. 07905 824998. Essex.

**BMW F800** GT/5T, Remus Hexacone end can, good condition, road legal with cert, £150 cost £360. Tel. 01865 371094. Oxon.

**BSA A65** kickstart lever genuine as new, £35. Matchless early G3 piston, very good, £15. Early post war headlight, genuine, £40. WD branded tyres 325x19, good, £20 pair. Tel. 07711 956049. South Yorkshire.

**BSA A65** kickstart genuine as new, £35. 400x18 trials tyre, very good, £15. DB32 polished flywheels and conrod needs bigend, crankpin, £100. Late (alternator) B31, flywheels, £75, 1940s, Genuine Lucas headlight, £45. Tel. 07711 956049.

**BSA B31** cylinder heads, con rods and various other A&B related parts, please ring for details. Tel. 07779 742629. Cornwall.

**BSA GOLDSTAR** 1950s, 23 tooth sprocket, for BSA or Goldie as new, £5. Also gearbox shaft for BSA or Norton not sure which, not worn or chipped splines, good condition, £20 photo available. Tel. 01691 676408. Shropshire.

**BSA LIGHTNING** kickstart, genuine as new, £30. Gold Star DB32 flywheels and conrod, polished, needs big end, £150. Lefthand Gold Star rear mudguard support, rechromed, £20. Alternator type B31 flywheels, very good, £70. Tel. 07711 956049. South Yorks.

**ITALIAN PARTS:** large accumulation various makes, includes Ducati, Benelli, Cagiva, Laverda, Morini sell or exchange anything considered. Tel. 07833 906288. Essex.

**KAWASAKI 600** 1980, rolling chassis, resprayed, ideal for project, just needs engine, £300. Hagon Grass Track frame project bike, engine available offers in region of £400 ono. Tel. 01543 683891. Staffordshire.

**MONOBLOC CARBS** complete 376, bargain £60 for the two, six months old p&p at cost. Also T120 back wheel sprocket, 46 teeth, bar end mirrors, £10 each bargain like new. Tel. 07443 642408. West Yorkshire.

**NORTON COMMANDO** Fastback FI/glass tank, green c/w cap, good condition, £95. BSA A65 crankcases (bare) £175; cam, £25. Tel. 01772 783774. Lancs.

**NORTON MANX STYLE** alloy oil tank, as new never used, £175 ono. Norton slimline oil tanks x two, £35 each. Tel. 08796 588380. Notts.

**PAIR OF T140E** crank cases from a 79 bike good condition, want to sell or trade for 82 TSX parts like switches or fork stanchions, also interested in most TSX bits at the right price. Tel. 01628 668799.

**STANLEY HEADLAMP** Reflector Moped/Motorcycle, no bulb holder, but good condition, 4-1/2" diameter, £5 (£3 p&p). Tel. Richard 01842 819969.

**SUZUKI RGV125** OE front disks, good condition 2 of £30 each; also Yamaha TZ125 front disk, £30, will post out at cost. Tel. 01226 297119. South Yorkshire.

**TRIUMPH 8"** twin leader wheel complete, powder coated hub, stainless spokes, Motad alloy rim, brake plate blasted with stainless polished levers. Tel. 07714 190997. Lincs.

**TRIUMPH SPARES:** mid 1950s, 6T Thunderbird pre-unit crankcases, £185. Alloy pre-unit Tiger 100 cylinder head. 10mm centre plug modification, no broken fins, bare, £165. Pair of rocker boxes and rockers complete for T100, £150. Tel. 02476 443801. Coventry.

**TRIUMPH T100** 12 volts, coils with all brackets ready to bolt on. Tel. 01933 355796. Northants.

**TRIUMPH T120** 1964 engine complete vapour blasted nos crank and rods, new Morgo 750 kit, refurbished large valve head, new polished primary and timing covers. Tel. 07714 190997. Lincs.

**TRIUMPH UNIT** two ignition coils E6388, new with brackets E6389, two off left bracket F6943, right bracket F6944 with all bolts, £50. Air lever 12/608 7/8 bars, £4. Two battery retainers F6899, £5. Fender bridge, £5. Gearbox parts main shaft T3893 lots of parts for gearbox. Tel. 01933 355796. Northants.

**TRIUMPH UNIT PARTS:** two 12 volt coils E6388 new with brackets E6389 two off left coil bracket F6943, right coil bracket, F6944 with all bolts, £70 air lever 12/608, 7/8 bars new £4 two battery retainers F6897, £5 head light with rim no glass, new £20. Fender bridge, £5, gear box parts please ring. Tel. 01933 355796. Northants.

**Wanted**

**BMW R80RT** 1991, front leading forks. Tel. 01827 285244. Staffs.

**BSA BANTAM** or similar two stroke wanted either runner or restoration project, have cash and will travel. Tel. 07538 696157. Midlands.

**HONDA C90 CUB** wanted, anything considered project or running, C50 or C70 also. Tel. 07411 280432. West Sussex.

**DAYTONA ALBATROSS** scooter wanted any condition, restored or needing work with or without V5, can collect Tel. 01748 811676 or 07810 434147. North Yorks.

**DOUGLAS 600/750** wanted 1920's/30's model any basket case condition, have Matchless G3L WD RAF trim new tyres, wheels, chains etc, no V5, not quite finished little work could exchange or sell. Tel. 01978 842668 leave message if no answer. Clwyd.

**DOUGLAS WANTED** 600/750 late 1920s/early 1930s model, any basket case condition project. Tel. 01978 842668 leave message if no answer. Clwyd.

**ENTHUSIAST LOOKING** for classic bike, anything considered, Cafe Racer or Special or project even race bike, anything considered even non runner or damaged, will travel and pay cash on collection, also looking for scrambler or trail enduro bike. Tel. 07931 557018; 01613 350497 evening. Lancashire.

**HONDA CB550K3** 1976-78, cash waiting. Tel. 07922 486015. Kent.

**HONDA CB550K** TBW 809 reg 1979, 2nd side panels wanted to finish my project. Tel. 07879 244851. Oxford.

**MOTO GUZZI** Le Mans 1, 2 or T3, 1976-80, very good to immaculate condition. Tel. 01278 722614. Somerset.

**MOTORBIKE, MOPED** any age condition, more rust the better, we need a winter project, Cornwall will travel upto 150 miles. Tel. 01872 241852.

**PREWAR BIKE** 1920s-1930s wanted for restoration project, 2 or 4 stroke, anything considered, Sunbeam, BSA, Calthorpe etc would be nice. Tel. 07984 929634. Midlands.

**PROJECT BIKE** wanted any age or condition, looking for a winter project, more rust the better, like a challenge. Tel. Mike 07422 516869. Cornwall.

**SPEEDOMETER** Smiths chronometric for British bike wanted in working order or needing repair. Tel. 07538 696157. Midlands.

**TRIUMPH Rigid 6T** crinkle pie crust front wheel/hub complete also nos Wassell Banana tank and TRW oil tank nos. Tel. Steve 07396 270365 eves. Brighton.

**TRIUMPH BONNEVILLE** Hinckley wanted non runner, scruffy or why? Also Zundapp 201, 1957 tank with decent chrome panels. Tel. 01512 608612. Merseyside.

**TRIUMPH BONNEVILLE** wanted, 1963-1966, any condition considered. Tel. 07453 808808. West Midlands.

**VILLIERS ENGINED BIKE** wanted for restoration project, older the better, single or twin, road, off road or race bike, anything considered, but prefer Greeves, Dot, James, Excelsior etc. Tel. 07984 929634. Mids.

**WANTED FOR BSA** 1939 C11 250cc, any parts why? especially correct Amal carburettor marked 74/024X or just body, MCR1 Lucas volt regulator, original Lucas T battery, Lucas horn type HF1140. Tel. Simon 01284 753974; 07783 277629. Suffolk.

**WANTED PUCH MAXI** NSU Quickly, Cycle Masters, Raleigh runabout and wisp or just parts. Also wanted any old Japanese mopeds. Tel. 07790 168224. Warwickshire.

**WANTED TRIUMPH** rigid gearbox, complete working condition for 1953, 6T stamped NA, must be good. Tel. Steve 07396 270365. Brighton.

**Miscellaneous**

**FACTORY PRODUCED** workshop manuals Triumph 650 twins upto 1969 + parts book. T150 + parts book. Norton Commando, Honda CB/CL 250/350, Honda CB72/77 tatty. MZ ETZ 125/150/251. Tatty Vincent parts list. Paul Richardson Vincent book. BSA service sheets C15/B40 B31/33. 125/150/175 Bantams 500/650 twins. Pitmans Villiers engines printed 1940 all in used condition all reasonably priced phone for details. Tel. Derek 07754 534366. West Yorkshire.

**LEATHER GAUNTLETS** with Kevlar & Thinsulate, size XL, black, brand new and still with tags attached, cost £75 sell for just £39 plus postage. Tel. Ron 02086 995307. London.

**MAGAZINES** inc Classic Mechanics 90+; CBG 60+; Classic Bike 50+; Motorcycle Sport 60+ various years, job lot or individual? Tel. 01772 783774. Lancs.

**MAGAZINES** approx 170 mixed titles classic motorcycle magazines inc. Classic Bike Guide; Classic Bike; Classic MotorCycle; Classic Racer; Practical Sportsbike, 2000-2018, open to offers, collection only from Loughborough, Leics. Tel. 01509 556255.

**MOTOR BIKE COAT** Weise Avenger jacket with detachable inner fleece, black, size L, as new condition, £79. Tel. Ron 02086 995307. London.

**MOTORCYCLE AND MOTORCYCLING** Earles Court Show magazines 1949 to 1966, all issues. Tel. 07749 616993. Nottinghamshire.

**OXFORD MONSTER** heavy duty motor bike security chain 52" long with plastic sleeve, complete with 'Viro' armoured padlock, both items in very good condition, £49 plus postage, or collect. Tel. Ron 02086 995307. London.

**RICHA BUFFALO** leather jacket, blue, two years old, size 46" but fits me perfectly 42" as new £150. Cordura w/ proof motorcycle coat, size XL, vgc, £40. Tel. 07919 672390. Lancashire.

# MORTONS ARCHIVE

over a century of motorcycle memories



To purchase a moment of motorcycling history visit **W:** [www.mortonsarchive.com](http://www.mortonsarchive.com)  
or contact Jane Skayman **T:** 0044 (0) 1507 529423 **E:** [jskayman@mortons.co.uk](mailto:jskayman@mortons.co.uk)

# Services

To advertise in Classic Bike Guide

Kieron on 01507 529413 @ kdeekens@mortons.co.uk

## ACCESSORIES



**Henry Cole**  
**HGTV**  
T shirts  
DVD's  
Accessories  
[www.henrycole.tv](http://www.henrycole.tv)

## BLAST CLEANING

**Top quality blasting and metal finishing**  
Vapour • Bead • Grit • Ultrasonic  
Fine Limit Cleaning and Finishing Specialists.  
Also Welding, Stove Enamel & Powder Coating



**ELTEC** M: 07778 439 028 • E: [eltecblasting@gmail.com](mailto:eltecblasting@gmail.com)  
Heathrow, Middlesex

## BRAKES

**BRAKE AND CLUTCH RELINING SERVICE**

- Professional Service Est 1980
- Classic, Vintage, Specials & Obsolete
- Bonded, Riveted, Machined
- Wide choice of asbestos free lining compounds
- To suit all applications, Road use, Trails & Racing
- 24 Hour mail order service




**Custom Brakes & Hydraulics Limited**  
Custom Brakes & Hydraulics Ltd, Unit 2  
Holbrook Rise, Holbrook Ind Estate, Sheffield, S20 3FG  
Tel: 01142 767971 [www.custombrakes.co.uk](http://www.custombrakes.co.uk)

## CHROMING

**Quality Chrome Ltd**

SPECIALISING IN NICKEL, COPPER, CHROME, GOLD PLATING, FULL METAL POLISHING SERVICE, ELECTRO-PLATING OF STEEL, COPPER, BRASS AND MOST ALLOYS.

There are many Chrome Platers - but few can actually deliver the goods. We Can! **FACT!**  
We can have your parts collected from your door on next day delivery anywhere in the UK. Phone today for friendly advice. Don't throw money at your motorcycle without thinking about it.

Consult the expert in this field.

ALL WORK IS CARRIED OUT BY OURSELVES IN OUR FULLY EQUIPPED PLATING PLANT.

UNIT 1 & 2, MALTON STREET, WITHAM, HULL HU9 1BA  
TEL & FAX (DAY) 01482 589838  
Email: [sales@qualitychrome.co.uk](mailto:sales@qualitychrome.co.uk)  
Website: [www.qualitychrome.co.uk](http://www.qualitychrome.co.uk)

**BRISTOL CHROME PLATING**

A full polishing, plating and restoration service for classic motorcycles offering: Copper, nickel, chrome and bright zinc plated finishes, ultrasonic cleaning and vapour blasting. Polishing finishes available including from original factory to mirror finish.

Call or email if you would like to discuss what we can offer.

Units 30-31, Barnack Trading Centre, Novershill, Bedminster, Bristol BS3 5QE  
Tel 0117 9532255  
[contact@bristolchromeplating.co.uk](mailto:contact@bristolchromeplating.co.uk)  
[www.bristolchromeplating.com](http://www.bristolchromeplating.com)

## CLUBS

**IF YOU LIKE BSA BANTAMS**  
then you're going to love us...

Events Quarterly Magazine  
Technical Info Machine Dating  
Discount Parts Club Shop



Contact: Bryan Price  
Membership Secretary  
Join the flock 01529 497304 - [www.bsabantamclub.com](http://www.bsabantamclub.com)

## DELIVERY

**MOTORCYCLE COLLECTION & DELIVERY SERVICE**

- Nationwide
- Over 20 years experience
- Fully Insured
- Competitive rates
- Secure storage available
- Satellite navigation systems fitting thus ensuring a speedy delivery which can be tracked at any time.
- All vans are fully equipped to hold your item securely.

**Call for details**

Call **ACCELERATION**  
07774 964386 or 01244 532443  
[www.accelerationcads.co.uk](http://www.accelerationcads.co.uk)

## ELECTRICAL

**AO Services**

V Reg 2a Dynamo Regulator £52  
LUCAS RITA repairs.  
6V and 12V Alternator Regulators £35  
Charge indicators £15 and BSM £22  
35 Griston Rd, Watton Thetford, IP25 6DN  
[www.AOservices.co.uk](http://www.AOservices.co.uk)  
01953 884681

**DYNAMOS**  
*DYNAMOS & only*  
**DYNAMOS**

Reconned and off the shelf  
Lucas E3L, E3LM, E3HM, E3H, E3AR, E3N, E3MD + Miller  
Lucas conversion for Velocette and Vincent  
\* Range of Spares \* Dynamos always wanted \*  
P Dunn BSc (Hons) Tel: 01782 856839

**DISTRIBUTOR DOCTOR**

Tel: 01984 629540  
Email: [martin@distributordoctor.com](mailto:martin@distributordoctor.com)  
[www.distributordoctor.com](http://www.distributordoctor.com)



423486 54410823 425219

**RECONSTRUCTIVE SURGERY FOR LUCAS DISTRIBUTORS AND PARTS**

## ENAMELING AND POWDER COATING

**West Sussex**  
Powder Coat - Stove Enamel  
2 Pack Colours & Metallics  
Fine Grade Grit Blasting  
Iron Phosphate Pro-Treatment  
Anti Corrosive Zinc Primer - Vintage to Modern  
Frames-Tanks-Wheels etc

**Vulcan Stove Enamelling Ltd**  
Est 1973  
01903 770287  
[www.vulcanss.com](http://www.vulcanss.com)

## SHOCK ABSORBERS

**NEW SHOCKS FOR YOUR CLASSIC**

Specialised shocks for most road and off road bikes from only **£76** a pair inclusive

**NJB SHOCKS**

Tel: 07788 715163  
[www.njbshocks.co.uk](http://www.njbshocks.co.uk)  
[norman@njbshocks.co.uk](mailto:norman@njbshocks.co.uk)

## NUMBER PLATES

**Chestnut Registrations**

**PAS 376**

ALL MOTORCYCLE NUMBERPLATES MANUFACTURED  
REG NUMBERS BOUGHT FOR CASH

BLACK & SILVER PLATES. VALID FOR ALL PRE 1975 MOTORCYCLES.  
Tel 0151 924 6480  
Order online [www.chestnut-registrations.co.uk](http://www.chestnut-registrations.co.uk)  
P.O.Box 333, Crosby, Liverpool L23 2WB

## NUMBER PLATES

### CLASSIC NUMBER PLATES

See us at your local show!  
Specialists in the manufacture & supply of all formats of number plates for your classic, plus any other vehicles from tractors to modern day.

From just  
**£23.50**  
for CBG  
subscribers

### NUMBER PLATE CENTRE LTD

Trade & Wholesale enquiries from UK & Worldwide welcome  
Unit 13, 272 Montgomery St, Sparkbrook, Birmingham B11 1DS  
Tel: 0121 773 8107 Fax: 0121 772 8136  
davidcollier58@hotmail.co.uk  
www.numberplatecentre.com



## WANTED PAM 22L

**Dateless or Interesting  
Registration Numbers  
With or without vehicles**

Tel. 0191 284 6766 or 07970 511777

Email: nm@inplates.co.uk

www.inplates.co.uk **22 RBC**

## PAINTWORK

**Vale Paints** As highly recommended in *Classic Bike Guide*

www.vale-paints.co.uk

• *Motorcycle Painting*

• *Full or Part Motorcycle Restorations*

• *Specialist Blasting and Polishing*

Unit 6, Meden Court, Meden Vale, Mansfield, NG20 9QU  
Tel: 01623 230474. Mob: 07713 827116



## POWDER COATING

### MERSEYSIDE SHOW WINNING FINISHERS

Top quality powder coatings, Quick turnaround,  
Grit & bead blasting, 2 pack finishing, Alloy &  
stainless welding & polishing Vintage & classic specialists

### ELITE ENGINEERING & POWDER COATINGS

THE BOX WORKS, HEYSHAM ROAD, AINTREE, LIVERPOOL  
MERSEYSIDE L30 6UR Email: eepc@hotmail.co.uk  
TEL. 0151 524 2838

## CJ POWDER COATINGS LTD

As used by RC's Mike Powell

Polyester powder coating and shot blasting  
services

Over 22 years  
of experience

QUALITY FRIENDLY  
SERVICE,  
AT THE RIGHT PRICE

Unit 8, Humberston Business Centre, Jackson Place,  
Grimsby, NE Lincs. DN36 4AS

Tel: 01472 211222 Fax: 01472 211333

## RESTORATION

### MOTORCYCLE SEAT RENOVATION SERVICE

SUPPLIERS OF NEW SEATS FOR MOST BRITISH CLASSIC BIKES  
LOOSE COVERS & FOAMS SUPPLIED

### R. K. LEIGHTON

UNIT 2, PARTRIDGE COURT, PRICE STREET, BIRMINGHAM B4 6JZ  
TEL: 0121 359 0514

Email: info@rk-leighton.co.uk www.rk-leighton.co.uk



## SHIPPING

THE CAR & MOTORCYCLE  
**SHIPPING**  
SPECIALISTS  
WWW.SHIPPIO.COM

- International collection and delivery
- Crating & container loading
- European & International transport by air, sea & road
- Customs clearances & local advice
- Depots & agents across the globe
- Insurance policies

**Shippio** CAR & MOTORCYCLE SHIPPING  
www.shippio.com Email: info@shippio.com Tel: +44 (0)1604 419 815



"TRULY A PROFESSIONAL  
ORGANISATION OF THE  
HIGHEST ORDER"  
JAY LENO

## SPARES

### Greystone Enterprises

New And  
Used Spares

Triumph Tiger  
Cub Specialist

10% Discount  
for GUB CLUB  
Members

Tel: 01227 262799 9.30am to 5pm Mon-Fri. E: mail@triumphtiger Cubs spares.co.uk  
Worldwide shipping. Order over the phone, via our ebay store.  
(Greystones Tiger Cub Warehouse) or through our website  
www.triumphtiger Cubs spares.co.uk

Unit 31 Reeves Yard, Warwick Road, Whitstable, Kent CT5 1HX Visitors strictly by appointment only.

## SPEEDOMETER REPAIRS

www.classic-speedometers.com

### Classic Speedometers

Smith's Magnetic Motorcycle Instrument Repairs, Restoration & Sales

Call Stuart Walker

07941 020161 01623 400575

info@classic-speedometers.com

110 Chesterfield Road North Mansfield, Nottinghamshire NG19 7HZ

Clocks  
always  
wanted

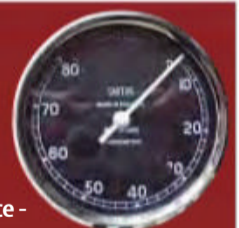


### Ian Bartram Speedo's

Chronometrics repaired, restored, recalibrated.

Also clocks to anti-clock conversions  
(speedo's or rev counters), PA speedos, 8 day  
and Quartz clocks, prewar amp meters.

All instruments to original specs. Fast efficient service -  
Reasonable prices 12 months guarantee.



WE ARE ALSO HAPPY TO PURCHASE FAULTY SPEEDO'S OR TAKE THEM IN PART EXCHANGE  
Ian Bartram, Enfield Mill Lane, Barnby, Beccles, Suffolk NR34 7PZ. Tel 01502 476612

## STAINLESS STEEL

www.stainlessmiddleton.co.uk

STAINLESS ENHANCE YOUR MACHINE FOREVER

BOLTS • ALLEN SCREWS • NUTS • WASHERS • HOSE CLIPS • NIPPLES • BAR • ETC  
CYCLE, BSF, BSW, BA, BSP, UNF, UNC, METRIC AND METRIC FINE

ASK YOUR FRIENDS... WHO HAS THE WIDEST RANGE? WHO HAS THE BEST  
QUALITY? WHO HAS THE BEST MAIL SERVICE?

### D. MIDDLETON & SON

Unit 5, Lady Ann Mills, Batley, West Yorks, WF17 0PS  
CALLERS WELCOME BY APPOINTMENT

Tel: 01924 470807 24-hr

Fax: 01924 470764

Email: sales@stainlessmiddleton.co.uk



VISA MasterCard PayPal

38th YEAR  
OF TRADING



### TRAILERS

**DAVE COOPER**  
BIKE RACKS

*The NO.1 Name*

**COLLAPSIBLE TRAILERS**

Price includes light-board and ramp  
**Single Bike £329**  
**Double Bike £399**  
**Treble Bike £439**  
**Quad/Sidecar £385**  
 Tow bars: supply and fit or DIY kit available

Spare wheel £30 extra. Each trailer comes with independent suspension, clip-on loading ramp, tie-down loops, security locking facility, removable light board. New wall-mounting brackets to hang trailer on your garage wall: £15/pair. Delivery service available.

Tel: 01732 820 082      Mobile: 07860 702 112  
 Email: info@davecooper.co.uk      www.davecooper.co.uk

Dave Cooper, Unit 7 Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH

### TRANSFERS

**CLASSIC TRANSFERS**  
ROBERT DERRICK LTD

Visit our new fully illustrated website with secure online ordering facility!

James Tank Badges now available to order.

9.00am - 1.00pm (Mon - Fri)  
 +44 (0) 1454 260596

Printed catalogues available on request

The badges are 2.375" dia with holes centres at 2.0625" - £55.00 Pair

Call Today!

www.classictransfers.co.uk  
 service@classictransfers.co.uk

Classic Transfers, PO BOX 17, Wotton-Under-Edge, GL12 8YX, United Kingdom  
 Marcia Derrick  
 MC graphics by Adam Wilson

## CLASSIC BIKE GUIDE

To advertise in the next issue call Kieron on **01507 529413**

Booking deadline **Thursday, 7th March**

On sale **Wednesday, 27th March**

### VINTAGE TYRES

**SADDLEWORTH**

Email: saddleworth7@gmail.com      www.saddleworthclassics.co.uk

**CLASSIC TYRES**

<b>AVON:</b>	
300x19 rib	£68.00
325x19 rib	£71.00
325x17 rib	£88.00
300x20 rib	£88.00
325x17 SM	£85.00
400x18 SM	£92.00
350x19 SM	£78.00
350x19 Sidecar	£71.00
<b>DUNLOP:</b>	
360x19 TT100	£110.00
410x19 TT100	£113.00
425/85x18 TT100	£123.00
<b>OTHERS:</b>	
325x18 rib	£90.00

Top Quality tubes from £15.00 each (Flim Tapes £3.00) other makes and sizes available. Nothing more to add except post and packing  
 £12.00 per tyre. Fitting service available  
 Callers welcome, but please telephone first to avoid disappointment  
 Normally open Wed-Sat 9.30am - 5pm  
**QUALITY WHEELBUILDING at COMPETITIVE PRICES**  
*Please ring.*

Knarr Mill, Oldham Road, Delph, Oldham, Lancs. OL3 5RQ  
 Telephone: 01457 872788

The finest bikes from the most memorable eras...

SUBSCRIBE or RENEW...



classicmagazines.co.uk



01507 529529

PAGES 18 & 19



## CLASSIC BIKE GUIDE

DIGITAL IS HERE!...

www.mortons.co.uk/cbg



# International Norton

Cammy single beauty || Honda CB750 || Indian Junior Scout || Velocette Venom  
Hailwood's machines || How to: Build wheels || Project Norton || Rebuilding our Matchless - still!

## Who's who ||

**EDITOR** || Matt Hull  
editor@classicbikeguide.com

**PUBLISHER** || Tim Hartley  
thartley@mortons.co.uk

**SENIOR DESIGNER** || Kelvin Clements

**DESIGNER** || Tim Pipes

**PICTURE DESK** || Paul Fincham, Jonathan Schofield

**EDITORIAL ASSISTANT** || Jayne Clements

**PRODUCTION EDITOR** || Sarah Wilkinson

**DIVISIONAL ADVERTISING MANAGER** || Billy Manning

**ADVERTISING** ||

Matt Hansom 01507 529413  
mhansom@mortons.co.uk

Kieron Deekens 01507 529576  
kdeekens@mortons.co.uk

**ARCHIVE ENQUIRIES** || Jane Skayman  
01507 529423 jskayman@mortons.co.uk

**SUBSCRIPTION MANAGER** || Paul Deacon

**CIRCULATION MANAGER** || Steven O'Hara

**MARKETING MANAGER** || Charlotte Park

**PUBLISHING DIRECTOR** || Dan Savage

**COMMERCIAL DIRECTOR** || Nigel Hole

**EDITORIAL ADDRESS** ||

Mortons Media Group, Media Centre, Morton Way,  
Horncastle, Lincs LN9 6JR

**WEBSITE** ||

www.classicbikeguide.com

**GENERAL QUERIES AND BACK ISSUES** ||

01507 529529 24hr answerphone  
Email: help@classicmagazines.co.uk  
Web: www.classicmagazines.co.uk

**SUBSCRIPTION** ||

Full subscription rates (but see page 18 for offer):  
(12 months 12 issues, inc post and packing) – UK  
£50.40. Export rates are also available – see  
page 18 for more details. UK subscriptions are  
zero-rated for the purposes of Value Added Tax.

**DISTRIBUTION** ||

Marketforce UK Ltd, 5 Churchill Place, Canary  
Wharf, London E14 5HU. 0203 787 9001

**USA SUBSCRIPTIONS** ||

CLASSIC BIKE GUIDE (USPS:002-674) is published  
monthly by Mortons Media Group Ltd, PO Box  
99, Horncastle, Lincolnshire LN9 6LZ UK. USA  
subscriptions are \$54 per year from Motorsport  
Publications LLC, 7164 Cty Rd N #441, Bancroft WI  
54921. Periodical Postage is paid at Bancroft, WI  
and additional entries. Postmaster: Send address  
changes to CLASSIC BIKE GUIDE, c/o Motorsport  
Publications LLC, 7164 Cty Rd N #441, Bancroft WI  
54921. 715-572-4595 chris@classicbikebooks.com

**PRINTED BY** || William Gibbons & Sons,  
Wolverhampton. ISSN No 0959-7123

**ADVERT DEADLINE** || March 11, 2019  
**NEXT ISSUE** || March 27, 2019





## FRANK WESTWORTH

### GO ON, GO FOR A RIDE

Endless debates are endless because they're interesting. Or not...

*"I was only thinking because I wasn't worrying about failing to get where I was going and freezing to death."*

**W**HAT A SUPERB WEEK FOR A MOTORCYCLE ride! Not this week, the week when you're reading this magazine, but the week in which I'm writing this simple celebration of delight, which is the last few days of January and the first few of February. You will remember them: snow closed the country and even caused the postponement of my favourite old bike show, the Big Bristol Bash, which has a longer posher official name but I'm sure you know what I mean.

The snows were forecast for a long while in advance. Sometimes the most exciting items on the news are the weather forecasts. The tension, the suspense, the pacing, the nail-chewing angst. Also the gazing out of the window and thinking it would be a good day to get away from the desktop and into the roads. I enjoy the latter but spend too much time staring at a screen. It is the modern way. So I went off for a few days away, up north, into the Welsh March, which contains several of my favourite destinations and indeed roads. I can always find an excuse, and in this case it was to ride around on an old Honda. Into every life a little snow must fall.

The ride was great, thanks for asking. It really was. I took a modern motorcycle, for obvious reasons which need no explanation, but because you may be getting grumpy I'll simply mention self-starting, reliability, great lights, ABS brakes and vast comfort. Which got me thinking. I was only thinking because I wasn't worrying about failing to get where I was going and freezing to death, and had been enjoying or enduring (your choice) one of those great and interminable debates about what constitutes a classic bike. You'll have your own thoughts, which will be entirely correct even though others may disagree and be therefore incorrect, but in this case a classic is... a bike I do not want to ride in January when I have several hundreds of our British miles to cover and the forecast is for snow.

Which is interesting, at least to me, because earlier in this long life I would have suggested that a classic was a bike I'd want

to ride everywhere every day, regardless of all other factors.

I awoke on the morning after an entirely convivial night before, and listened to the radio weather forecasts. This is always a bad move, for the forecasters see themselves as frustrated rock stars or something and feel some bizarre need to put on a performance rather than remarking that 'baby, it's cold outside', or something like that. It was cold outside. The skies hung like dying balloons and sleet was in the air. Perfect day to ride a few hundred miles on a non-classic motorcycle, I decided, which was just as well as I was those several hundred miles from home and the blizzards (Shock! Panic!) were on their way. Whoopee, so forth.

And I rode home through a huge deluge, occasionally sleety, occasionally freezing. But that's winter. That's what winter does. And I could always take the car, as I reminded myself as water started to trickle down my chest. After reminding myself I reminded myself that in this case I would have stayed at home rather than take the car. I enjoy motorcycling. Car driving is a chore. A functional and useful chore, but a chore all the same.

But I am delighted to reveal that my classic waxed-cotton jacket no longer leaks, nor does it smell like a long-dead dog. How so? Because it has been revived, restored and rewaxed – a process of which I had been gratefully unaware until I remarked in occasionally polite company that I was going to throw away the elderly jacket – circa 1986 – and replace it with a new one. But no, shouted the online community; restore it! So I did. It's great, if far too big. And I could have bought a new one for the same cost, or two new ones from other manufacturers, jackets made in China, in fact, but with British names.

So let's try another definition of 'classic'. Something worth expending the cost of a new replacement to repair. So I have a restored jacket, and the BSA on the bench has already cost as much as a new Mash and is still years away from running.

And life goes on... **CBG**

**Frank Westworth** is the editor of *RealClassic* magazine, the latest in a long series of publications that began in 1982 when he was bullied into producing *The Jampot*, the previously excellent magazine of the AJS & Matchless OC. He was also founding editor of *Classic Bike Guide* and has returned as a columnist as a penance. Or something. He has a mysterious obsession with riding obscure and elderly motorcycles, which he does very slowly...

THE NATIONAL ASSOCIATION  
FOR BIKERS WITH A DISABILITY INVITE YOU  
TO ATTEND THEIR NATIONAL RALLY FOR 2019

**28th**  
ANNIVERSARY

# YOU'VE BEEN NABBED

10TH-12TH  
MAY 2019



THE CHESHIRE  
SHOWGROUND,  
PICKMERE LANE,  
TABLEY, KNUTSFORD,  
CHESHIRE, WA16 0JE.  
(JUNCTION 19 M6)



**"YOU DON'T  
HAVE TO BE DISABLED!  
YOU DON'T EVEN HAVE TO  
BE AN NABD MEMBER.  
IF YOU LOVE BIKING YOU WILL BE  
WELCOME. DON'T MISS OUT ON  
THE BEST 'VALUE FOR MONEY'  
BIKE RALLY OF 2019.  
BOOK YOUR  
TICKETS NOW!"**

Featuring live music from  
**FIFTEEN GREAT BANDS IN  
TWO MARQUEES**

The very best in stand-up comedy  
**THE FROG & BUCKET COMEDY  
CLUB ROADSHOW**

**TICKET PRICES:** Advanced tickets (Before May 1st)  
£30.00, On the gate £35.00 (subject to availability). Usually  
sells out in advance so book early. Passes for cars and vans  
are available via 0844 415 4849. Strictly no dogs allowed (except  
licensed disability assistance dogs)



**BIKE/TRIKE SHOW BY BACK STREET HEROES MAGAZINE**

3 x bars (No alcohol will be permitted through the gate, we have three bars  
selling a wide range of beers wines and spirits at very reasonable prices.)  
2 x discos - 2 x exotic dancers - loads of tradestands -  
hot showers - kids games - kids entertainer -  
excellent toilets (disabled access) & much more ...

**LIVE MUSIC • COMEDY •  
COMPETITIONS • GAMES •  
PARTY ATMOSPHERE • TRADE  
STANDS • AND LOTS MORE**

For more details contact NABD,  
Unit 20, The Bridgewater Centre,  
Robson Avenue, Urmston,  
Manchester, M41 7TE.  
T: 0844 415 4849 OR  
office@thenabd.org.uk

**SATURDAY THEME -  
PIRATES**



Prizes for best outfits/make-up



**www.nabd.org.uk**

# CLASSIC MOTORCYCLES LTD

## ALWAYS BUYING & SELLING - PART EXCHANGES WELCOME

**WANTED CLASSIC MOTORCYCLES - BRITISH & JAPANESE UP TO 1980 - COLLECTION FROM ANYWHERE**

### ITALIAN CLASSICS CLEARANCE - ALL REDUCED



**BENELLI Leoncino Normale**, 123cc, 1955..... £1,299



**DUCATI SL48**, 1966..... £2,999



**DUCATI 290GT** 284cc 1966, Stunning..... £8,250



**DUCATI 400 Super Sport** 1997..... £3,500



**MOTO GUZZI CATRIA**, 1963, 172cc..... £1,999



**MOTO GUZZI V50 Mk III** 500cc 1983..... £4,750



**MOTO GUZZI Cardellino** 55cc 1955 Matching Nos..... £3,999



**MOTO GUZZI Cardellino** 1958..... £1,750



**MV AGUSTA 125 TRE** 1965..... £3,150



**MV AGUSTA AB Tarismo** 175cc, 1957..... £2,500



**MV AGUSTA 175 AB America** Lusso 1958..... £4,250



**AUSTIN Mini Cooper S** 1966, 1270cc..... £42,999



**ARIEL Leader** 250cc 1982 Matching Nos..... £3,800



**BMW F650 FJ** 1985..... £1,999



**BMW R100RT** 900cc 1986..... £3,999



**BSA BANTAM Super** 160cc, 1956..... £2,850



**BSA Beater Super** 175cc 1961..... £1,850



**BSA BANTAM** 175cc 1971..... £2,900



**HONDA CB360** 1975 Choice..... £3,999



**HONDA CD175**, 1978..... £1,499



**HONDA C50**, electric start, large choice from..... £1,750



**HONDA S65** 1965..... £3,750



**HONDA CT90** 1970 89cc, choice of 5..... £2,395



**HONDA Dream 250 Twin** 1978 UK Bike..... £2,999



**HONDA CL350**, 1971, choice of colours..... £3,999



**HONDA CB450** 1973..... £3,999



**HONDA SL125** 1971..... NOW £2,250



**HONDA CB125 Twin**, 1973..... £2,750



**HONDA CB550 Four Super Sport** 1976 544cc..... £3,850



**HONDA CB72** 1964 249cc..... £5,999



**HONDA CD175** 1975..... £1,999



**HONDA CBR1000F-H** 1987 MOT'd 07/19..... £1,750



**HONDA CB500 Four**, 1975..... £3,999



**HONDA 400 Four** 1975..... £5,499



**HONDA CD250U** 1990 233cc..... £1,999



**HONDA CB300** 1974, 350cc, UK bike..... £2,899



**KAWASAKI F7** 175cc, 1971, Electric Start..... £2,999



**SUZUKI Beamish** 1976/77 250cc..... £2,250



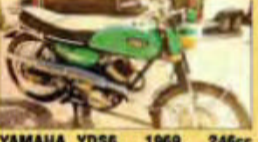
**YAMAHA AS1** 125cc, 1971, matching nos..... £3,750



**YAMAHA CS-2E** 1970, 180cc, matching nos..... £3,500



**YAMAHA DS7** 1972 247cc, choice of two from..... £3,450



**YAMAHA YDS6**, 1969, 246cc..... £3,500



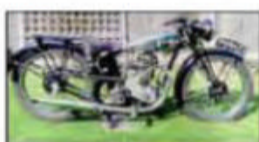
**BSA Gold Star D8034** Chuburn 800cc, choice of..... From £79,999



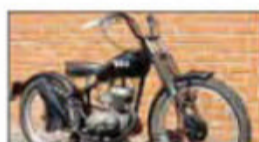
**BSA B44 Victor** 1967 441cc..... £4,999



**BSA Rocket 3** 1968 700cc..... £14,999



**BSA B34-2** 249cc 1934..... £3,999



**BSA Beater Beater Special** D1400 1964..... £2,800



**YAMAHA RD350**, 1974, 347cc..... £5,999



**YAMAHA RD250** 1973 Matching Numbers..... £4,250



**BSA Spitfire Replica** 500cc 1999 A265..... £6,750



**BSA B21** 300cc, 1966..... £4,499



**BSA B123** 400cc OHV 1956..... £4,999



**BSA BANTAM BURGHAM** Pastoral 1967, 175cc Matching Nos..... £3,500



**BSA Rocket 3 Mk II** 760cc 1971..... £19,999



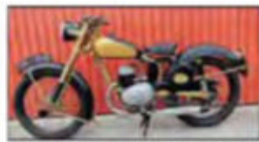
**BSA GOLDSTAR D8034** 1968, Powermax engine with electric start..... £22,500



**BSA Rocket Gold Star** 650cc, 1962 and 1963, choice from..... £23,999



**BSA A10 Rocket** 800cc 1967..... £3,999



**FRANCIS BARNETT Norton** 671003, Fitted 147cc 66/60 Engine..... £1,750



**FRANCIS BARNETT Falcon** 68 187cc 1962..... £2,700



**FRANCIS BARNETT Crusier** 84 249cc 1968..... £2,999



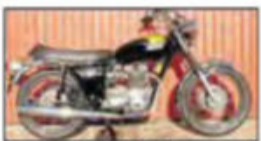
**JAMES Coffer** 149cc, 1962, original reg, Bull leg break & VGC..... £1,495



**ROYAL ENFIELD Constellation** 152cc 700cc..... £3,999



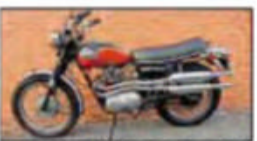
**ROYAL ENFIELD Interceptor** Mark I 700cc 1962..... £3,299



**TRIUMPH Trident** T120V 1974 741cc Matching Nos..... £3,999



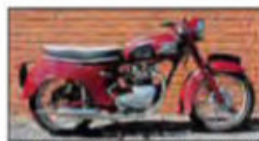
**TRIUMPH Bonneville** T120B 840cc 1961, US spec, orig..... £14,500



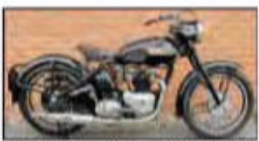
**TRIUMPH T100C** Trophy 1971 690cc..... £7,999



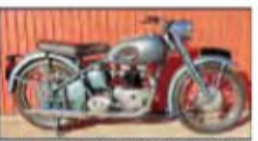
**TRIUMPH T140V** 1970 740cc Matching Nos..... £7,999



**TRIUMPH Speed Twin** STA 800cc 1961 Matching Nos..... £4,499



**TRIUMPH BT Thunderbird/Blackbird** 650cc 1964 matching nos..... £12,750



**TRIUMPH Thunderbird** BT 650cc 1968 Matching Nos..... £13,999



**TRIUMPH Tiger** T100C 400cc 1969 Matching Nos..... £3,999



**VELOCETTE Venom** Venom 1967 500cc Factory Pairing..... £12,999



**VELOCETTE Venom** Clarendon MkII 400cc 1967..... £14,999



**VELOCETTE Viper** 304cc 1966..... £9,999



**VELOCETTE Venom**, 1966..... £3,700



**VELOCETTE Thruxton**, 600cc, 1968, factory pairing..... £27,500



**VINCENT CORNET** 400cc 1968..... £24,999

**Tel: 01928 788500 MOB: 07979 852000 ASK FOR LAWRENCE**

**PO BOX 1, NORTHWICH, CHESHIRE CW8 2RD**

**Email: classicbikes1@yahoo.co.uk**

DOOR TO DOOR DELIVERY AVAILABLE THROUGHOUT UK & EUROPE. WORLDWIDE SHIPPING CAN BE ARRANGED

VISITORS WELCOME WEEKDAYS 9am-5.30pm BUT PLEASE RING FIRST FOR DIRECTIONS

PLEASE SEE EBAY SELLER ID 'CLASSIC-MOTORCYCLES-LTD' FOR MORE DETAILED PHOTOS AND VIDEOS