

24 pages **European & Japanese** Bike Guide

Kawasaki GPz750
A classic for everyday use



CLASSIC BIKE · GUIDE

BUY ▪ SELL ▪ RIDE ▪ RESTORE

OCTOBER 2019

Manx Norton

The most successful racer ever

No. 341 October 2019 £4.40
UK Off-sale date 30/10/2019 PRINTED IN THE UK





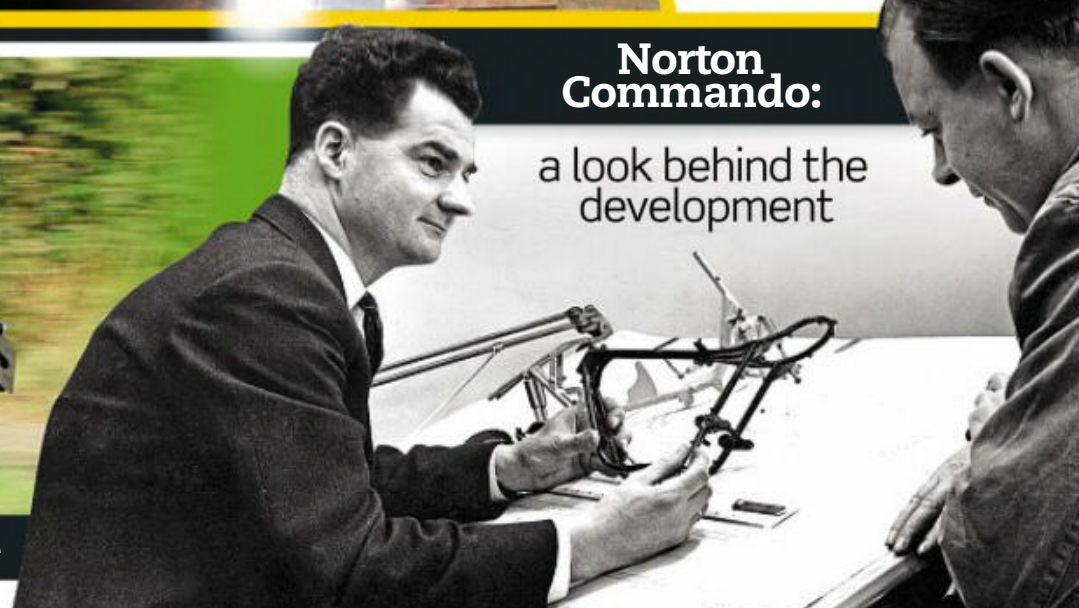
750 Atlas road racer



Triumph T120 Bonneville Ace



Learn how to weld aluminium



Norton Commando: a look behind the development

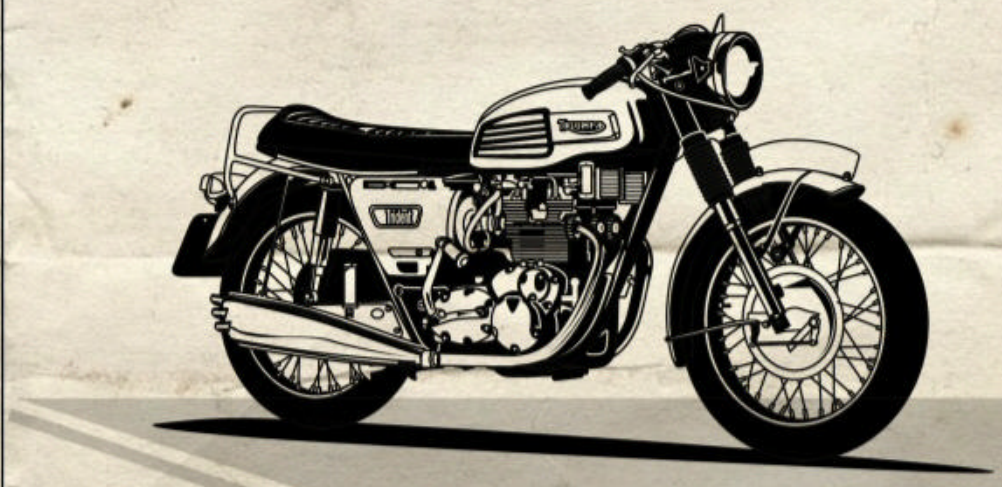
CLASSIC BIKE INSURANCE?

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

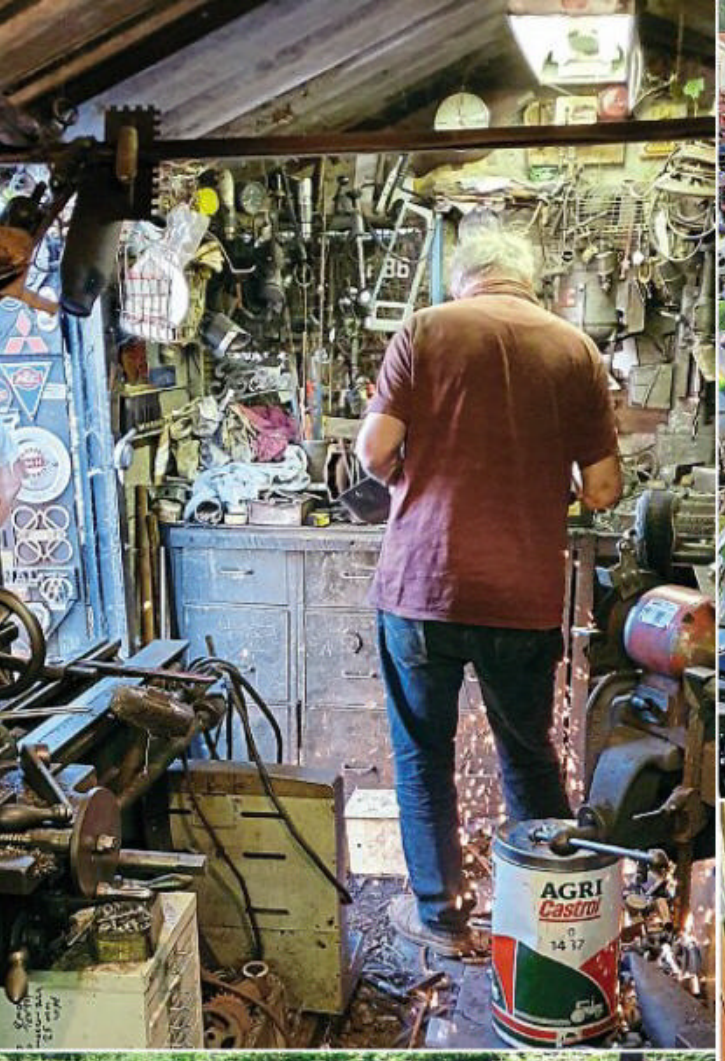
- [ ] **Call Hagerty. 0333 323 1383.**
- [ ] Go for a relaxing ride.



HAGERTY®
CLASSIC BIKE INSURANCE

HAGERTYINSURANCE.CO.UK

Hagerty International Limited is authorised and regulated by the Financial Conduct Authority (FCA Firm Reference Number 441417)









If we can't do the work, then who will?

Who has told the sun it can knock off early? Still, summer has been kind, with record numbers at our local bike meets, like Two-Wheel Tuesday at Old Buckenham and the excellent Fenlander show at Wimbotsham. It seems there's been something on every other day and I hope your area's been the same.

The TR6 has been riding beautifully, though not charging. I think a sleepy regulator is at fault, as it charges when the lights are on. Trouble is, if I find enough time to really look at it, I want to ride; so it gets left.

Sounds lazy, but when you have a dream bike to ride for a few weeks, to not make the most of it would be plain rude. And oh, how nicely it rides; those big bars, wonderful speed, flowing cornering and first-kick starting. And when I get off I still have to look back at it every time.

Only having one posterior means the Beeza has been resting, but it still makes me smile when I see it. It's slow, the lights give as much light as a politician does truth and the gearchange reminds me of a railway signalman pulling a signal lever – but with its paint peeling off the tank and knobbly tyres, it has 'that look' I love. It's not to everyone's taste, it doesn't have the kudos of the Triumph and the nut wallies love to point out what's wrong with it, but it's mine and I love it.

The Norton is looking sad. With summer shows, events and riding, I've hardly had time to eat, let alone work on the ES2. I must get that motor in one piece. Maria's Benelli is now all there chassis-wise, but the electrics are baffling me. And they're so simple! I'm refusing to ask for help and I want to sort it, so time and a clear head is all I need. And a wiring diagram would be handy.

But I'm lucky, I have an old shed I can work in and I have amassed enough tools to get by. Thanks to the people around me I have also gained enough knowledge to get stuck into most jobs. But what if I hadn't? Does having no mechanical knowledge mean that you can't enjoy old bikes?

Of course, you could learn, though this takes time and not all are suited to it (me included sometimes). But see page 88 to see a great new aluminium TIG welding course I did – I learned a lot in just a couple of days. There are mechanical maintenance courses at many evening classes, too.

But if you need someone else, where could you take your old bike? A main dealer? An independent shop? Some will have somewhere local that likes working on old bikes, yet many areas won't. Maybe, in the workshop of a new bike shop is a mechanic that would love to work on an old bike as a change from the modern machines. No laptops, few fairings to remove and getting back to basics would hopefully enthuse an older mechanic and intrigue a young one.

So together, could we build a 'classic friendly' bike shop/ workshop listing? It would be small at first, but with time we could get others interested and who knows what we'll find? We can publish it every month and you could ask your local bike businesses if they could or would work on older bikes. It's just the chance to help owners and wannabe owners of old bikes to find somewhere they can take their bike. All we need is the name, area and some way people can contact them if they're interested. What do you think? Let us know.

I'm off to pack for a great weekend of old school choppers at the Trip Out festival. Be good.



Matt Hull
editor@classicbikeguide.com

Contents

008 From the archive
Howard Davies founded a company, made a bike and won a TT

010 MOTORCYCLES THAT MATTER Manx Norton
One of the longest-serving competitive racers – and they're still winning

018 Subscriptions
Feeling tired, angry about politics or had an argument? Then why not unwind every month with *Classic Bike Guide*, delivered straight to your door, safe in the knowledge that you are saving money. Reading *Classic Bike Guide* makes you happy* (*May not be strictly true)

020 News
Just stuff about old bikes and no politics guaranteed

024 Classic TT
Didn't make it to Mona's Isle this year for the Festival of Motorcycling? We sent TT racer Adam Childs to report back

030 Products
Helmets, boots and undergarments – we've tested all you need!

034 BUYING GUIDE Suzuki B120P
The 'Bloop' was a tried and tested, if mundane commuter. But a lot of people passed their test on it and if you are looking for a little two-stroke for fun, the 'Bloop' could be it

038 BUYING GUIDE Kawasaki GPz750R
It's a great bike to ride and prices are low, so grab one while you can

044 Norton Commando – the development year
We take a fascinating look back at the short time it took to get the Commando into production with designer Roger Barlow

050 BSA X65
What's this? A Hurricane-inspired twin based on an A65 and the best news is that you can build yourself one



056 Steve Cooper
Ooh, Steve opens the can of worms

058 Paul Miles
Why don't bikers stop for bikers anymore?

062 Archive poster
An action-packed shot of scrambling, or motocross, when four-stroke was just being overtaken by the two-strokes

064 Norton Atlas café racer
A lot has gone into this bike, and it is in memory of a tough man who tested the first ejector seats!



072 NEW RETRO Triumph T120 Bonneville Ace
A Bonnie with a 1200cc engine and limited edition touches is always going to impress. What a great bike

076 What's on
The sun is getting lazy so get out there now

078 Letters
One of the most knowledgeable Ariel specialists puts us right about Slopers

082 Basic electrics
Just a quick guide to help your first forays into the nest of wiring

084 How big's your 'ole?
Measuring barrels and pistons will save you time and money

088 Learn how to TIG weld
We spend two days welding aluminium on this brilliant new course

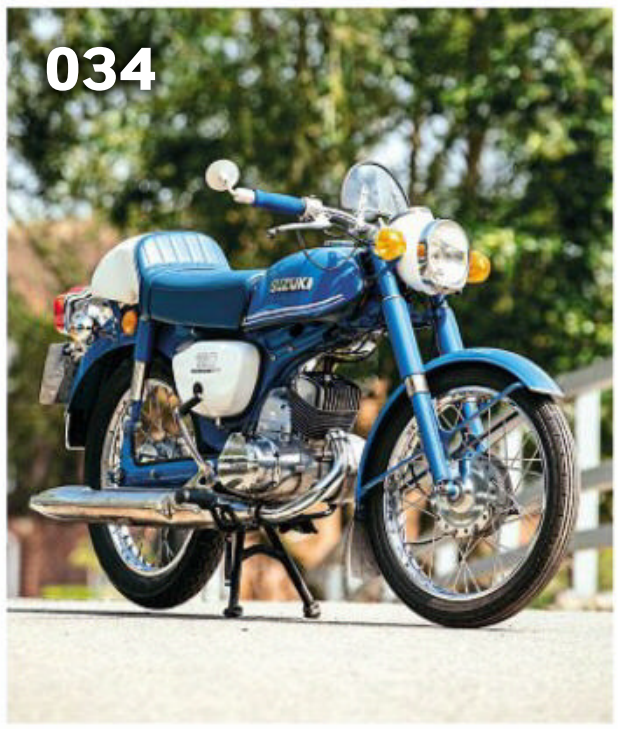
094 RESTORATION Suzuki GS750
A great bike and a great ride too

103 Reader Ads
Buy it! You have the space and the kids don't need the money...

121 Next month
Norton 750 Atlas, off-roading and three wheelers

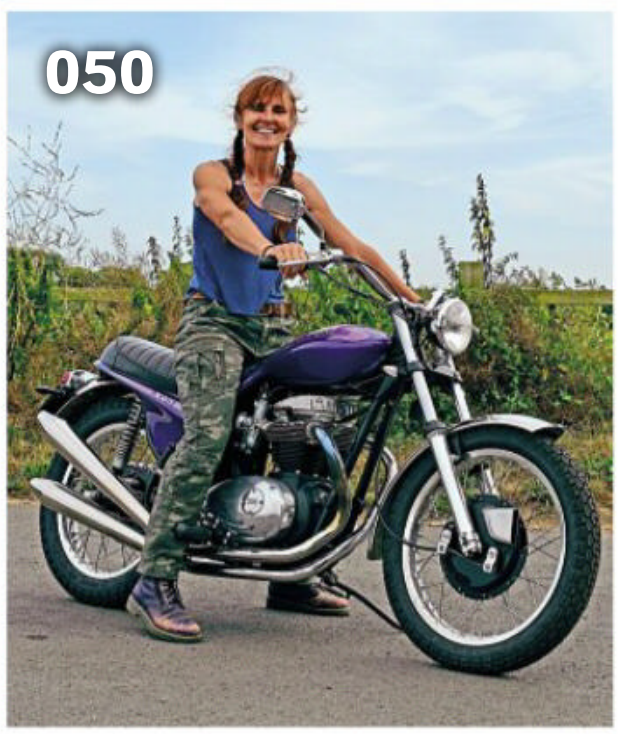
122 Frank Westworth
Break or restore?





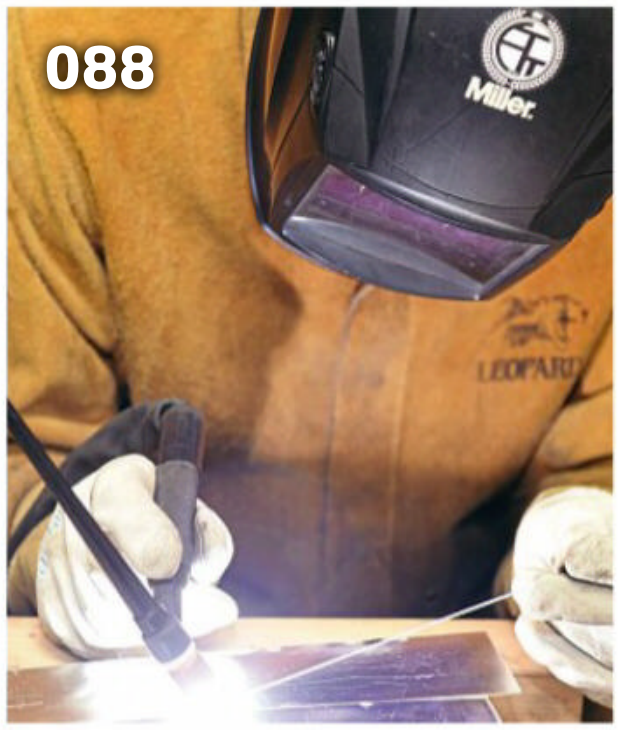
















Subscribe today!

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

CCM MOTORCYCLES

SPITFIRE Six

COMPLETELY CUSTOMISE YOUR SPITFIRE SIX TO SUIT YOUR PERSONALITY

The Spitfire Six has been developed to give total control to Spitfire owners.
A bike where you select the parts that you love and we make it happen.

Simply select from our pre-existing styles and colours of seats, tanks and anodising and build a bespoke custom motorcycle that suits your personality.

From £9,995.00 OTR



01204 544 930
spitfire@ccm-motorcycles.net
www.ccm-motorcycles.com
Reserve your build slot now with just a £500 deposit.

051-MAG

Devon Rim Company
MADE IN ENGLAND
Rolling 25 Yrs 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

Rolltru Rim Originally MIRA tested
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

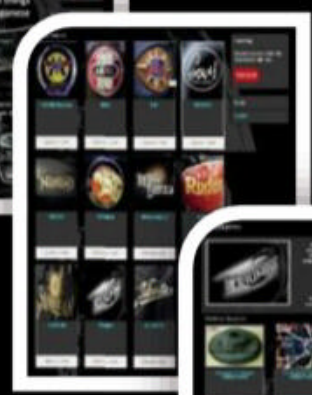


e-mail for a FREE Brochure - sales@devonrimcompany.com

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 YouTube 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

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
email: 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

FULFILLING A DREAM

Howard R Davies was born in 1895 and he quickly showed a love of life and excitement, riding horses and hunting as a child. However, racing motorcycles was what he wanted to do.

Davies worked for AJS and Sunbeam, competing in both the ISDT (International Six Days Trial) and the TT, but he constantly suffered from mechanical issues that hid his talent and bravery.

Then the First World War took over everyone's lives and he became a dispatch rider, and then a pilot and he was shot down and captured – though it was reported that he had died, so *Motor Cycle* magazine published his obituary. Davies was busy trying to escape, but was unsuccessful. After the war, in 1921, Davies was the first rider to win the Senior TT on a 350cc bike, an AJS. But there were also many more mechanical issues in other competitions with various makes of machine, so Davies did what so many riders have wanted to do: he built his own bike.

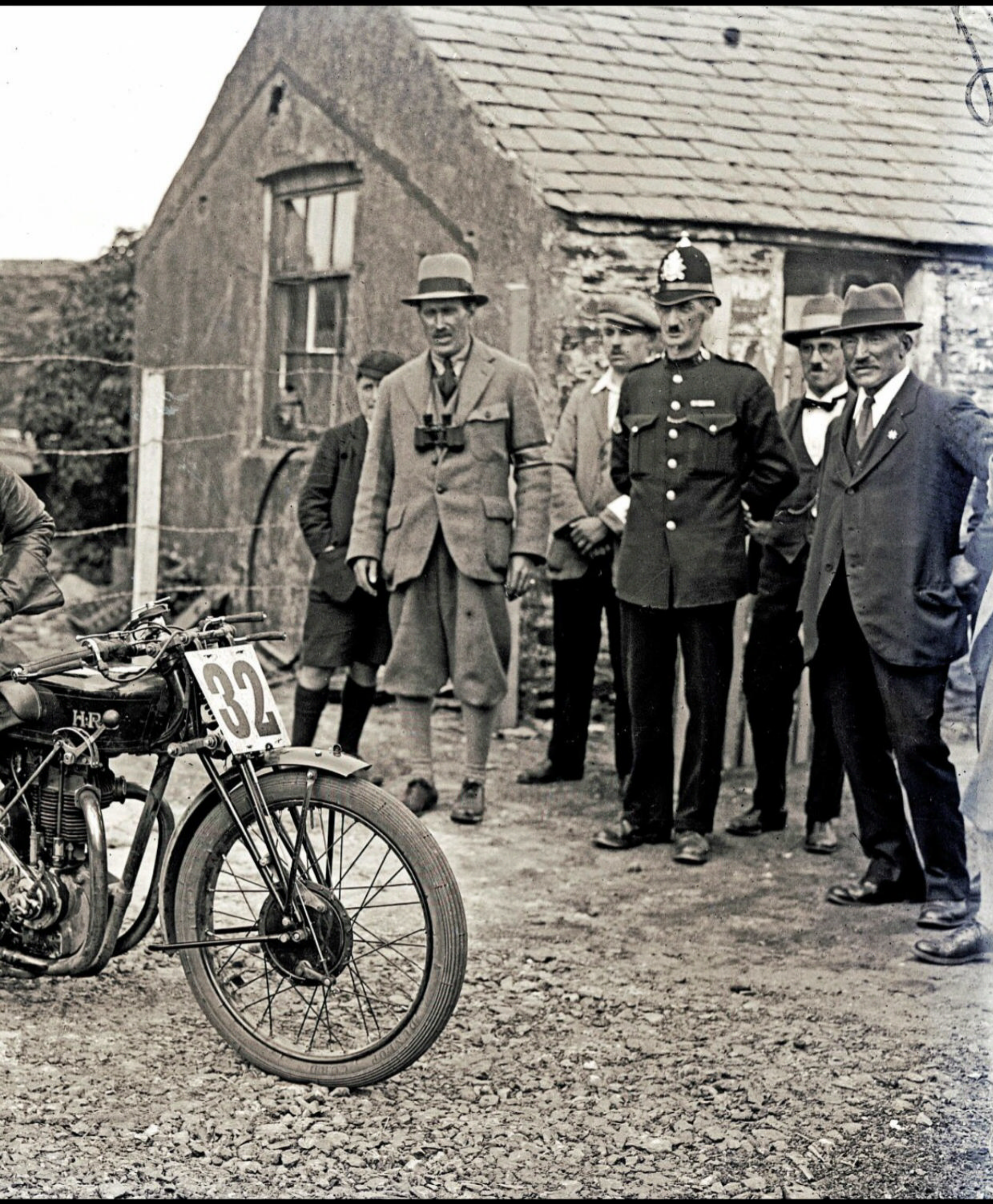
The name H.R.D was born in 1924 and here you see Howard on his 350cc Junior bike, which came second to Wal Handley on his Rex-Acme, a fine result for a new company. But in the Senior, Davies managed what so many dreamed of, winning the blue ribband event on his own bike.

Despite this, H.R.D did not survive and three years later Vincent bought the name and Howard went on to work with cars and bikes.

But, in 1925, Howard R Davies won the Senior TT, the world's most important race, on a motorcycle he had built. CBG



MORTONS ARCHIVE
over a century of motorcycle memories
Tel: 01507 529423 www.mortonsarchive.com



Motorcycles That matter

Manx Norton

This month we tell the story of the Manx Norton, its DNA and its endurance.





THERE IS NO NEED FOR GUSHY ADJECTIVES when describing the significance of the Manx Norton; one only needs to look at the dates. This is a machine whose life spanned four decades, from the earliest incarnations of the model in the 1930s to the last example ever produced, which rolled out of the factory in 1962.

Moreover, the Manx's lifetime straddled the global Depression, the Second World War and the subsequent rationing of fuel and materials.

Somehow, this single-cylindered, overhead camshaft 500cc machine survived. Yet that survival is not owing to preservation – like some relic or artefact – rather, it's a result of years and years of fine tuning. Like any creature in nature, the story of the Manx is one of evolution.





ENGINEERS in Norton Motorcycles' Experimental Department were trained to ask themselves three questions: What? Why? and What if?

This mechanical interrogation underpinned the constant revisions to machines at Norton, from tiny tweaks to complete overhauls. And it was four decades of whys, whats and what ifs that enabled the Manx to develop from a single overhead camshaft machine to the example in these photographs – one of the last batch to leave Bracebridge Street in 1962.

This later example – which is on display at the National Motorcycle Museum – is perhaps the version we are most familiar with, too: the '30M' – a 499cc double overhead camshaft single, not dissimilar to that immortalised by Mike Hailwood in the 1961 Senior TT. So it's unsurprising that it's this example that classic racers and replica customers desire, according to engineer Patrick Walker, who owns and runs Works Racing Motorcycles Ltd, which specialises in building 30M race engines.

Speaking from his compact workshop in Rugby, Patrick said: "More than 90% of what I build is to the last spec of the 30M. If you want to go racing now you need a 1962 spec bike. I have made a few 350ccs (known as the 40M) but everyone wants the 500s. In the old days – in the 1960s – a lot of riders generally had one of each so they could race in two classes."

Naturally, the 1962 batch of Manx Nortons are the most competitive models. As Patrick says: "My market is more competitive and last year my customers came first, second and third in the Lansdowne Championship."

And there's a fitting arc to Patrick's story: He studied mechanical engineering at Shenstone and then went on to work for Norton under the renowned engineer Doug Hele from 1986 to 1989. He said: "It's funny how things work out: I was working at Norton on the Rotary machines under Doug Hele. Doug ran Norton's competition department in the 1960s, which was responsible for the development of the Manx. He worked on the 1962 Manx and then, years later, ended up training me and now I'm working on 30M engines. He was a perfect gentleman – I can't speak highly enough of him."

But the ancestry of the Manx goes back much further than the 1960s. The machine's lineage can be traced back to the 1930s, when Norton engineer Arthur Carroll was tasked with designing an overhead camshaft, race-worthy engine. Carroll's was based on the 1920s Norton racing engine designed by Walter Moore, specifically for the Isle of Man TT – known as the CS1 (Camshaft Senior Model).

This revised model eventually became known as the 'International' and was a production racer that could be built according to the customer's desired specification. It would be some years before the machine adopted its infamous 'Manx' moniker but, even with a different name, gestation of the 30M had already begun.

During the 1930s these machines enjoyed tremendous success – success which John Griffith in his book Famous Racing Motorcycles, attributed to "the development of their race machinery on established lines". He went on to say: "Each year they were a little bit better and went a little quicker (at the TT). They lost the 1935 race by four seconds to the big Guzzi Bicylindica, ridden by the great Jimmy Guthrie. They were trounced by the enormous BMW effort in 1939 – but had not touched the 1938 machines due

to pressure of work for the Government. In all other years they won."

These subtle improvements included a four-speed gearbox, plunger rear springs and – in 1936 – the telescopic forks and alloy hubs. These evolutionary revisions culminated in Harold Daniell's staggering 91mph record win in the 1938 Senior TT – a record made all the more remarkable considering that Harold Daniell's eyesight was so poor he was unable to serve in the Army during the war (he wore glasses behind his goggles). One wonders what pace he would have set with 20/20 vision.

Race records aside, as the years rolled on it did become clear that, for all the 500cc's modifications, it was seriously lacking in power. Italy and Germany were developing multi-cylinder supercharged machines – motorcycles that would, inevitably, leave Norton's 500cc for dust on any given race day. But fate was on Norton's side: the postwar banning of supercharged machines (a ban owing to the rationing and limitations of lower-octane 'pool' petrol) meant that Norton was thrown a lifeline. Norton's concerns about competing with big multis could now be eliminated – or at least put to one side.

Thus Norton's production racer – now officially known as the 'Manx' – was once again a competitive contender on the racing grid. Consequently, the Manx dominated race circuits during the postwar period – both at home and on the continent.

By this time, Joe Craig – aka 'the Wizard of Waft' – was running the factory's race department and, somehow, season-on-season managed to squeeze more horsepower out of the Manx's ageing engine.

Craig's efforts managed to keep Norton's reputation at the forefront but behind the scenes there were grave concerns: The more power Norton wrung out of the Manx, the more its handling suffered. Norton's reputation as 'The World's Best Roadholder' was

Patrick Walker set up his Works Racing Motorcycles Ltd business in 2009, focusing primarily on recreating 30M engines – only with cutting-edge technology. He said: "I started in 2009 and had an original 30M engine to copy and I did that very faithfully but I updated every single bit in a tiny way, so my engine is almost engineered from scratch, it just looks identical." He said: "I was able to start from scratch with brand new tooling and fixtures using modern techniques and machines – which are much more accurate now than they were in the early 1960s. Also, the specification is much higher because I have much better materials."





now, along with its chassis, on seriously shaky ground.

But once again, fate intervened, this time in the guise of two brothers from County Down – Rex and Cromie McCandless.

The pair had been independently experimenting with swinging fork, rear suspension frames in Ireland since 1946 and in 1949 joined forces with Norton to improve the Manx's chassis.

The old 'garden gate' plunger-frame with its vast oil tank and bolt-on fuel tank was now a thing of the past. To replace it was the McCandless' full duplex cradle frame – which consisted of two lengths of frame sweeping down from the top of the headstock to envelop the engine and gearbox and then to the seat nose. The frame then curved back towards the base of the steering column.

Factory rider Harold Daniell, one of the first to test this new frame, said it was – compared with the old plunger frame – like 'lying on a feather bed'. This quip of a comment would forever refer to one of the most significant developments in motorcycle history: the 'Featherbed' was born. It was an injection in the arm for the Norton factory... once again, its reputation was saved.

It was all very well, however, adopting this frame in factory race machines: Taking the featherbed to the production market was another matter entirely.

Enter Stan Dibben…

Stan Dibben was an engineer in BSA's Gold Star department – which was kept as an entirely separate entity to the rest of the factory. Dibben was also something of a handy solo rider himself, whose talents on the circuit had already caught Rex McCandless' eye. However, it wasn't until the pair met at the Cherry Orchard Cafe in Birmingham, where the motorcycle industry would congregate on a regular basis, that Rex asked Stan to join the Experimental Department as chief tester.

In theory, Stan's task was simple enough: To test the featherbed frame for production use. But the frame proved to be immensely political and contentious, as Stan recalls:

"When I first started, one of the bosses called me into his office and said: 'When you test the frame you will find it does this, this and this…' The bosses were telling me what they wanted me to find according to their design. But I replied: 'I will report what I see, not what you tell me to see.'





The featherbed forced Norton to face some uncomfortable truths about its set-up and its limitations. Stan's son, Dr Mark Dibben – who analysed Norton's history for his book, Enterprise on the Edge of Industry, said: "Norton didn't have the technology to manufacture the featherbed frame on a production basis. The featherbed frame was made by Reynolds but Norton's production frames were made by R T Shelley & Co, which was a subsidiary of Norton."

He said: "The challenge was that the politics of Norton was such that you had an organisation that was very much set in its ways, which knew what it was doing and had R T Shelley & Co making the single down tube frames it had always used since time immemorial. But the featherbed required new manufacturing technology, which R T Shelley & Co didn't have. Added to this, the featherbed was really a frame for solos and thus rolling out this particular frame posed questions about the way Norton viewed motorcycling on the whole: The featherbed suggested that it was no longer about motorcycles being used by families with sidecars on day trips to Brighton.

"There was considerable amount of politics around all of that and that's why dad was brought in, to prove that the featherbed could be used for production purposes," he said. Indeed, Norton had previously compromised on chassis technology in order to satisfy the road-going market, which often required a sidecar. With the featherbed, it wasn't possible to bolt on a sidecar so Norton compromised not on the frame itself but by limiting its usage. The featherbed was only installed on the 350cc and 500cc Manx Norton and the Dominator.

Yet, the featherbed was a game-changer. Stan said: "The geometry of the featherbed was genius – so much that you can find it replicated throughout the motorcycle industry, even today. When Graham Crosby first rode a Suzuki RG500 he immediately said 'you're going to need to change this geometry because it's too much like a featherbed'."

So good was the featherbed frame that in 1966, when Mike Hailwood was signed to Honda, he had a Norton frame sent to Japan to be examined, hoping it would lead to improvements in the RC181/ Honda 500/4. Speaking of the Manx Norton in his The Art of Motorcycling, Hailwood said: "The Norton is, of course, a racing machine standard. It has been developed steadily for many years and its handling is legendary, thanks to Rex McCandless' brilliant frame design."

However, Hailwood was quick to point out the

1. Geoff Duke lining up for the Ulster GP, 1959.

2. September 1966 and John Cooper squeezes himself on a Manx at Cadwell Park.

3. Mike Hailwood on his super-special, Bill Lacey-tuned Manx in 1961.

4. A glass plate from the 1936 Isle of Man Manx Junior Grand Prix. A bike that's seen it all.

Manx's limitations: "It badly needs a multi cylinder engine to be competitive in international racing. However, for reasons of policy the manufacturers have chosen to limit their activity to the slow but painstaking development of its single-cylinder motor to provide a production racing machine that sells for a reasonable sum of money."

Patrick Walker said: "In actual fact the Manx Norton engine was old-fashioned in the 1960s. But it is an icon and in the 1930s it was state-of-the-art; obviously it couldn't remain state-of-the-art forever. It got updated quite dramatically either side of the war with a double overhead camshaft and that was a big step forward, but in the meantime the Italians got the four cylinders which made the Nortons look very outdated."

Rather, it was the frame that made the Manx so special. "There are plenty of other double overhead cam engines other than a Norton – the Velocette KTT is incredibly similar, in fact the original is a straight copy of the KTT. Both those engines were virtually identical in the 1930s but Norton, unlike Velocette, enjoyed a long life because it had better people developing it. There is nothing magic about the engine: it just got updated every year with the latest kit. And I suppose durability was also thoroughly tested and that's absolutely key, because it's all very well having lots of power but you've got to have an engine that stays together. The Nortons also had the featherbed frame and that it gave the bike another six or seven years' competitive edge internationally."

Hailwood, in his The Art of the Motorcycle said: "On this basis the Norton is an excellent machine whose outstanding record speaks for itself." This record includes Mike Hailwood's 1961 Senior TT win, Geoff Duke's innumerable wins on the Manx, including the 1950 Senior TT, and Hailwood's second place finish in the 1961 500cc world championship. It is no wonder the Manx was a top choice for privateers in the 1950s and 1960s.

The 1962 30M Manx Norton in these photographs is on display at the National Motorcycle Museum.

The Vintage Motorcycle Club (VMCC's) Norton specialist Emlyn Stayte said: "The Manx beat everything in sight in the 1950s and 1960s, winning 15 years on the trot. It was unbeatable, but then it dropped off because the multis came along – like Moto Guzzis and MV Agustas – and started beating the Nortons."

Norton dropped out of factory racing in 1955 but the Manx continued to be manufactured until 1962. "It all came down to money," said Emlyn. "Norton was in trouble financially so they said 'forget it'."

There was also a sense of resignation at Norton towards the end of the Manx's production life: The British motorcycle industry was in sharp decline and the UK Government had signed a trade treaty with Japan which drastically lowered import duties on Japanese goods. In other words, the flood gates for the import of Japanese motorcycles had been thrust open.

Patrick said: "Doug used to tell us stories about his days at Norton in the 1960s and sometimes at lunch times he'd even bring in old photographs. One day he showed me this old black and white photograph of a stripped-down Honda engine, which Norton had kept in the factory to examine. Doug said: 'We looked at that Honda engine and said, that's it, the end!' The manufacturing in this country was not capable of achieving the same level of technical accomplishment."

The day the last Manx rolled out of Bracebridge signified the end of a four-decade long evolutionary process – one that survived political cataclysms, economic doom and huge constrictions in terms of fuel and materials. And all because of Norton's engineers, such as Stan Dibben, and their constant questioning: what, why and what if? CBG

THE MANX NORTON 30M

ENGINE TYPE: Single cylinder, double overhead camshaft **FUEL SYSTEM:** Amal GP carburettor **BRAKES:** Drum front and rear **WHEELS:** Alloy **DRY WEIGHT:** 142kg **TOP SPEED:** 135mph **CAPACITY:** 499cc **GEARBOX:** Four-speed **SUSPENSION:** Rear; swing arm with shocks. Front; telescopic.



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

Bikesure Freethinking Insurance

AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY.



Save over 22% off the cover price

Get 6 issues for just £20

WHEN PAYING BY DIRECT DEBIT

- Save over 22% off the cover price
- Never miss an issue of *Classic Bike Guide*
- Get every issue delivered to your door







Six monthly (UK)
Direct debit
£20 Best value!

One year (UK)
Credit card
£43

Digital only
Credit card
From £15.99



Call 01507 529529 (Quote CBGDPS)

Visit classicmagazines.co.uk/cbgdps **For overseas rates** classicmagazines.co.uk/cbg-overseas

Special reader offer!



Save your time for riding, not shopping!

The genius of Millyard

Amazing bike creations on display at Stafford

NUCLEAR RESEARCH ENGINEER and creator of incredible motorcycles Allen Millyard will be the guest of honour at the Classic Motorcycle Mechanics Show at Stafford this October, showcasing a selection of his amazing hand-built specials.

Allen is renowned for creating mind-boggling bikes, having built more than 30 multi-cylinder machines ranging from four and five-pot, two-stroke Kawasakis, to a V12 based on a Z1300 and a five-litre V-twin made from an aircraft engine from the comfort of his shed.

Yorkshireman Allen has been bringing pieces of scrap back to life since he was 17, inspired by his passion for metalwork at school. One of his first projects saw him transform a rotten Honda 90 into a V-twin using his dad's Myford ML7 lathe. After more than two decades he's produced dozens of his signature Kawasaki two-stroke fours and fives, watch-like Honda V-twins built from C50 singles, V8 and V12 Kawasaki four-strokes, the eight-litre, 500bhp 200mph road-legal Dodge-powered Viper V10, the Flying Millyard five-litre V-twin and the six-cylinder RC374 'Hailwood Tribute'.

In April this year at the Carole Nash International Classic MotorCycle Show, Allen unveiled his stunning new creation, the Velocette V-twin. Created in his garage in just eight weeks, the bike is Allen's imagining of what a Velocette V-twin from the 1930s might have been like. Having first bought the donor bike back in 1979, the inspiration to turn it into something special came at the 2018 Stafford show where he was displaying his Hailwood Tribute. After seeing a Velocette during his visit, he remembered he had a broken one at home, so he bought some parts for it at the show and set to work.

The Velocette will be joined at Stafford by the Honda SS100 V-twin, Kawasaki S1A 350 four and The Flying Millyard. Fans have the chance to meet the genius engineer at the 26th Carole Nash Classic Motorcycle Mechanics Show on October 19-20 and ask him about his amazing creations. He also writes a monthly column in our sister publication *Classic Motorcycle Mechanics*, and you can pick up a copy at the show. For more information and savings on advance tickets, visit: www.staffordclassicbikeshows.com







Jock Wilson: ISDT legend

PETER 'JOCK' WILSON, the ISDT legend who ran the British Vase and Trophy teams from 1978-1997 and built the AJS and Triumphs that triumphed in Fifties and Sixties competition, has died at the age of 85.

Peter Cameron Wilson was born in Scotland on January 12, 1934 at Oakbank, Bridge of Balgie, Glen Lyon, Perthshire, where the motorcycle bug bit early, 'borrowing' his father's own bike at the age of 11 to the fury of his mother. Jock started as a lumberjack, then had a spell of National Service at Aldershot, where he was in the Royal Army Service Corps. His commanding officer was Captain Eddie Dow, who later became an ISDT and track star himself. Jock met many of the factory trials and scrambles stars of the era who were also doing their National Service, such as Roy Peplow and John Giles.

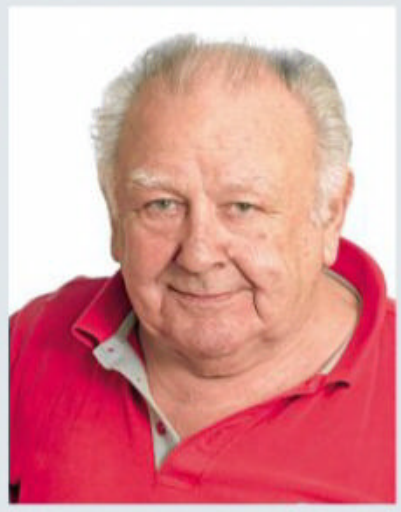
On leaving the army, Jock and his new wife Pat moved to London where he worked at Arthur Cook Motors in Kingston and then joined Comerfords, based in Thames Ditton, Surrey, in 1957. Jock started as a motorcycle mechanic in the workshops, progressing to workshop manager and then sales, under Bert Thorn, looking after competition AJS and Triumph.

Jock's speciality was modifying AJS trials bikes, making them lighter and more powerful. He rode AJS and Triumph machines in ISDT and worked with US stuntman and trials star Bud Ekins. Jock competed successfully himself until 1969. When Comerfords took over importing Bultacos from Rickman Brothers, Jock was in charge supplying dealers. He managed the GB Vase team from 1978 to 1981 and then the Vase and Trophy teams in 1984.

It wasn't a glamorous form of motorsport and money to run the teams was so tight that Jock's wife Pat had to beg team members to ask relatives for food parcels. The couple paid for Pat's air fares to competitions from their own pockets.

Despite this, Jock managed the teams until 1997, helping win 52 gold, 23 silver and 11 bronze medals. As well as running the teams, he stayed in the motorcycle trade. In 1979 he started his own business importing Italian SWM trials and enduro bikes with Mick Bowers.

The SWM machines were equally as good as the Bultaco brand. But in 1982 he ended the SWM operation and became self-employed, working from his home in Tolworth, fixing and tuning bikes and using his considerable self-taught skills as a wheel-builder. Jock Wilson passed away peacefully on August 21, 2019, surrounded by his family.







WIN A FANTASTIC 1995 DUCATI 916BP

Want to ride off with this fantastic 1995 Ducati 916BP? Simply get a classic bike quote to enter*. Our classic bike insurance comes with up to 16 common modifications covered as standard, and exclusive rewards like VIP Classic TT tickets. So it's a Win Win. Rewarding customer loyalty. It's what we do.

defaqto
EXPERT RATED
2010 – 2019
★★★★★
Motorbike Insurance

- Optional agreed value
- Insure classic and modern bikes on one multi-bike policy
- Salvage retention options available
- Show and events cover
- No admin fee for additional modifications

GET A QUOTE TO ENTER
VISIT BENNETTS.CO.UK OR
CALL 0330 018 5943

Bennetts
Insurance for classic bikes

Proud sponsors of

Bennetts BSB
BRITISH SUPERBIKES

TT
ISLE OF MAN
Bennetts

*Competition ends on December 31st 2019.
Full terms and conditions can be found by visiting https://www.bennetts.co.uk/motorbike-insurance/classic-bikes

FREE tickets to Motorcycle Live for non-bikers

MOTORCYCLE LIVE, THE nation's national showcase of new bikes and products, is offering motorcyclists the opportunity to get a non-motorcycling mate into the show free of charge.

Taking place at The NEC, Birmingham, between November 16-24, Motorcycle Live is an annual pilgrimage for bike enthusiasts across the country, but show organisers understand that there's always a non-biking mate that just needs to experience how great motorcycling is to make that step on to two wheels.

To claim a free ticket for a non-motorcyclist on Thursday, November 21, visitors are asked to purchase a full-price ticket – either in advance or on the day – and bring their ticket and their non-motorcycling friend to the press office to claim their free ticket. Once the non-motorcycling mate has shown their licence with no motorcycle category on it and the paying customer has shown their full-price ticket and licence with a motorcycle category on it, a free one will be handed over.

Advance tickets cost £19.50 per adult, £12 for seniors, £1 for accompanied 11 to 16-year-olds. For the second year there is also a £25 advance ticket, which includes entry to the show and an Oxford Products Secure HD Max disc lock worth £24.99, which is collected at the show. Advance car parking costs £10 or £12 on the day. Motorcycle parking is free. To book or for more information, call 0844 581 2345 or visit www.motorcyclelive.co.uk

Win a new old stock Trident with the NMM

THERE'S STILL TIME to enter the National Motorcycle Museum summer raffle.

The museum has secured a stunning first prize for their twice-yearly raffle by offering another brand-new old stock machine. This time it's a 1977 Triumph Trident T160V which has never been run or registered and is showing just nine push miles only. The second prize is a Sealey retro-style 10-drawer combination tool chest, worth £850, with the third prize a luxury hotel break and dinner for two at Marco Pierre White Steakhouse in the Manor Hotel, Meriden.

The draw will take place on Saturday, October 26 at the Museum LIVE event at The National Motorcycle Museum. Tickets cost £2 each and may be obtained via the museum on 01675 444123 or securely online at www.thenmm.co.uk

Charterhouse head for the TT

CHARTERHOUSE AUCTIONS ARE to host classic motorcycle sales at the next Isle of Man Classic TT.

The Dorset-based auctioneers have signed a deal with the IoM government to become an official partner of the Classic TT races from 2020. Charterhouse will run an auction of historic, vintage and classic motorcycles at the Classic TT races from 2020.

The first auction is scheduled to take place during the August Bank Holiday weekend in a specially constructed venue in the Classic TT paddock in Nobles Park and will be open to live and internet bidders.

Matthew Whitney, head of classic vehicles for Charterhouse said: "The Classic TT is probably the biggest and most important series of races for classic motorcycles and attracts enthusiasts from all over the world. With racers, collectors, and motorbike enthusiasts on the Island for the Classic TT it will be a fantastic place to sell your motorbike, and we are expecting some great results."

Several motorcycles have already been consigned for the first auction in 2020, including Mick Grant's Kawasaki KR750. Mick rode this KR750 in 1977 at the IoM TT, setting a new lap record of 112.77mph and clocking a speed of 191mph on the run from the Creg to Brandish. Having been in Mick's ownership since 1978, this historic IoM lap record-setting Kawasaki KR750 is estimated to make between £200,000 and £220,000.

A 1952 ex-Arthur Wheeler Moto-Guzzi, which won the 1954 Italian 250 GP, was taken to this year's Classic TT and put on the Charterhouse stand to promote next year's auction. It has also been entered in the sale. It was admired by many racegoers and caught the eye of motorcycle legend Giacomo Agostini. He tried the bike out for size and said he could be tempted to bid for it at the auction, where it is estimated to achieve £30,000-£35,000.

The auction is not all about big bikes, as there is a 49cc Kreidler Van Veen too. From 1962, the Kreidler Van Veen revs up to 14,500rpm and is estimated at £8,000-£10,000.

Charterhouse are now accepting entries for this important auction of historic, classic and vintage motorcycles at the 2020 Classic TT and further entries for their October classic and vintage motorcycle auction being held at the Haynes International Motor Museum in Somerset.



The 1952 Moto-Guzzi with Giacomo Agostini (centre). Matthew Whitney, head of Charterhouse Classic Vehicles (left) and Abigail Bromell, director at Charterhouse (right). £30,000-£35,000



1962 Kreidler Van Veen 49cc road racer. £8,000-£10,000.



Mick Grant (centre) on his Kawasaki KR750 with Matthew Whitney, head of Classic Vehicles (right) and Abigail Bromell, director at Charterhouse, (left).



Mick Grant with his Kawasaki KR750, on which he set the lap record of 112.77mph at the 1977 IoM TT. £200,000-£220,000.



The Autumn Stafford Sale

Important Collectors' Motorcycles and Spares

The Classic Mechanics Show, Stafford | 19 & 20 October 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** to submit a complimentary auction appraisal request.

ENQUIRIES

Bids
+44 (0) 20 7447 7447
bids@bonhams.com

Catalogue
+44 (0) 1666 502 200
subscriptions@bonhams.com

Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

bonhams.com/autumnstafford

Network of Specialists

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

Lancashire
+44 (0) 1204 491 737
alan.whitehead@bonhams.com

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

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

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

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

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

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

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

Europe
+33 142 611 011
eumotorcycles@bonhams.com

USA
+1 323 436 5470
craig.mallery@bonhams.com

This year's Classic TT

Is the Classic TT just for race fans or is it worth the pilgrimage next year? Adam 'Chad' Childs, a TT racer himself, gets behind the scenes to give us his reflections on this year's event.

WORDS AND PHOTOGRAPHY BY
ADAM CHILDS



THE CLASSIC TT IS AN OVERLOAD ON the senses. The sounds and smells take you back in time, with the distinctive ear-bleeding noise of multi-cylinder machines like an MV 350 and 500, or the rib-tingling drone of a single-cylinder race bike.

Equally, the smells are almost overwhelming, as two-stroke clings to the air, causing a slight haze across the paddock, mixing with Castrol R.

Throughout the day the paddock is alive to the sounds of distinctive bikes, from a race-prepared Ducati 888, to an AJS 350.

The majority of race fans flock to the Island to witness TT stars battle it out on the closed road circuit, with perfectly prepared classic machinery – but there is more to the Classic TT than just the racing. The paddock is relaxed, riders and teams don't hide in motorhomes, there is a festival feel and a family atmosphere to the paddock. It's still the TT, but at a more relaxed pace.

Then you have the VMCC day at Jurby race circuit, the parade laps and the regular bumping into famous racers from past and present. Museums, stunning (weather permitting) scenery and the simple fact nothing on the Isle of Man is ever very far away.

Then there's the Island itself at your disposal. If you want to escape the paddock the roads are quieter, there isn't the nightmare traffic of the TT and every car park reveals a biking gem, from an FS1E to a Kawasaki Z1300.

If you want to get close and experience the TT at a more relaxed pace, where the action is just as frantic and scary – the Classic TT shouldn't be missed.

I was there for the racing and I was a little envious when the riders took off from that famous start line. I know what lay ahead of them, the concentration needed and what the circuit has got to challenge them.

But I was also lucky enough to have a go on two of my dream bikes, a brace of beautifully prepared Honda RS250 two-strokes, including the very bike that would carry Bruce Anstey to an extremely emotional win later in the week.

Light, agile and sublimely quick, to ride a parade lap on this perfectly set-up racebike was something I'll never forget. I was lucky – I can't promise everyone that chance! But if you do come next year, which I thoroughly recommend, you can experience a totally immersive classic bike experience, on a classic island.



After fighting cancer, Bruce Anstey won the Lightweight with the amazing, ever-enthusiastic Padgetts team

SATURDAY

As the sun broke through after a practice week in mixed weather, the rumour around the paddock was confirmed – Classic TT favourite and previous winner, Dean Harrison, had sustained an injury


Practice was hit by the weather














John McGuinness and the Paton 500





during the previous night's practice. After clipping a bank in the Glen Helen section, Harrison sustained shoulder and internal injuries that would sideline him for the rest of the event.

With Harrison out of the race you could sense the anticipation as the riders got themselves ready for an added extra Superbike practice, before the racing got under way.

A noticeably injured Michael Dunlop hobbled towards his Team Classic Suzuki and managed two flying laps, his fastest at 125.75mph, with Australian Davo Johnson hot on his heals at 125.04mph on his Kawasaki ZXR750.

Davey Todd continued to improve on his Padgetts Honda RS250 in the Lightweight class, setting his best time of the practice week of 115.09mph, and the third-fastest lap of the week.

SUNDAY - SENIOR CLASSIC

The bikes got underway in perfect conditions, with Paton-mounted John McGuinness showing the early lead, but on lap one the race was red-flagged due to an incident at Ballaugh (see boxout on page 26).

Rescheduled for three laps instead of four, it would be a race to the flag with no fuel stops. Normally on a four-lap race the multi-cylinder machines have to stop for fuel, but the frugal single-cylinder machines don't. With the race down to three laps, it fell into the hands of the multi-cylinder bikes.

McGuinness took an early advantage with an opening lap of 111.68mph, with Stefano Bonetti taking second and Maria Costello in third, meaning it was a Paton one-two-three. Norton-mounted Jamie Coward was hot on the heels of the twin-cylinder Patons, but he was considerably down on power and speed. Through the speed trap on lap one Costello recorded the fastest time of 142.2mph, compared to Coward at 134mph – still not bad for a Manx!

Lap two and McGuinness dominated, holding a lead of 24sec over Bonetti, with a flying lap of 111.59mph. However, in third, Coward managed to claw in Costello, and took third position at the start of lap two. At the end of the second lap, Coward lapped at an impressive 109.13mph, compared to Costello at 108mph.

Further back there was a Honda battle

Racing has its challenges and its dangers

This year Chris Swallow, an experienced and successful racer, lost his life. Below is the official statement, but *Classic Bike Guide* and I'm sure all our readers would like to extend our deepest sympathies to his family.

EXPERIENCED NEW ZEALAND RACER CHRIS SWALLOW DIED

The Manx Motor Cycle Club regrets to confirm that Chris Swallow, 37, from Wellington, New Zealand, died following an accident during the Classic TT Races on the Isle of Man. The incident occurred at Ballaugh Bridge during the Senior Classic TT Race.

Chris was an experienced competitor. He made his debut in the 2007 Manx Grand Prix and was a regular competitor in the Classic TT Races.

He achieved two runner-up places in the 2012 Classic Manx Grand Prix – the 350cc and 500cc races – and he was fourth in last year's Senior Classic TT Race.

The Manx Motor Cycle Club wishes to pass on its deepest sympathy to Chris's family, including his father Bill and his wife Jen and children.



Chris Swallow, right, with his father Bill Swallow, in 2012. Both have been big names in the classic racing scene for many years.



Preparation is as good as it comes











for fifth, sixth and seventh between Alan Oversby, Derek Sheils and James Hillier.

At the line, it was a comfortable victory for McGuinness, who clinched his fourth successive Bennetts Senior Classic win by 28sec over Bonetti, with Coward third.

McGuinness: "That was a tough race with no practice and it was mint to just ride at my own pace. I have to say a big thank-you to the marshals and the fans. A win is a win and I've had three on this bike. Big thanks to the team, too, as the bike hasn't missed a beat. My fingers and toes are still ringing. She vibrates a little, but she is fun to ride. I got good pit boards, one at Ballacrane, and then another at Ballaugh. I think I pulled Stefano's pants down a little. I made a good start and then just managed the gap. He rode well and if there had been more practice, I'm sure he would have been closer, but I've ridden this bike loads, and experience counts."

Bonetti: "Wow. It was very good to race against a super bike rider. My gear shift broke and I had to do it by hand on the last lap, but I'm happy to finish second to John."

Coward: "The team have worked their socks off; we all have. I'm made up to be on the podium. The Patons are so much faster than the Nortons and I lost Maria on the first lap, but I gritted my teeth and kept going. I finally got past Maria by McGuinness as I got a good run through Hanley's, but it was a tough race!"

DUNLOP LIGHTWEIGHT CLASSIC TT

This was held late in the evening but in perfect conditions, though there was low light, so it was three laps.

At Ballaugh, Honda RS250-mounted Bruce Anstey showed his dominance with a 6.6sec gap over James Hind, a relatively unknown newcomer, with Davey Todd third, also on a Padgetts Honda RS250. As the bikes stopped for fuel at the end of lap one, Anstey came in with a lap of 117.05mph, and a 17sec lead over Hind (115.30mph) and Todd a further six seconds



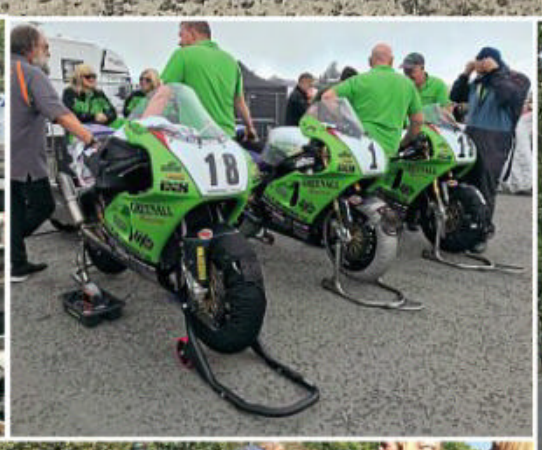






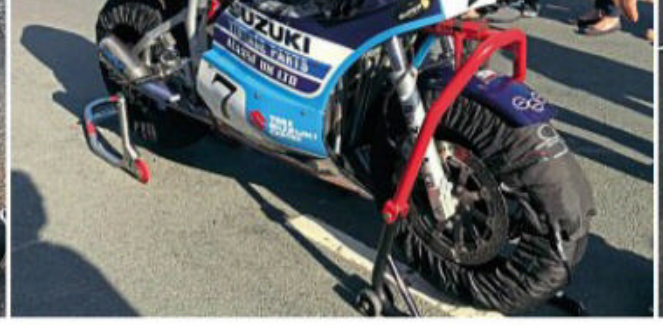
The Junior race was mainly Honda 350s, with the odd AJS











Foggy on one of Hislop's Ducatis. Ironic?

behind lapping at 114.69mph. However, in the pit-stop Hind got trigger-happy and was penalised 30sec for speeding in the pit lane, which demoted him down to ninth position. In comparison, the Padgetts team performed perfect pit-stops and both riders left together.

At Ballaugh, Anstey had a huge 47sec lead over team-mate Todd and Ian Lougher joined the leaderboard in third. As they crossed the line to start the final lap, Anstey had a 57sec lead over Todd, who was 17sec ahead of Lougher, who was holding third. However, 19-year-old Yamaha mounted Hind was chasing the leading pack after his earlier pit-lane penalty and he was quickly closing in on the top three.

By Ballaugh on lap three Hind showed true grit and had taken third from Lougher. But it would be a fairy-tale ending as Anstey, who has fought serious illness over the last two years, made a dream comeback to take the win, 58sec ahead of Todd.

Anstey: "I can't believe it. I was watching my boards and started to roll off, but then I started falling out the powerband, so I picked up the pace again. Clive put a great bike together. I have so many people to thank.

Todd: "That was a riding masterclass by Bruce. He caught me up on the road and we left the pit-lane together. I tried to stay with him and learn a little. It was okay in the fast bits, but when we got to the technical Glen Helen, he smoked me. He's twice my age and in some corners he was making two or three seconds per corner. I'm chuffed for Bruce and the team. Mint day."

MONDAY - JUNIOR CLASSIC RACE

After delays due to thick fog, the Junior Classic bikes finally got underway and it was Lee Johnston on his David Motorsport Honda 350 who led at Glen Helen. At Ramsey, as the riders started the mountain climb, Johnston had a six-second lead over Jamie Coward, with last year's winner, Dominic Herbertson in third, making it a Honda one, two, three on the CB350-based machines.

At the end of lap one in the shortened three-lap race, Johnston crossed the line lapping at 103.38mph and leading by nine seconds over Coward (102.68mph) and Herbertson third (101.86mph).

By the final lap Michael Rutter was pushing hard to chase down Herbertson as Coward led comfortably by 38sec after race-leader and lap record-holder Johnston retired at the Gooseneck. At Ramsey, Coward had a 42sec lead over the battle for second. But just 2.3sec separated Herbertson and Rutter as they started the mountain climb and it was all down to the blast over the mountain. At the Bungalow Rutter took second position by 1.5sec, demoting Herbertson to third. At Cronk-ny-Mona, Rutter was flat out but only 0.9sec ahead. As excitement grew at the grandstand, Herbertson pushed hard to finish just 0.3sec behind Rutter.

Ahead of the drama for the remaining


Manxman Connor Cummins on the Padgetts Yamaha YZR500










The late, great Chris Swallow lines up



podium positions, Jamie Coward took his first Classic TT victory by 37sec, with a last lap of 103.58mph lap on his Honda 350. Coward found it impossible to hold back the tears in the winners' enclosure.

Coward: "I'm over the moon. The team put their trust and faith in me. I thought it was Dom in the early stages, not Lee and I was trying to work out who it could be. I got a pit board saying P1 and I knew that something had happened, so I just brought her home. It's just amazing, a childhood dream to win."

Herbertson: "I was on the road by myself. We had a few gremlins, it wouldn't pull right, but I'm over the moon for Jamie. He is one class act. For me it's fantastic to be here with these two fantastic riders.

Rutter: "Jamie came past and I knew he was on it and I couldn't catch him. I just wanted to finish, but on the last lap I started revving it. I saw P3 and I so wanted P2, so I put my head down and just went for it. Coward didn't put a foot wrong and he rode superbly."

RST SUPERBIKE CLASSIC TT RACE

Halfway on the first lap at Ballaugh, Michael Dunlop was in front on his Team Classic Suzuki, but only 1.2sec ahead of David Johnson's Kawasaki ZXR750, with Conor Cummins on the two-stroke Padgetts YZR500 in third. At the speed trap at the end of Sulby, Dunlop recorded 171mph, compared to Johnson's 168mph.

At the end of lap one Dunlop crossed the line averaging 124.87mph with a 1.9sec lead over Johnson, averaging 124.65mph, and Cummins a further nine seconds behind in third. Derek Sheils was impressive in fourth, with Ducati-mounted James Hillier in fifth, lapping at 123.14mph.

On lap two and Dunlop came into the pit-stop with an 8.8sec advantage over Johnson, with Rutter in third. Team Classic Suzuki opted to change the rear tyre, which meant Dunlop's fuel stop was 10sec slower than Johnson's and by the time they left the pits and hit Glen Helen, Johnson had taken the lead, 1.7sec ahead due to his quicker fuel stop.

But, at Ballaugh, Dunlop had it down to 0.4sec and then took the lead at Ramsey by 3.7sec. Rutter, on the Team Winfield Yamaha, didn't make Ramsey, but Hillier, who was pushing hard on the Oxford Ducati, was up to fourth.

On the final lap, Hillier moved into third. It looked like it was going to be a titanic battle for the remaining podium position, with Dunlop having a 'safe' gap over Johnson in second.

But drama hit just a few miles from the finish of the race as Dunlop retired at Hillberry, which meant Johnson was promoted to first and he went on to take his maiden win.

Johnson: "I've had some crap luck around here and it's about time I had some good. I was pushing like mad and the pit-stops were fast. On the last lap I was 10sec down and I did everything I could to make up time, but then I saw Dunlop had stopped.

"I still pushed the last bit, as I didn't want to lose concentration. I was in disbelief – I didn't know what to do after finishing first, so I just did a big burnout!"

Hillier: "We finally finished one, after so many attempts and to finish third, I'm surprised and made up, as we weren't expecting to be on the podium on the Oxford Ducati. The team have done a fantastic job." CBG

CHARTERHOUSE

Auctioneers & Valuers



1950 Sunbeam S7



1956 Ariel 500

Classic & Vintage Motorcycle Auction

Saturday 5th October

at the Haynes International Museum, Somerset BA22 7LH

Further Entries Invited – Nationwide Collection Service

Classic TT ISLE OF MAN

CHARTERHOUSE
Auctioneers & Valuers

OFFICIAL AUCTION PARTNER



Kreidler 50cc racer already entered into the auction

We are delighted to announce the inaugural Classic TT Motorcycle Auction at the 2020 Classic TT

For further information and to enter motorcycles please contact Matthew Whitney

The Long Street Salerooms, Sherborne, Dorset DT9 3BS

01935 812277 www.charterhouse-auction.com



Products

Schuberth C4 Pro flip-up helmet

MORE AND MORE riders are wearing flip-up helmets as they make life easier, as well as giving good protection.

This Schuberth C4 Pro is expensive, at £600 plus the Bluetooth system, but if you do a lot of miles on a bike like I do, it seems more justifiable to buy a top-of-the-range helmet.

I ride up to 30,000 miles a year on a bike, so comfort is paramount, as is avoiding fatigue. The C4 is among the quietest helmets out there, as Schuberth is one of few manufacturers with an acoustic wind tunnel. Whether I'm on a naked bike, the Triumph Scrambler 1200 with its little screen or a full on tourer, the C4 is whisper-quiet. I still wear ear plugs for any distance, but the lack of turbulence or wind noise from visor or vents is noticeably absent, and a lot of work has gone into making the base of the helmet seal, again helping to prevent noise, but also rain and cold.



The inside feels like it's made from kitten fur and is the most luxurious place I've ever put my head – even the strap has this covering. I did have to go for a size larger than I normally would, so bear that in mind. If you buy a helmet without trying it then you are asking for trouble. I had mine adjusted for my tiny pin-head, which made a world of difference.

It has a sun visor that's simple to use, as is the button to raise and lower the chin bar and the visor – which feels massive – has a Pinlock insert to prevent misting up – essential with the lack of draughts getting in there.



Rarely do I see bike gear that has such a quality feel to it, but then at £600 it should do. But you can spend more...

Pre-fitted to the C4 Pro is a microphone and speakers for one of the company's Bluetooth systems. There are basic or whistle-and-bells versions costing £200 or £250, but your helmet will then rival a fighter pilot, with total connectivity to any Bluetooth phones, sat navs or riders with you.

Whether you want to be disturbed when riding is your choice – I like to escape the world when I am riding, but when I need to be disturbed, this helmet has become my office.

Can you justify the cost? That's up to you. To me, it's an £850 office with the comfort, practicality and communications you need. After covering more than one million miles I know a good helmet and the C4 Pro is without doubt the nicest road helmet I've ever worn.

- **bikerheadz.co.uk**
- **£599.99**

Alpinestars Caracal GTX boots

ALPINESTARS STARTED making boots in 1963 and they're still some of the most comfortable and practical boots around. These Caracal GTX boots are the top-of-the-range road boots, with full leather outer and Gore-Tex liner and they don't let a drop of water in.

But I've been wearing them in the summer and yet they don't get too sweaty, either. They took a little while to bed in to my foot shape, which is quite narrow, but after more than 1000 miles they are now as comfy as slippers.

They are subtle in design, suiting older bikes, with no chunks of plastic or garish badges and the soles are the grippiest I've used, yet there is still chin and ankle protection. The top is also adjustable for wider calves, which is a neat touch. My only concern is they are not as stout as the Daytona boots I've had for years, but the Daytonas are more than twice the price and heavier, which becomes an issue if they are worn and walked-in all day.

Overall, the Alpinestars Caracal GTX are a great touring, all-weather, all day boot that, with care and maintenance, should last you for many years.

- **Alpinestars.com**
- **£256.49**



NATIONAL MOTORCYCLE MUSEUM LIVE

ANNUAL FREE OPEN DAY!

SATURDAY 26TH OCTOBER 2019

Following the massive success of Museum LIVE over the past five years, Saturday 26/10/19 will see the museum host our 6th annual open day when all members of the public can visit free* of charge. There will also be a host of other free attractions including, new for 2019, HENRY COLE'S SHED AND BURIED LIVE on stage presented in association with QUEST, the new home of Shed and Buried.

Museum Live 2019 Timetable:

To assist visitors, everyone arriving on site will be given a free timetable with a full list & timings of all the day's exciting, free, events.

Free Museum Entry:

Everyone is invited to visit the museum collection free-of-charge!

Indoor Autojumble & Trade Area:

The event will feature an indoor trade area held within the warm & dry surroundings of both the National Motorcycle Museum and our conference facilities.
The event will also feature trade stands & displays from many well-known names including Central Wheel Components Ltd, H&H Classic Auctions, Footman James, Triumph, Bonhams Auctioneers and Sealey Tools.The museum shop will be open throughout the event selling a huge range of classic motorcycling books, clothing & memorabilia.

Meet The Experts presented in association with Central Wheel Components Ltd:

In attendance will be some of the museum's specialist suppliers & craftsmen (including our own restoration team) as well as other classic motorcycling personalities who will be available to chat and answer questions. Don't miss the LIVE wheel building demos by Central Wheel Components Ltd.



SHED AND BURIED LIVE ON STAGE presented in association with QUEST, the new home of Shed and Buried:

For the first time in the UK, and in association with QUEST channel, we are very excited to announce HENRY COLE'S SHED AND BURIED LIVE on stage! This brand new live stage version of the popular TV show will feature all of the popular personalities including HENRY COLE and SAM LOVEGROVE. Not only that, but there will also be another SURPRISE STAR GUEST appearance revealing the secrets of their own shed!

Held on the stage in the museum's magnificent Britannia suite, TT legend & TV presenter rider STEVE PLATER will host these two brilliant new FREE TO ENTER stage shows at 11.00am & 2.00pm.

Other motorcycling personalities from the past and present will also be in attendance including road race legends CHARLIE WILLIAMS and JOHN "MOONEYES" COOPER. Henry Cole, Charlie Williams and John Cooper will be holding special book signing sessions at the event when they will all be autographing their recently published books.



OGRI Originals Exhibition:

We are delighted to welcome the work of famous "OGRI" cartoonist Paul Sample with 24 of his original full page cartoon strips which will form a special display at this year's event. These large pen and ink originals have never before been on public view and are a preview of an exhibition planned for next year, featuring over a hundred previously lost strips rediscovered in 2017.

LIVE "Start Up" Feature Presented by the Brackley Festival of Motorcycling:

See & HEAR some of the most famous race machines in the world started up in our LIVE start-up zone, situated in our external fountain courtyard area. Bikes old and new will include some of the museum's famous racing inventory as well as ex-Moto GP bikes courtesy of the Brackley Festival of Motorcycling & Phil Morris Racing. Back again for 2019, genius special builder ALLEN MILLYARD will be firing up no less than three of his stunning V-twin creations, including his recently completed Velocette V-Twin!

Food Court & Bar:

Fantastic catering provided by the museum's chefs will be available in our Premier Suite food court & bar area. This area will also be the venue for our live band providing musical entertainment over lunchtime. Our famous breakfast BBQ will be available, plus the museum restaurant will also be open as normal, serving a wide variety of hot meals and snacks from 8.30am onwards.

Plus The Draw For The Best Classic Motorcycle Raffle Prize In The World:

Our summer 2019 raffle to win a brand new/old stock 1977 Triumph Trident T160 will be drawn by Henry Cole live on stage during the afternoon of the event on 26/10/19. You can enter to win this amazing prize with raffle tickets available to purchase on-line from www.thenmm.co.uk or by calling the Museum on 01675 444123.

Parking:

Car parking for the event is just £10.00 per car with motorcycle parking absolutely free. Given the event's huge popularity, the museum encourages car sharing which makes this nominal parking charge even better value!

For further Museum Live 2019 updates/timetable see: www.thenmm.co.uk

NATIONAL MOTORCYCLE MUSEUM LIVE
WHERE LEGENDS LIVE ON

Tel: (01675) 444140
Online: www.thenmm.co.uk
Email: shop@thenmm.co.uk

Coventry Road, Bickenhill,
Solihull, West Midlands B92 0EJ

In association with

QUEST

Central Wheel Components

Parts Sp

YAMBITS



Millions of items stocked for thousands of applications at www.yambits.co.uk

Yambits Ltd, Unit 9, 10 & 11, Poplars Industrial Estate, Wetherby Road, Boroughbridge, York YO51 9HS



Motorcycle Wiring Specialists
Bringing your bike back to life!

MWS

QUALITY WIRING FOR YOUR MOTORCYCLE

- Loom Replacement
- Custom Bike Looms

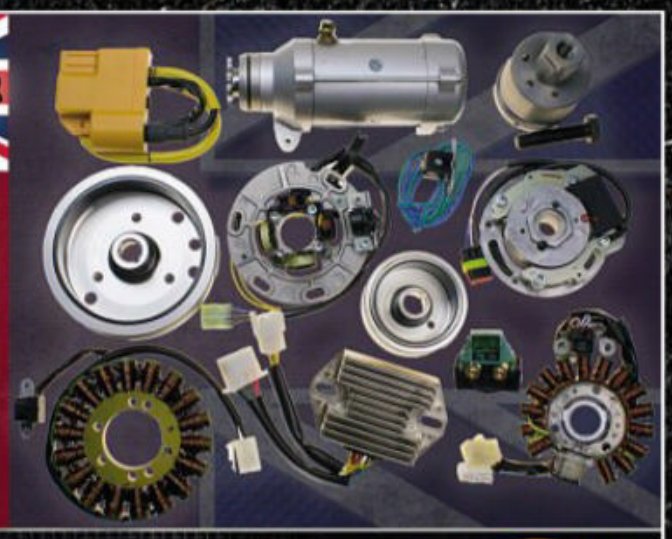
QUOTE CBG WHEN CALLING

Call Richard on 01242 681056 to discuss your project

www.motorcyclewiringspecialists.co.uk

UK MANUFACTURER & SUPPLIER

Ignition/Lighting Coils
Generators
Regulator Rectifiers
Rotor Flywheels
Stator Kits
Pulse Coils
Solenoids
CDI Units
Starter Motors



Tel: +44(0)1491 682369
www.electrexworld.co.uk info@electrexworld.co.uk

ELECTREX WORLD LTD

TYRE-FINDER

MANY ROAD, TRIALS & ENDURO

Classic Tyres may be a problem to you

Mitas
AVON TYRES
DUNLOP
Continental Get the Grip
PIRELLI



MAIL ORDER SPECIALS AVAILABLE

Call Mick, Sally, Aimi. 0345 230 1966. Mb 07796 188283
Email: info@tyre-finder.co.uk
Website: www.tyre-finder.co.uk

HELP LINE OPEN TILL 8PM

MONTY'S CLASSIC MOTORCYCLES LTD



TRIUMPH NORTON BSA

Genuine Triumph Twin Spares 1950-1983

montysclassicmotorcycleshop.co.uk

01822 617010

SUPER FAST UK AND WORLDWIDE MAIL ORDER SERVICE

ecialists

While there are a number of companies that seem to specialise in every aspect of our two wheeled world, we have to remember that there are also a large number of companies that specialise in some very specific areas. Not only are these companies likely to have an expansive knowledge of their chosen subject, they're also far more likely to stock the seemingly rare and unobtainable parts that can't be found at the more generic dealers and suppliers

The logic is clear – if you want a haircut, you don't go to the supermarket. So, if you want a certain part for your classic motorcycle, then you approach the companies that deal in parts and expertise in those very models. And look what we have here – a number of specialists whose focus is on certain makes and models of classic motorcycle, just the job!

SPARE PARTS & ACCESSORIES

FOR BMW MOTORCYCLES 1970 ON



INDEPENDENT SUPPLIER

01775 680881

WWW.MOTOBINS.CO.UK

Norton Owners Club

www.NortonOwnersClub.org

JUST £19.50 PER YEAR... JOIN TODAY!

Monthly Mag - Tech Help - International Events - Spares Scheme - Machine Dating & Registration - Free Track Parades - Online Forum - Mobile App AND MUCH MORE!

Available on the App Store | GET IT ON Google Play

LIGHTNING CONRODS ROAD OR RACE

Made In England



Lighter and stronger than standard rods, supplied in weight-matched sets, available for all these engines: Triumph T100, T110, T120, T140, Pre 54 T100, Trident, Daytona - BSA, A7, A10, A65, Rocket 3 - Norton Commando, Matchless G45, Dommie - with more to follow.
Prices as follows: Twins £138 per rod, Triples £125 per rod. Specials and one offs for that trick engine are also available from £148 per rod.
Engineering projects also undertaken prototype or production.

THUNDER ENGINEERING

Specialists in the supply of precision engineered components

TEL: 0116 283 4640 FAX: 0116 283 2946

stevecampbell@thunderengineering.co.uk

BATTEN STREET YARD, BATTEN STREET, LEICESTER LE2 7PA

ALL PRICES ARE PLUS VAT - DEALER TERMS AVAILABLE

Norton Race Parts



We manufacture high quality parts for Norton Café Racers: alloy petrol tanks, oil tanks, platforms, seat units, engine plates, mudguards, tank straps, clock carriers, bolt kits, fitting kits, rearsets, frame loops, Cnc made components, upholstery, powder coating, polishing, glass bead blasting. We constantly add new products, innovative designs and ideas with modern technology.
We stock and supply all genuine Nortons parts.

NRP Norton Race Parts

Phone Kev & Carol on 01235 537539
Abindgon-On-Thames ENGLAND

www.nortonraceparts.com

CLASSIC SUZUKI PARTS NL

Thousands of NOS parts !
The largest Suzuki 2 and 4 stroke stock on the internet !

Marcel Vlaandere

www.classicsuzukiparts.nl



WHAT IS IT?
A 60s and 70s basic tiddler

GOOD POINTS?
It's a cheap way to have fun on a reliable little machine

BAD POINTS?
It's hard to find spares, and it's a little dowdy

COST?
Restoration project: £200-300 (basketcase) – £600-£1000 (good runner)
Mint condition: £1300-1500

SUZUKI B120

The Bloop: A working class hero and yet still fun!

WORDS BY OLI
PHOTOGRAPHY BY GARY CHAPMAN

SUZUKI CALLED IT THE B120 Student, but everybody calls it the Bloop. It doesn't really fit Suzuki's 1960s and 70s style. They were busily turning out powerful two-strokes and small sportsters like the T125 Stinger for the teenage buyer, or the disc valve equipped A100 single for the commuter market. But at the same time, they were producing tens of thousands of these little piston-ported two-strokes.

Although it had a 118cc engine, Suzuki called the first model a B100, which has to be a rare occasion when a manufacturer has advertised a motorcycle as being smaller than it actually was. The B100 became the B100P when it was fitted with an oil pump to end the chore of pre-mixing petroil. It also meant that in most markets it gained the curious moniker of the 'Bloop'. It was stuck with this nickname right through its life, even when Suzuki decided to call it the B120 instead.

The B100 arrived in 1964, with its target market being the workers of South East

Asia. It used a pressed steel frame and had big chrome panels on the petrol tank.

The first models lacked anything in the way of fripperies (like indicators) but did use Suzuki's signature headlight rim, which looked a bit like a capital D lying on its side. Given you would wipe out the headlight every time you slipped on a damp cobblestone or got wiped out by a Ford Anglia, it must have been a bit of a pain at replacement time. On the plus side the headlight was big, for a two-stroke commuter at least, though that wasn't saying much.

The lights were soon joined by a big set of indicators that were more suited to a superbike, long before most non-Japanese manufacturers fitted them. And most importantly, the B100 got its oil pump and became the Bloop. The US market got a utilitarian off-road version, with a high-level exhaust pipe and a luggage carrier, which they christened the Hillbilly, which was not unlike BSA's Bantam Bushman.

The Suzuki was clearly aimed at competing with that ubiquitous BSA. Once production of the Bantam had stuttered to a halt, the Bloop, which was a less troublesome beast, helped fill the gap and was smarter than the Eastern Bloc two-strokes that were also on the market. The 'Posiforce CCI' two-stroke oil pump made it the envy of those owners of cruder designs with their bottles of Castrol 2T bungeed to the back seat, or those searching for filling stations with pump side oil dispensers.

In 1968 the Bloop became the B120P, and in 1974 it lost the chrome tank panels in favour of a more modern petrol tank with a paint job, and the P from its model number. The rubber fork gaiters went too, being replaced by steel tubes covering the stanchions, while the curious 'Student' branding was added. It was an odd name for a motorcycle so clearly aimed at the older traditionalist, but perhaps they were encouraging customers with scarves and satchels to blow their grants on one?

The engine was as basic as it came, easy to start with a four-speed gearbox and simple to use, with a heel and toe gearshift and a chromed steel shield over the carb, indicating Suzuki was confident fiddling with the tuning was not needed.

Like many motorbikes designed as day-to-day transport for the working stiff, a lot of the bike was painted rather than chromed, from the big valanced rear mudguard to the headlamp nacelle. There was a pressed-steel final drive chaincase and a huge cigar-shaped silencer that reduced the exhaust noise to a burble. For reasons best known only to themselves, Suzuki put a skinny chromed front mudguard on it, probably because they had lots in the stores and stuck a rubber mud flap on the bottom.

Depending on the model and the market, Suzuki sometimes fitted it with a two-tone seat using a white band around the sides at the rear, even though white PVC isn't exactly the ideal material for the trim on a motorcycle that would be used on grubby city streets, in all weathers. In the unlikely event that a passenger was to be carried, the pillion pegs were mounted straight onto the swing arm, requiring your companion to have elasticated knees on bumpy roads. The brakes were, of course, drums and the wheels were spoked. The Bloop didn't have a lot on it by way of plastic from the beginning to the end of production.

It was ridiculously cheap to run, sipping away at petrol and doing more than 100mpg, and it used less than half a pint of two stroke oil in 150 miles. *Motorcycle Sport* recorded an impressive 140mpg and was given to wonder if Suzuki had fitted an extra fuel tank in the pressed steel frame, so economical was its performance. On the road it could skip about in a mostly spritely fashion, hurtling along



"The US market got a utilitarian off-roader version, with a high-level exhaust pipe and a luggage carrier that they christened the Hillbilly, which was not unlike BSA's Bantam Bushman."





"Curious 'Student' branding was added. It was an odd name for a motorcycle so clearly aimed at the older traditionalist, but perhaps they were encouraging customers with scarves and satchels to blow their grants on one?"

at 68mph, if the rider had the throttle against the stop and stretched out with their chin on the tank. It was happiest between 50 and 55mph and was mostly comfortable for journeys of between 15-20 miles, after which the ride could become uncomfortable with a high frequency buzz from the engine becoming more apparent.

A flywheel magneto provided the sparks and power for the 25/25w headlight, while a tiny 6v battery was fitted, mostly to make the indicators flash and the horn beep.

Curiously, given its lack of mechanical innovation and dowdy looks, the B120 was more expensive than the zippier A100, and had the disadvantage in the UK of being just little bit too big for the cheapest Norwich Union Rider policy.

By 1977, the last year it was officially sold in the UK, It had been dated for quite a while, with old school fittings such as its ignition switch on the left hand side panel, heel and toe gear shift to save your office brogues, shielded three position shock absorbers and headlamp nacelle showing its age, but in those beige, recession filled days was still being bought by the kind of people who just needed cheap, reliable wheels. They remained, instead, the day-to-day transport of the commuter until 1978, when Suzuki replaced both the B120 and the A100 with the zippier GP100 and 125 singles in European dealerships.

The Bloop soldiered on in Asian markets until the early 1980s, and as recently as five years ago you could buy Chinese made copies in third world markets.

UK owners of the hardy little Bloop saw their machines burble on for another decade or more, getting tattier and rustier until eventually they simply died; their life's work done.

OWNERS' CLUB

Vintage Japanese Motorcycle Club
www.vjmc.com
Also join the UK Suzuki B100p & B120 Owners' Group on Facebook

SPECIALISTS:

Wemoto
www.wemoto.com
Suzuki Vintage Parts
shopvintage.suzuki.co.uk

BLOOP CAFÉ RACER: A TOUCH OF CLASS

PEOPLE HAVE BEEN sticking inappropriate seats and daft handlebars on the most unprepossessing motorcycles ever since the first Edwardian gentleman got their first belt-driven flat tanker back from the bicycle shop. There's always room for something a little silly in the shed, and this little Suzuki is a good candidate for it.

And like all the best silly things, it's been beautifully done. Paint is good, but not show standard, wheels have been rebuilt and everything the builder could get at has been polished. The seat is far too big, but that doesn't matter. The handlebars are too low too, and that doesn't matter either. The fly screen serves no practical purpose, and the cheap bar-end mirrors are next to useless, giving you a fine view of your elbows. The big seat hump means the passenger carrying capability is missing, so the rear foot pegs have been removed, though in my opinion, as one who would use his 125s pillion pegs as makeshift rearsets, the builder missed a trick. The heel-and-toe gearshift lever has been swapped for a simple toe shifter and every join on the pressed steel construction has rubber trim protecting it. The riding position is unusual – with such a short tank you hang off the bars like an Orangutan, elbows out, head down, arse up. Starting, for a motorbike that had been standing a while at Oxford Classic Honda, was a first kick affair, as you might expect from such a low stressed powerplant. Once running the rebuilt engine tinkled away smartly. Once snicked into gear it wasn't exactly rapid, but it wasn't a slouch either. You wouldn't outrun any boy racers, yet it was zippy enough for negotiating city traffic. By fitting the low bars, the bike's builder changed the handling from a relaxed sit-up-and-beg position to a racing crouch which made everything

snappy. There was nothing else to do but hang off it like a teenager pretending to be Barry Sheene at the chip shop Grand Prix. It is a motorcycle with a massive grin factor and ultimately that's what it's all about.

If you are asking yourself why anyone would pay £1395 for a two-stroke commuter with ace bars, just turn up at a small show or a bike night and see what the bikes are that get the attention. It's never the Harleys or the modern sports bikes, it's the ancient Brits, the 1970s Japs and more than anything, the daft little bikes like this that don't take themselves too seriously, that people love most of all.

Thanks to Oxford Classic Honda for giving us the Bloop to play with. You can find them at www.classichondamotorcycles.co.uk

KEEPING YOUR B120P ON SONG

YOUR BIGGEST ISSUE when considering a Bloop is parts availability. I say issue, rather than problem, as the search for parts and the home restoration that comes along with a bike like this is part of the fun.

Part of the challenge of ownership is that British motorcyclists would ride their Bloops into the ground, turning them into piles of scrap... which means used parts are likely to be worn out. The early chrome-panelled models were popular cheap transport in the US too, and would be ridden around cities and small towns, clocking up low mileages until the owner could afford a car. Then the Suzuki would be relegated to the back of the garage and forgotten.

This practice means the US is now the major source of parts for the early Bloop. They can be expensive as nostalgia bites on both sides of the Atlantic and given the US Postal Service's extortionate international rates expect a wallet emptying experience. For later models it can be worth scouring the internet for parts in the Far East.

In the UK engine parts such as pistons and seals and bearings can still be found. Wemoto has a range of these items, as well as consumables, clutch plates, carb repair kits and coils. Finding Posiforce oil pumps in good condition is a problem, with some owners modifying pumps from other models and others ditching the system totally and using a petroil mix. Gearbox parts might be also be a challenge. Lenses used on the B120 were used on several machines in Suzuki's range, and points and gasket sets can still be found.

The biggest problem is going to be cycle parts, especially sourcing pressed steel stuff in good condition. Otherwise finding bits will involve searching eBay, joining the VJMC and hoping something turns up on the pages of the club magazine, *Tansha*, or grubbing around at autojumbles. The later B120 is going to be easiest to find bits for, certainly. Unaccountably Suzuki's otherwise excellent vintage spares service doesn't list the B120 as a classic, though you might find some parts for the AP50 sports moped and the GT185 twin might be substituted at a pinch, for a price. CBG

B120 1976

ENGINE: Air-cooled 118cc piston valve single cylinder two-stroke **POWER:** 10hp @7000 rpm **TOP SPEED:** 68mph **FUEL CONSUMPTION:** 100mpg+ **TRANSMISSION:** Four speed constant mesh, chain final drive **WHEELS/TYRES:** Front 2.50 x 17 Rear 2.75 x 17 **LENGTH:** 1905mm (75in) **WIDTH:** 665mm (26.2in) **HEIGHT:** 965mm (38in) **WHEELBASE:** 1120mm (44.1in) **DRY WEIGHT:** 85kg (187lb)









KAWASAKI GPZ750

WORDS BY OLI **PHOTOGRAPHY BY** GARY CHAPMAN

WHAT IS IT?
The definitive early 1980s sports bike

GOOD POINTS?
They're cheap, they're powerful and they're reliable

BAD POINTS?
The finish isn't of the best and some wearable components are hard to find.

COST?
Restoration project: £400-800 (basket case) – £1000-£2500 (Useable runner)
Mint condition: Concours £4000 plus

Along with which oil to use and which petrol won't gum up your carbs, many a pub or internet debate has been had about what the next 'affordable' classic will be.

Most old Brits over 250cc are heading north of £3000 and the prices of legendary Italian mounts are going stratospheric. Late 1970s Jap bikes, especially cult items, are seeing similarly high prices. And, as many returning motorcyclists look out for the bikes they had, or indeed lusted after, in their youth, the early 1980s are attracting plenty of interest.

The Kawasaki GPz750 four is an excellent example of a solid, usable, big classic, with plenty of style and few foibles. They're well worth snapping up, if you can find a good one.

The brutal beefiness of the 750's bigger brother, the GPz1100, might have attracted more buyers, while the smaller sibling, the GPz550 was cheaper and easier to live with. The 750 quickly came up against more powerful rivals, including the GPZ900R, Yamaha FZ750 and Suzuki GSX750ES and the later GSX-R 750 most of which handled better and had fancier engines, while Honda's 750 V4s were much more mechanically sophisticated. But nearly 40 years on, the GPz750 has much to recommend it.

Back in the early 1980s the various members of the GPz range would be seen in clusters at pubs and meeting places, often as a bike acquired after losing one's L-plates. And that's what makes it a future classic. If you had one when they were new, you may well look back on it with fond nostalgia and want to relive your youth. And if you couldn't afford one then, today the reasonable price will make it easier to fulfil that dream.

The air-cooled twin-cam two-valve-per-cylinder four was developed from the Z750, which in turn came from the Z650 four, so by the time the GPz engine arrived it was well tested, tough and is not a terrifying prospect in the engine department. The two-valve engine has a fair bit of flexibility. There are five gears, which are more than enough, given the basic way the four produces its power. The very first GPz750 was a bright red, rebodied twin-shock Z750 with a tuned-up engine finished in a fetching shade of satin black. It had slightly higher compression than the Z, redesigned camshafts and was fitted with Mikuni 34mm carburettors. The cylinder heads were breathed on, the inlets and exhaust ports polished at the factory and an oil-cooler was added.

The chassis on the second model isn't half bad either. While the 750's little brother, the 550, got the first Uni-Trak suspension system, the 750 soldiered on with twin shocks until 1983 before being replaced with a model featuring considerably updated rear suspension. This wasn't the same as that fitted to the 550, which had the adjuster collar on the shock under the swing arm, which was hard to get at and exposed to road muck.

On the 750 you removed the right-hand side panel and could add or remove the air in the shock through a Schrader valve. The GPz750 suspension system was designed to be compatible with US production racing rules which required machines to use stock equipment, and the Uni-Trak was derived from that fitted to the Kawasaki KR500 GP racer. Along with this race-bred tech, the GPz got new swoopy bodywork and a half fairing.

The handling was a little neutral, but it was a lot better than that which had come before. Braking was basic, with twin-single pot calipers at the front and one at the back. They aren't outstanding today, but were adequate when new, and if you don't push things too hard, they'll do the job.

The half-faired GPz also got the new Kawasaki anti-dive system which was designed to stop the relatively soft front forks from compressing under hard braking. A brake-activated piston moved the fork's internals to restrict the oilways so that the harder you braked, the further the piston is pushed, and the more the suspension was restricted. As a result, you didn't lose suspension travel to braking. Should you hit a bump, a relief valve briefly bypasses the anti-dive and allows the fork to move and deal with the bump as normal. It worked, in a primitive way, though after years on the road the condition of the system may have deteriorated, and many owners have blanked it off.



The swoopy look was very much of its time, and while the bike was offered in silver and in black in some markets, it was the fire engine red paint scheme that won the hearts of most buyers in the UK. The bits you can't see from the outside aren't

"Back in the early 1980s the various members of the GPz range would be seen in clusters at pubs and meeting places, often as a bike acquired after losing one's L-plates. And that's what makes it a future classic"



the tidiest in the way of finish, with the inside of the fairing a little rough around the edges. Yet there are other bits that are smart and tidy – the clock arrangement is neat, and the idiot lights and tank top fuel gauge and instrument console are very space age.

There was a smart set of raised clip-ons mounted above the top yoke, which, although they require a little leaning forward, are in no way as brutal as those fitted to the GPz's more out-and-out sporting peers. The lights are good, and the indicators huge. If you can't see a bright red GPz when it's coming towards you, you really aren't paying attention.

While the first of the higher spec GPz900R models got a 16-inch front wheel, the 750 got an 18-inch item, which makes tyre choice today a lot easier and makes for a more forgiving riding position.

The GPz is something of a forgotten modern classic. Demand is growing, but they are still reasonably priced. A tired 750 can be found for not much more that £1000 while a good one won't cost you much more than £2500, around the cost of a new Chinese 125. What you get for your money is a motorcycle with a great engine and passable cycle parts.

Some things are likely to be hard to find. If you are considering one, paying a little extra for a bike with bodywork in good condition is well worth it, because finding replacement panels may be expensive, and an original exhaust in good condition will be near impossible to pick up. You'll find more than a few with damaged fairings stripped off, aftermarket streetfighter-esque headlights bolted on and four-into-one systems of doubtful provenance that will be louder but may make the bike slower. The bushes and sleeves around the rear suspension will be close to wearing out on high mileage bikes by now and searching for replacements will require patience.

General consumable parts like cables, brake components, oil filters and the like will be easier to find. The engines are tough, but anything making unpleasant mechanical noises should be avoided.

'Let the good times roll' was Kawasaki's advertising slogan in the 1980s. It's almost a shame that the GPz wasn't the air-cooled twin-cam engine's swansong, rather than dragging on into the 1990s with the Zephyr and the ZR7. Better to have burned out in the good times in a flash of red fire.

LET THE GOOD TIMES ROLL

I like GPz fours. I owned an early Uni-Trak GPz550 for several years, paying just £350 for a tidy one in 2004, and it was a great middleweight motorcycle. The 1100 is a bit terrifying, and there aren't a lot of 750s still around, so this was the first I'd seen in many a year. This bike, which was in stock at Oxford Classic Honda, is a neat example of the breed. Originally an Italian









market machine brought into the UK in 2003, the clock shows less than 50,000kms or around 30,000 miles, which in Kawasaki terms means the engine is just about run in. The bodywork is good, and the exhaust, although patched up a little, is original.

Taking a good look at the beast, I cast my mind back to what motorcycles looked like in 1983. Then I went back further to the late 1970s and considered just how far motorcycle design leapt forward in just five years. Single-shock race-bred rear suspension, anti-dive, decent brakes, big chunks of cast aluminium, a snail cam rear axle, quality electronics, the whole plot is a remarkable advance on what had gone before.

It felt quite small by modern standards, and although there are clip-ons it was easy enough to paddle about from a standstill. The riding position was more sit-up-and-beg than street racer crouch.

Turning on the ignition I watched the dials and gauges flash into life. Those dials are good and clear, though you can't see the fuel gauge without taking your eyes off the road. Giving it a touch of choke, I fired it up and there was 'whoompf' of exhaust noise before it settled into a socially acceptable burble, and after a short period of mechanical noise as everything started spinning, just seconds in fact, then the engine simply rustled along. The gearshift ▸

"The swoopy look was very much of its time, and while the bike was offered in silver and in black in some markets, it was the fire engine red paint scheme that won the hearts of most buyers in the UK"



OWNERS' CLUB

Vintage Japanese Motorcycle Club
www.vjmc.com

SPECIALISTS

Kawasaki Heaven
kawasaki-heaven.co.uk

Z Power
z-power.co.uk

is as positive as you might expect, and the clutch is light. The engine is basic by early 1980s standards and that's no bad thing when it comes to actual rideability.

While rivals were sticking four-valves-per-cylinder into their heads, Kawasaki stuck with two valves for the 750. Four-valve tech was still in its infancy for mass production engines and while they might have had a bit more power up top, the two-valve GPz engine would have the legs of them before they were properly wound up. And it was a 130mph motorbike when new, after all.

The grunty power comes in steadily, rather than in gobs. While you wouldn't describe the handling as nimble or chuckable, it was nothing to be scared of. It felt comfy and powerful, and great for the open road. I felt you could clamber on board with toothbrush, a spare pair of pants and a credit card and you could be in Istanbul in 48 hours, fresh as a daisy. You need to read the road ahead, and anticipate all kinds of road issues, the way we all used to, but the 750 can do anything you ask of it – tour it, scratch it, commute in all weathers or polish it up and show it.

This is one of those motorbikes that as I rode it was mentally calculating just how much garage space I have, whether there was enough in the bank to take it home there and then, and just how much trouble I would be in...

BULLETPROOF

Jason Shearer of South Wales-based Z-four specialists Kawasaki Heaven confirms what most owners will say about the GPz: "They're pretty much bulletproof."

Expanding on the theme, he added: "They're just good old bikes. By the time Kawasaki came up with them, they'd ironed out all the issues there might have been with the Z650, which is what it was based on. There aren't a lot of things that go wrong with them. There can be a bit of a clutch rattle but that wouldn't bother me that much. It's a good idea to make sure the carbs are in nice condition and working properly as the diaphragms will be very hard to get.

"The original long plastic rear mudguard and chainguard may have gone missing by now as lots of people took them off and just threw them away. You'll be lucky to find a replacement mudguard for less than £200 on eBay.

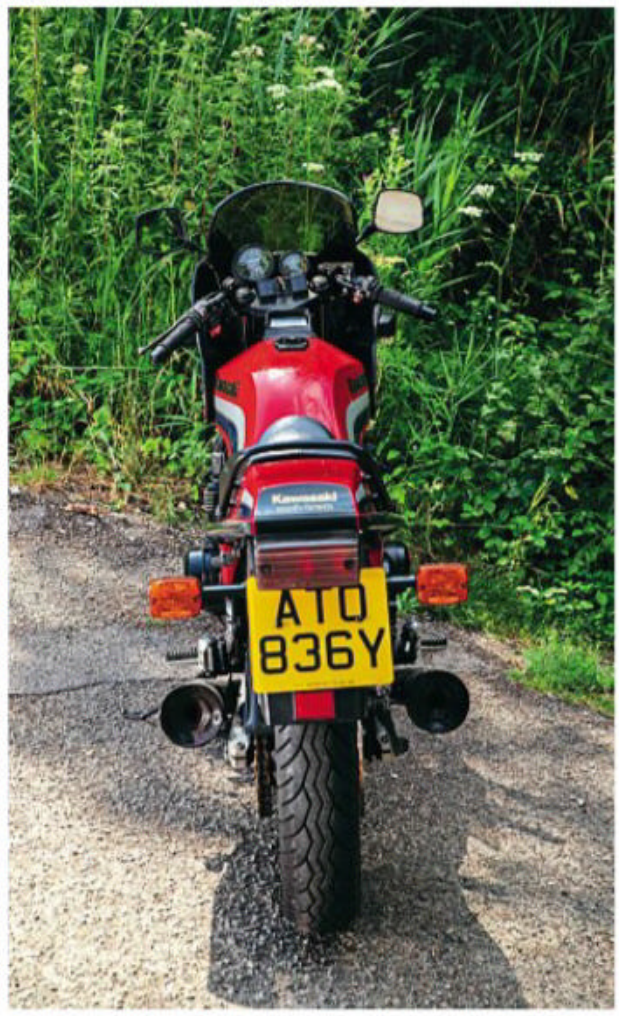
"Most of the exhaust systems will have been replaced by 4-1 set-ups by now. The original black chrome system rots out and once it does there's nothing you can do with it. The anti-dive gives up the ghost, but you can just unbolt it and blank it off. The rev counter can be a bit temperamental. There's a neat little button on the dash that turns the instruments into a voltmeter, but you need to have the special GPz battery to make this work as this has an extra terminal on it.



SPECIFICATION 1984 KAWASAKI GPZ750

ENGINE: 738cc, air-cooled, eight-valve, dohc, inline four **POWER:** 85bhp @ 9500rpm **GEARBOX:** five-speed **FINAL DRIVE:** Chain **FRAME:** Steel-tubed double cradle **SUSPENSION:** Front telescopic anti-dive forks adjustable pneumatic preload, Rear rising-rate monoshock, adjustable pneumatic preload, rebound damping **BRAKES:** Front twin 280mm discs with single piston calipers; Rear 240mm disc with single piston caliper **TYRES:** Front: 110/90 x 18; Rear: 130/80 x 18 **SEAT HEIGHT:** 800mm **WHEELBASE:** 1490mm **DRY WEIGHT:** 220kg **FUEL CAPACITY:** 19 litres **TOP SPEED:** 129mph





"Fairing panels are available, and you can get pattern screens, but the side panels can be harder to find and there's a flimsy lug at the top that fractures. The biggest problem today though is that prices are going up quickly. Fifteen months ago, I bought two for £500-600 apiece. Now you'd pay £1500 for the same bikes, as people have cottoned on to just how good they are. You might be lucky and still find a tatty one for £800 – what you get is a sorted Z650 that's a cracking bike and ace to ride. Just make sure it's not smoking and not leaking oil from too many places." CBG



Machine Mart

29156

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

- Tough, triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy-duty, powder-coated steel tubing
- Ratchet tightening to ensure drum-tight cover
- Includes ground anchoring system

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	£279.00	£334.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

* was £346.80 inc.VAT

LENGTH UP TO 24'

MODEL SHOWN CIG81220 (20'X12'X8'2")

FROM ONLY £229.00 EXC.VAT £274.80 INC.VAT

4 EASY WAYS TO BUY...

IN-STORE SUPERSTORES NATIONWIDE

TELESALES 0115 956 5555

ONLINE machinemart.co.uk

CLICK & COLLECT OVER 10,000 LOCATIONS

Jacksons of Knebworth

Sales, Service & Repairs of all classic, vintage & veteran motorcycles





BIKES FOR SALE

AJS 650 MODEL 31 1959 very nice £6995
ARIEL ARROW choice of two from £3495
ARIEL PIXIE 1960ish good original condition only 1700 miles from new great 1st classic bike £895
ARIEL VH500 1955 Part restored project (Henry Coles next special maybe?) £1995
BSA C11G 1950 PLUNGER MODEL in very nice condition £3250
BSA A10 650 GOLD FLASH 1959 ..... £4995
BSA BANTAM B175 nice condition, 1970 ..... £2395
EXCELSIOR TALISMAN TWIN TT2 1955 Complete restoration £4595
FRANCIS BARNETT FALCON 197 choice of two from £2495
MOTOBECANE 50CC MOPED 1972 ..... £795
NORTON COMMANDO MK1 750 Fastback 1969 Immaculate, one of the first & best models £8495
NORTON DOMINATOR 650 1961 J/Tickle TLS, Akront rims & other upgrades £5995
ROYAL ENFIELD ELECTRA 350 2004 single/pillion seats, 5 speed ..... SOLD £1995
SUNBEAM S8 1949 great condition £5995
TRIUMPH 350 3T/A 1966 excellent £4250
TRIUMPH 5TA SPEEDTWIN 1960 Very nice condition engine rebuilt matching no's £5495
TRIUMPH TIGER CUB 1964 very nice condition £3895
VELOCETTE MAC 1956 ..... £5995
VESPA 1962 Restored £3995

ALL CLASSIC BIKES WANTED GOOD OR BAD, RESTORED/ORIGINAL CONDITION OR UNFINISHED PROJECTS, WHAT HAVE YOU?

UK Delivery service available

FIND US ON FACEBOOK - JACKSON'S CLASSIC BIKES





124 London Road, Knebworth, Herts SG3 6EY
01438 812928 • harvey-jackson@btconnect.com

G.P. CLASSIC MOTORCYCLES

- REPAIRS
- SERVICING
- RESTORATIONS

For all British, Road, Race and Trials Bikes



A 'NORTON MAN' with 45 years' experience working on, Commando's, Heavy Twins, Singles ES2 and Model 50s, together with Royal Enfield, BSA and Triumph, both singles and twins.

Contact me on 07837 608408
or e-mail info@gpclassicmotorcycles.co.uk
Visit my website www.gpclassicmotorcycles.co.uk

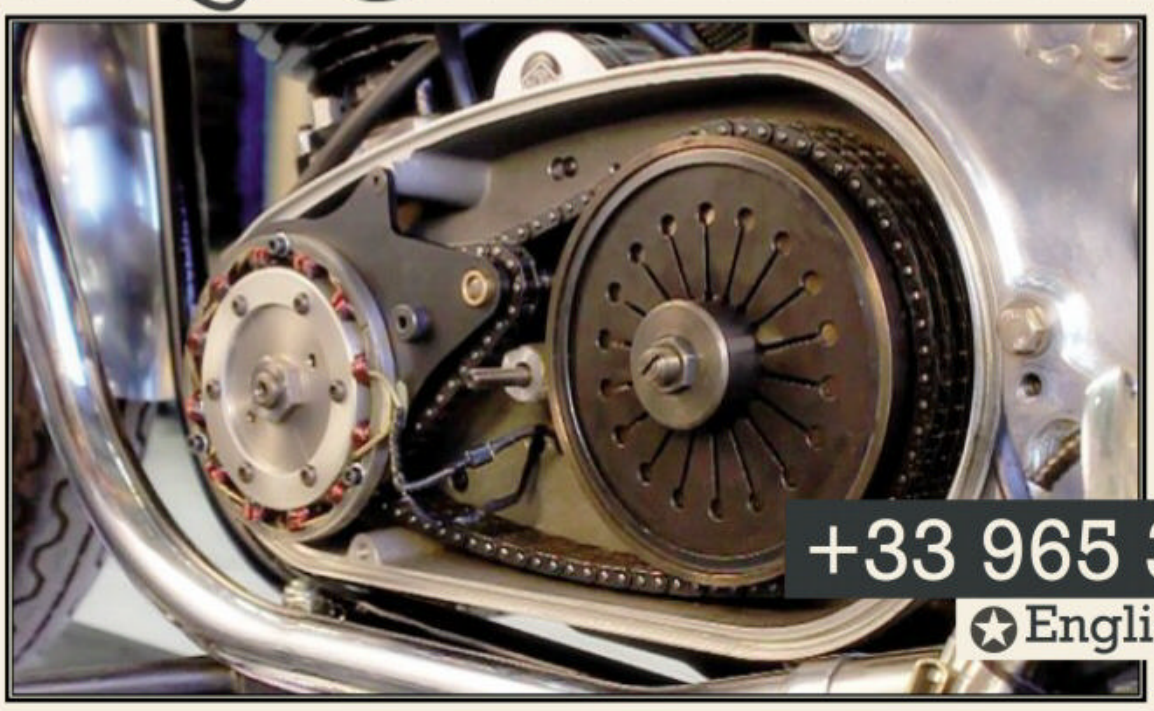
***WE'VE MOVED PREMISES** please contact for location*

Graham Panter
Norton
Commando
Specialist

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.

ALTON

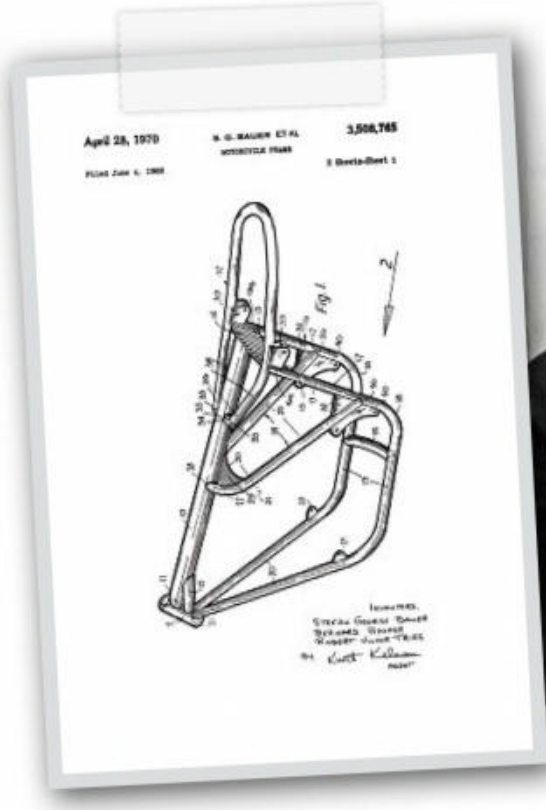
+33 965 373 852

English spoken

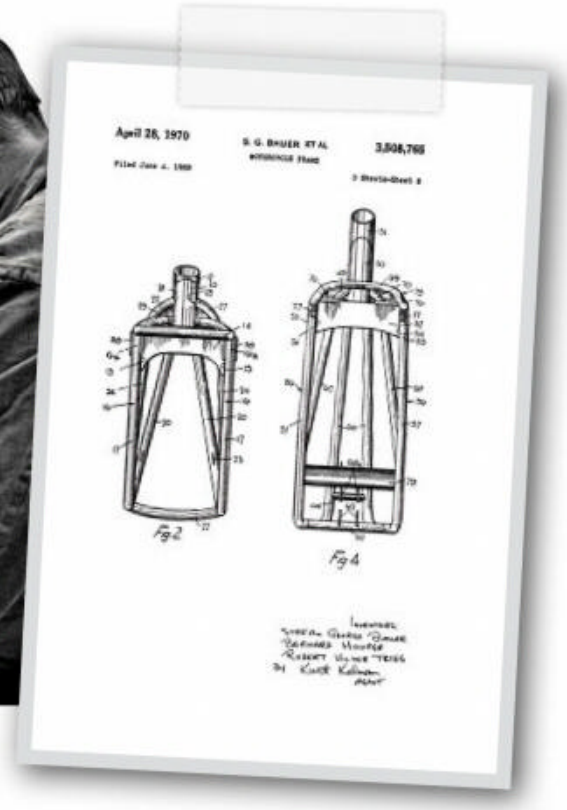
www.alton-france.com

Except Mk3 and 750 Fastback with distributor

Above: What would it have looked like in a Featherbed frame?







Ken Sprayson, with designs and a model of the new Commando frame

The birth of the Commando

Roger Barlow shares some fascinating first-hand insights into the birth of Norton's brave Commando

WORDS BY JIM REYNOLDS **PHOTOGRAPHY** MORTONS ARCHIVE AND JIM REYNOLDS

ROGER BARLOW WORKED AS A draughtsman and designer in the motorcycle and car industry, including spells at Ariel and BSA in the 1950s and 1960s, before moving on to Rover, where he found security, but not much of interest, but the chance to join Norton-Villiers in the 1960s to work on a new design sounded much better and he became part of the team at Wolverhampton in April 1967. "There were five designers, all enthusiasts, and we naturally supposed the new Norton would have a Featherbed frame. But we reckoned without Doctor Stefan Bauer."

"He came from Rolls Royce, a small man who fired out ideas in a constant stream; some splendid, some not, but they all made you stop and think. His plan to discard the Featherbed frame met with amazement, but he said if, after 26 years, we couldn't design a better frame, we had no business in his office. We supposed he had a point after all, then we found the engine was to be rubber mounted. Look at the Sunbeam S7 and S8; jellies on wheels! But once we listened to the reasoning behind Bernard Hooper and Bob Trigg's idea, we accepted it as a potential equal to the Featherbed."

Stretching the team's imagination even further, a basic tubular chassis with forks, wheels and engine was delivered to the drawing office, followed by the stylist from Wolf-Ohlins with blocks of polystyrene, glue, sandpaper and a collection of saws. He attacked the plastic, generating clouds of white dust as the outline of the Commando Fastback emerged, and when he'd finished, Roger and his fellow designers admitted he'd done a pretty good job. But they weren't sure that the green blob on the fuel tank would be recognised by Norton fans as the symbol of their favourite marque.

"One of the first things we learned was that our new Norton was to be at the Earls Court show that autumn, and it had to be finished some time before to take pictures for the brochure. No excuses – once the bike was styled we could get on with the job of designing all the bits and pieces to bring the vision to reality."

"The tank and tail-piece were in fibreglass, so we enlisted the help of Avon Fairings and Doug Mitchenall paid several visits to pass on his expertise. The petrol tank was styled to form it from just two mouldings, top and sides in one piece and a separate floor that could be stuck inside to give a complete tank. Doug advised the overlap to form a petrol-tight bond."

"Back when J A Prestwich and Villiers joined forces, one of the assets Villiers gained was a man we nicknamed 'The Colonel'. His particular skill was his ability to turn our drawings into actual parts in an

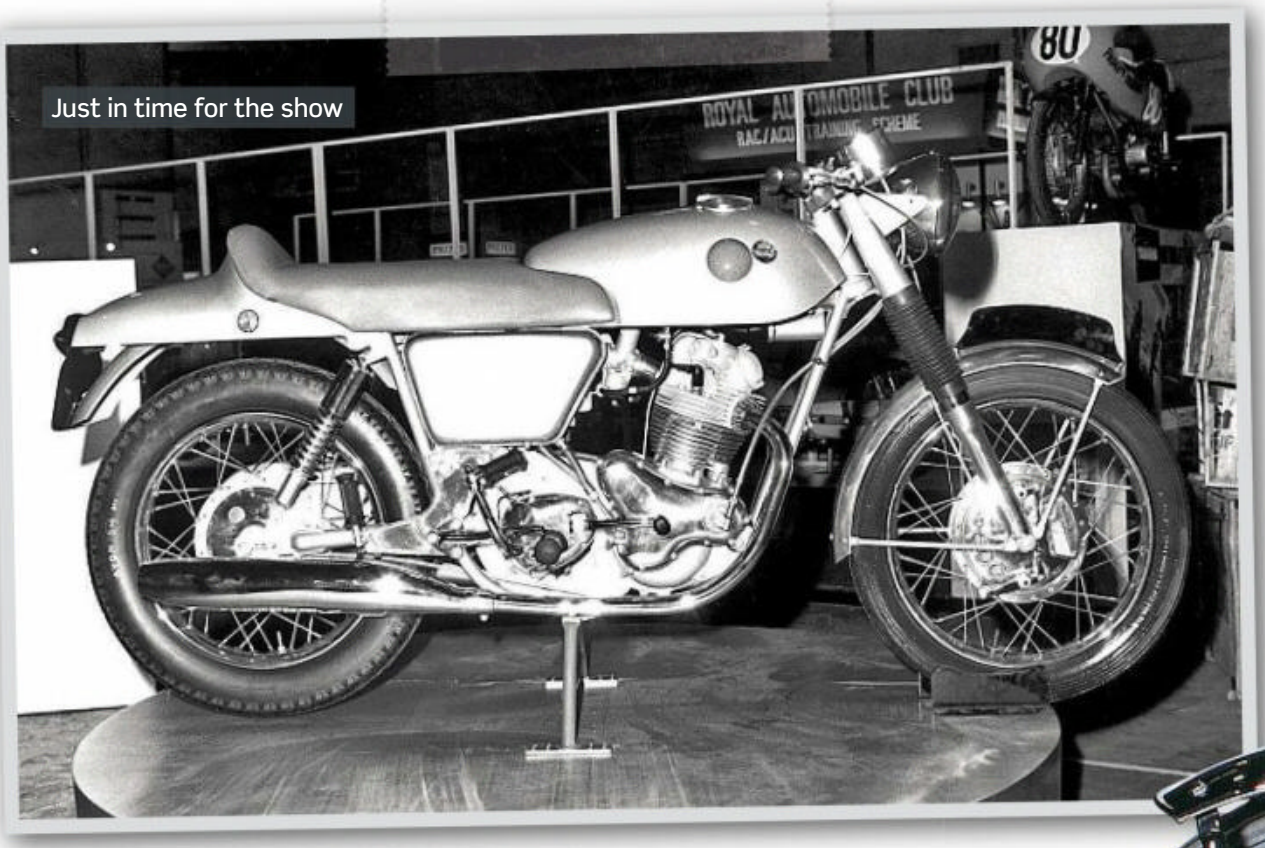


Above: Fastback styling was innovative

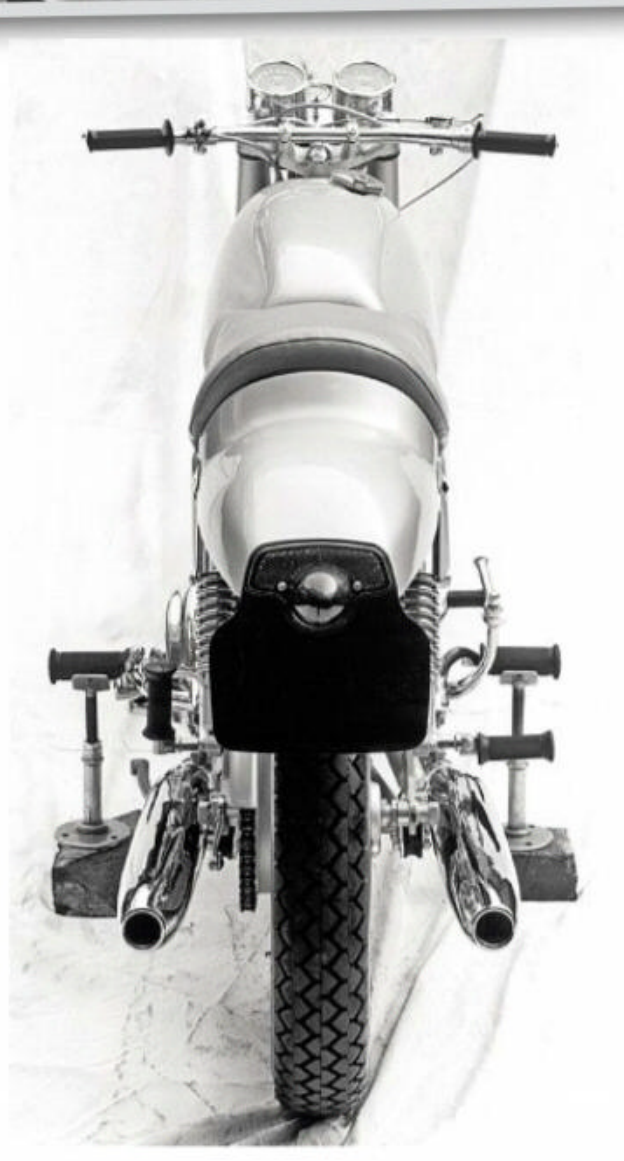
His plan to discard the Featherbed frame met with amazement, but he said if, after 26 years we couldn't design a better frame, we had no business in his office



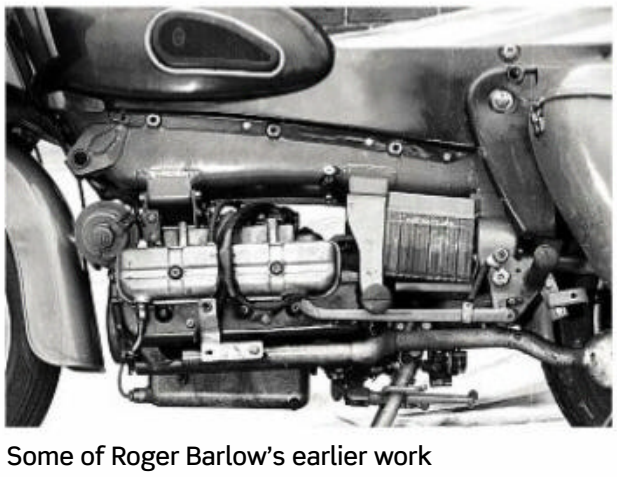
Right: Umberslade Hall, or 'Slumberlade Hall' as some called it...



Just in time for the show


1969 Fastback Commando shot for the brochure




Some of Roger Barlow's earlier work



incredibly short time. He'd hover for a drawing to be finished, whip it away for a copy to be made, then disappear into a secret world of backstreet workshops and factories that abounded in the Wolverhampton area. Often as not, he'd come back into the office the next day, brandishing the parts and demanding more drawings. He was a most valuable man with an incredible string of contacts who worked wonders on our behalf.

"I was dispatched to Reynolds Tubes to bring the first of the new frames back to Wolverhampton. I remember Ken Sprayson was doubtful about the durability of the frame. In the event he was proved right and a little judicious stiffening had to be done, though the original concept was unchanged. Gradually, the bits came together and assembly began. Sometimes drawings were altered and then the parts themselves, but sometimes the parts were altered to fit, then measured and the drawings were altered last. The Lucas rep, Derek Norton, came to arrange wiring harnesses and oversee the electrics in general. The Dereks of this world were an incredible asset to the British motorcycle industry – without him and his fellow reps the designer's job would have been virtually impossible."

It's easy to overlook that while the Commando was being sorted out and all the bits and prices made, the design department was also working on the AJS Street Scrambler two-stroke single that proved to be a good seller and was in production for many years in what became the Brown family's AJS factory in downtown Goodworth Clatford, near Andover. It's a tribute to the Norton-Villiers team that they could work on two totally different new bikes with a very tight schedule before their Earls Court debut and end up with such good-looking motorcycles, even if there was a little manipulation of the figures to offer Norton followers alternative versions of the new twin.

"The wording of the brochure demanded attention as the Commando took shape," Roger remembered with a grin. "Were we going to produce just one model, or two or even three. There was no way we could concoct and produce a bike with a different appearance in the time left, so the option was left to us and we decided it had to be performance. The standard Atlas engine was a pleasant, torquey lump, even if it did vibrate too much for comfort. But our new Isolastic frame would take care of the vibes, so why not up that state of tune? There was no time to develop more power, so sleight of hand was called for.

"Road tests of the opposition's best were studied and BSA's A65 Spitfire was quoted at 55bhp, five or six more than the Atlas. A horsepower or two was added to the BSA figure and a few tenths of a second

Started up and left on tickover, it began a slow waltz across the yard on its centrestand, moving sideways with the engine just a blur. Had we got it wrong? Were those months of effort all down the pan?

subtracted from vital road test figures and our new Commando became a force to be reckoned with!

"For Stage Two a search revealed a Bonneville that had had a lot of work done, possibly by Paul Dunstall, and the odd horsepower was added to their figure and a few tenths subtracted again to make our Stage Two look very attractive. Two kits of parts were assembled from thin air: pistons, cams, carburettors, that sort of thing. The new stages of tune went into the press release, along with the acceleration figures and the imaginary top speeds, and very impressive it all looked. A new model with two tuning stages, kit of parts, all priced and listed. My goodness, Norton must have a red hot team up there in Wolverhampton! Nobody called our bluff, which was just as well."

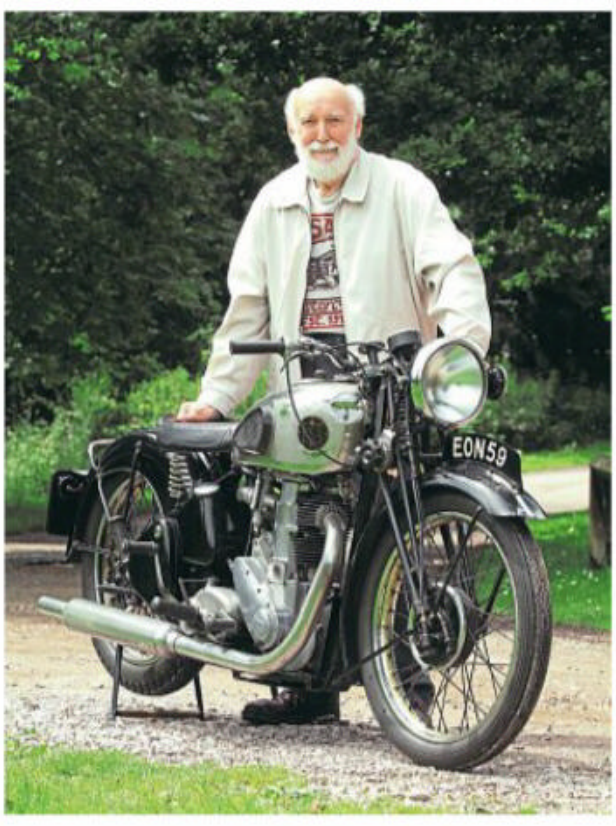
That must have been the quickest and cheapest tune-up a bike ever had. It's no wonder there used to be a saying in the trade that the easiest part of a bike to tune was the speedometer.

"The Earls Court show came and went and



The AMC factory in late 1968, with finished Commandos all around





Roger Barlow

we settled down to finalise the design and get it into production. One day a van arrived from Plumstead with the first roadworthy Commando, accompanied by Tony Dennis and long-time Associated Motor Cycles man, Wally Wyatt and we began to notice little things their team had done to our new bike. We felt this was a bit much; Plumstead had not been chosen to design the thing, yet here they were changing it. Started up and left on tickover, it began a slow waltz across the yard on its centrestand, moving sideways with the engine just a blur. Had we got it wrong? Were those months of effort all down the pan? A quick blip of the throttle and it all came into focus. Phew! It did work after all.

"We were all allowed a quick run down the road and all five designers queued eagerly for our turns. Mine coincided with a brief flurry of snow, but it felt perfectly safe and not overly heavy or clumsy in any way. One of our lads who owned an Atlas was mightily impressed; it seemed the Isolastic frame could work after all.

"But towards the end of March 1968 all the design and development moved down to Andover and to those of us with families it was the end of a wonderful 12 months. One or two went, but the majority left to find jobs that did not involve moving for what might be a temporary spell, and in the fullness of time the company did return to Wolverhampton for what turned out to be the final countdown. For me, the fun and excitement were over and I went back to my old job at Rover."

That was not the end of Roger's time in the bike industry though. He came back to his first love when he was recruited to work in the BSA-Triumph development centre at Umberslade Hall, or 'Slumberlade Hall' as it was sometimes known. But that's another story for another time. CBG





Roger in various guises

NORVIL MOTORCYCLE COMPANY

WHERE GENUINE Norton NorVil® COMMANDO'S® 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**
UK PATENT OFFICE REGISTRATION NUMBER : 2128766

NORVIL IS OUR REGISTERED TRADEMARK
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

COMMANDO PARTS - LIMITED TIME SALE

Part Number	Description	List Price	Sale Price
069218ACBG	BELT DRIVE KIT FOR COMMANDO - COMPLETE WITH CLUTCH	£439.00	£425.00
069181CBG	BELT DRIVE KIT FOR COMMANDO - RACE - COMPLETE WITH BEARING	£322.00	£315.00
069444CBG	BELT DRIVE KIT FOR COMMANDO - MK3 ELECTRIC START ONLY - C/W BEARING	£279.00	£269.00
065838XCBG	BOLT-ON WIDE FRONT MUDGUARD - CHOOSE BLACK, WHITE OR YELLOW - GRP	£58.60	£49.95
061084CBG	CAMSHAFT FOR STANDARD COMMANDO - FITS 131257 ON - 750 & 850-(1S)-EN40B	£154.00	£139.95
063706XCBG	CLIP-ON NARROW FRONT MUDGUARD - CHOOSE BLACK, WHITE OR YELLOW - GRP	£53.50	£44.95
062482ACBG	CLUTCH ASSEMBLY FOR ALL COMMANDOS - WITH FIBRE PLATES NOT BRONZE	£425.00	£395.00
064045RRCBG	CRANKCASE FOR 750 AND 850 COMMANDO - RACE TYPE - NOT ROAD!!	£1,017.90	£975.00
065666CBG	CRANKCASE FOR 850 MK3 ELECTRIC START - STRONGER THAN ORIGINAL	£1,017.90	£975.00
063106CBG	CRANKSHAFT FOR 750CC COMMANDO - LATE TYPE	£750.00	£699.95
060571CBG	CRANKSHAFT FOR EARLY COMMANDO	£750.00	£699.95
061705ACBG	CYLINDER BARREL FOR 750CC COMMANDO - ALLOY - COMPLETE WITH FIXING KIT	£1,400.00	£1,295.00
064097CBG	CYLINDER HEAD FOR 750 COMMANDO - RH6S - 32MM PORTS - WITH 5/8" GUIDES	£1,375.00	£1,199.95
063935ATYCBG	FAIRING ASSEMBLY FOR COMMANDO - ALL FITTINGS - TINTED SCREEN - YELLOW GRP	£455.00	£399.95
062039RCBG	FASTBACK COMMANDO TAIL FAIRING - RED - BEAUTIFUL COLOUR	£136.00	£125.00
062039GCBG	FASTBACK COMMANDO TAIL FAIRING - GREEN - BEAUTIFUL COLOUR	£136.00	£125.00
060502GCBG	FASTBACK TAIL FAIRING - 1968 STYLE WITH RAISED SECTION FOR BADGE - GREEN	£186.00	£175.00
060502RCBG	FASTBACK TAIL FAIRING - 1968 STYLE WITH RAISED SECTION FOR BADGE - RED	£186.00	£175.00
060990FCBG	FORK ASSEMBLY FOR COMMANDO - 1968 TO 1970	£865.00	£849.00
062487CBG	FORK ASSEMBLY FOR COMMANDO - 1971 AND 1972 - DRUM	£865.00	£849.00
067317CBG	FORK ASSEMBLY KIT FOR COMMANDO 1972 TO 1974 PRE MK3 DISC	£865.00	£849.00
067318CBG	FORK ASSEMBLY KIT FOR COMMANDO 850 MK3 - 1975 TO 1977	£865.00	£849.00
063547LCBG	FORK SLIDER FOR WHEN CALIPER IS AT THE FRONT - LEFT HAND - NORVIL	£178.00	£159.95
063547RCBG	FORK SLIDER FOR WHEN CALIPER IS AT THE FRONT - RIGHT HAND - NORVIL	£178.00	£159.95
067401CBG	GEAR & SHAFTS KIT FOR COMMANDO - PRE 306591 - INCLUDES BUSHES	£750.00	£699.95
067402CBG	GEAR & SHAFTS KIT FOR COMMANDO 850CC FROM 306591 ONWARDS	£750.00	£699.95
063677CBG	INTERSTATE SEAT FOR PRE ELECTRIC START COMMANDO - STEEL BASE	£139.00	£119.00
AS5510PASSCBG	ISOLASTIC ASSEMBLY FOR FRONT - COMPLETE - POLISHED STAINLESS	£147.50	£129.95
AS5510ASSCBG	ISOLASTIC ASSEMBLY FOR FRONT - VERNIER - COMPLETE - STAINLESS STEEL	£121.80	£109.95
066130ACBG	ISOLASTIC CONVERSION KIT FOR FRONT - FULL SET - NEW TYPE	£69.00	£59.95
066131ACBG	ISOLASTIC CONVERSION KIT FOR REAR - FULL SET - NEW TYPE	£69.00	£59.95
064060CBG	REAR ENGINE CRADLE & GEARBOX MOUNTING - 850 - PRE MK3 COMMANDO	£175.00	£159.95
066972CBG	REAR ENGINE CRADLE & GEARBOX MOUNTING - PRE MK3 - COTTER	£185.00	£169.95
064118CBG	SUPERBLEND MAIN BEARING - ENGINE NO 200000 ONWARDS - NJ306E-M1	£47.50	£39.95
064118C3CBG	SUPERBLEND MAIN BEARING - PRE ENGINE NO 200000 - NJ306E-MI-C3	£47.50	£39.95
068150CBG	SWINGING ARM CONVERSION KIT TO FIT 7" SPINDLE & LONG BUSHES TO MK2A & MK3	£59.00	£49.95

Prices Valid to 31st October 2019





THE CORNER GARAGE, 96-98 CARCOCK ROAD, CHASE TERRACE, BURNTWOOD, STAFFS WS7 1JP
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

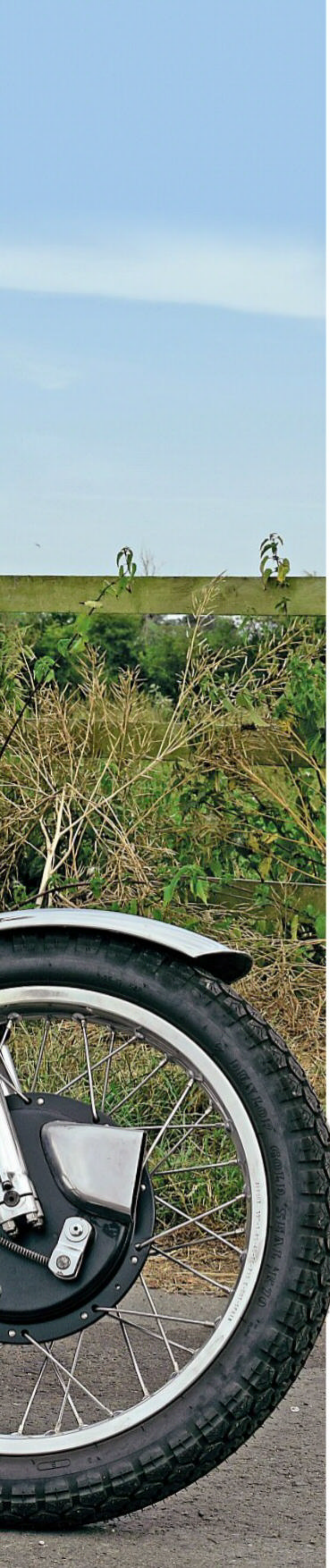
For EU please add VAT

Hurricane BORN AGAIN

This BSA X65 special may be a very rare sight, but plans are afoot to give more the opportunity to build one.

WORDS AND PHOTOGRAPHY BY OLI HULME

"What if BSA-Triumph had been brave enough to use the style on their other bikes? Kay Brewer's BSA A65 Lightning X65 is an example of what might have been"



THE TRIUMPH HURRICANE X75 IS one of those motorcycles that is nearly impossible to dislike. Ridiculously flamboyant and hopelessly impractical, the creators of the X75 had invented the factory custom nearly a decade before anyone else cottoned on.

It's a bit of a 'what if' motorcycle too. What if there had been a bit more money about to make it even better? What if the American noise regulations hadn't killed it off within a couple of years?

Plus there's another... what if BSA-Triumph had been brave enough to use the style on other bikes? Kay Brewer's BSA A65 Lightning X65 is an example of what might have been. And, whisper it, it has a kind of class and subtlety that doesn't appear on the brash Hurricane.

The frame and registration are from one of the first of BSA's 'power egg' twins, a 1962 A65 Star. The engine is from a 1967 Hornet, the high performance, no lights, US competition model. The tank of a real X75 is just a cover over a tiny steel tank, but the tank and seat unit on the X65 is a bit more sophisticated than that. For the X65, the glass fibre body was made for SRM in Aberystwyth to special order and uses special ethanol-resistant resin and fits the slender A65 frame rather better than Craig Vetter's tank and seat unit did the Rocket 3 frame of the X75. It is believed that at the time only about a dozen of these body kits were made to fit the A65 frame by SRM. The exhaust downpipes are bent to provide two down pipes of the same length exiting on the right, aping the famous triple silencers of the Hurricane.

SPRUCE UP

It was built for Kay by her partner Andy Hodge in early 2004. It had a bit of a cosmetic spruce up earlier this year as it was starting to look a bit tired and grubby. This has included the fitting of a new pair of Amal Premier Mk.1 concentric carbs.

For the full story we need to rewind to 2001, when Kay and Andy met. At that time Kay was riding a different kind of Hornet from BSA's rorty desert racer; the modern Honda 600 that shares the name but not much else. Both had passed their bike test when they were 17 and both have had bikes ever since. In Andy's case this is 40 years of many bikes from many manufacturers, though he's never owned a Japanese motorcycle.

They've been bikes of all sizes and styles, each one not staying standard for very long. When it seemed like the relationship was going to be a long-term affair Kay revealed to Andy that she had always wanted an old British bike. She had not gone down this road though as she did not know anyone who had experience of such bikes and the ability to look after and maintain one, plus she was realistic enough to know that they need a bit more TLC than the Honda.

Her dad, sadly no longer with us, had bikes in the 1950s and 60s and she wanted to carry on the tradition. When Kay saw an X75 Hurricane that belonged to a mate of Andy's she fell in love with it, but wasn't so happy to learn the cost. At the time she was living on her own and working as a gardener, so the Brit bike thing had to wait. Soon afterwards Andy spotted an advert for an A65 with a one-piece glass fibre tank/side panel/seat unit in the traditional orange and yellow paint job. He cut it out and pinned it to Kay's noticeboard and scribbled 'one day' under it.

FAVOUR

By Autumn 2003, Andy and Kay had bought a cottage together and Kay had graduated to a Harley Sportster when fate took a hand.

As a favour Andy had removed the engine from a mate's Triumph T100A to take to SRM Engineering in Aberystwyth for a rebuild and he and Kay decided to make it a day out together. When they arrived at SRM, the same bike which had been in the advert some two years earlier was sitting in the foyer, still for sale. Deciding this was karma, they had the owner contacted and a deal was done. The BSA was going to a new home on the Somerset levels.

When they got the X65 home they found the bike ran okay, albeit with a little bit of smoke from the exhaust. It was rough around the edges with a tatty black exhaust system and the lights stopped working soon after. The paint was a bit faded and crazed. It was definitely not up to Andy's standards. Kay had a vision of how she wanted it to look, so there was nothing for it; a complete strip down was in order.

Eight months later it was up and running, more or less as you see it here. The bottom end was in good condition apart from a worn oil pump, causing wet sumping if it was left for a few days, so this was replaced. The mill already had the SRM needle roller bearing crank end feed conversion. The top end required a bit more work, and it was re-bored and fitted with new pistons and rings. Andy had to enlarge the valve recesses to allow for the larger valves that had been fitted and new valve guides were included as part of the build. There was evidence of some gas-flowing work on the head which was taken for glass bead blasting, as was the cylinder which was then re-painted. The crankcases were simply cleaned, and brush painted. The frame and other parts were powder



coated in satin black at Griff's in Bristol. It already had the SRM cast alloy clutch pressure plate with a needle roller thrust race and the rest was rebuilt with new plates and primary chain.

The black exhaust system was junked and the very last pair of the special pipes on the shelf at SRM bought. Even so they had to be re-chromed. A pair of Norton peashooter silencers in stainless were bought from Norman Hyde and Andy set about making a hugely complicated bracket to mount them at the correct splayed angle required by the downpipes. The wheels were unlaced, and the alloy rims polished. The conical hub front brake has a poor reputation for performance, yet many feel this reputation has been earned due to some brakes not having been set up properly – it's a complicated process. There's good old-fashioned wear and tear to take into account as well.

The one on this bike had been skimmed at SRM and will lock the front wheel if you overdo it on the lever. The hubs were blasted, painted and had new bearings fitted, with the rear receiving a triple bearing conversion before being taken to Andy Forbes at AFB in Bridgwater to be laced up with stainless spokes.

The wiring was completely re-done from scratch by Andy, including the fitting of indicators which British bikes of the early 1960s didn't have. He also fitted new alloy handlebar levers and mounts, and made up new clutch, brake and throttle cables, using Slinky Glide cable for the clutch which he says makes it very light.

The handlebars are US West Coast ones for Triumph and BSA models which can also be found on Andy's 1969 Bonnie and his 1985 Guzzi V1000G5. The headlamp is a 5in Bates style mounted to the bottom yoke on another of Andy's brackets. The rear is a chromed steel custom body which he fitted with a Lucas light unit and an LED stop/tail set up from Paul Goff. The rear mudguard is a universal stainless one that came with the bike. The front mudguard guard on the X65 and on the production Hurricane was the 'wire bracket' type which is very much a 'love it or hate it' fitment. On Kay's bike this was binned in favour of a universal stainless one mounted on a cut down Harley Sportster bracket. The chain guard was made in stainless by Andy.

The petrol tank originally had a conventional twist-on filler cap. This was cut out by Steve at Joeby's Airbrush Art in Wells and replaced by a flush fit, lockable filler but after some glass fibre wizardry had taken place and the creation of spanner with a triple bend to allow the Allen bolts to be tightened up inside the tank. The colour scheme was chosen by Kay in consultation with Steve who has painted several bikes for them. The typeface for the lettering and numbers was picked by Kay and is that used by the 1960s London fashion shop, Biba. They would like to mention that Steve is unbelievably talented and one of the nicest people you could hope to meet.

Chris Morris at Somerton Motorcycles put the bike on the dyno/gas analyser to check the ignition and carb settings were spot on. The bike has proved reliable and, apart from a slight porosity under the primary chaincase, oil tight too. Kay says it is really fun to ride and the handling is very good as you would expect from an A65. Maybe it's the larger valves and the head work that make those peashooters really snarl when given a handful. It does attract a lot of attention wherever it goes.

After many years of enjoyment Kay says she is ready for a change and Andy wants a new project, so reluctantly they are offering the bike for sale. Anyone interested can contact Andy on 07989 030387.

THE HURRICANE: BORN IN THE USA, LOVED IN THE UK

Originally the Triumph X75 Hurricane triple wasn't a factory project. Indeed, it wasn't even a Triumph.

The original Trident had been a Triumph project, but when BSA became involved there were delays, then a disastrous styling job was imposed upon it.

Buyers in the US, the most important marketplace, avoided the Trident and Rocket Three in their droves. Pleas for a new look fell on deaf ears, so in 1968 Don Brown, vice president and director of the BSA on the US east coast, asked Craig Vetter, who although he was still in his 20s ran a successful fairing company, to do a redesign. The job was initially financed out of office petty cash and kept secret from the BSA bosses at Small Heath until it was completed. The completed prototype, based on the Mk.2 Rocket Three platform, was sent to the boffins at the BSA technical HQ at Umberslade Hall for evaluation. There it sat for several months as BSA went into its death throes and emerged as a Triumph, albeit with a BSA triple engine and frame. Not only was it a revolutionary look, but it had the handy side benefit of using up the Rocket Three parts left over after production ended. These days it is the most sought-after factory triple, with prices touching £30,000.

Damian Searby of the Trident and Rocket 3 Owners' Club (www.tr3oc.com) owns a well-used Hurricane. That stunning styling is what makes it so attractive, but it is also the biggest problem.

Damian says: "The tank on the Hurricane is very small, a steel liner under the glass fibre shell, and only holds about 2.2 gallons. With the bike only doing between 30-35 mpg, range is a bit of an issue, though there are club members who have toured for long distances on them. The seat is a bit cosy for a pillion – more of a one-and-a-half seater than a two-seater. They perform too, and mine can get around Cadwell Park quite well. Mind you, on the road they turn you into a bit of a windsock if you go much above 70mph. They are more about acceleration than top end speed as they have slightly different gearing to the Trident and Rocket Three, using a different gearbox sprocket.

"Handling is a bit vague as it has fork legs that are two inches longer than the standard models and this makes things a little less precise. The conical hub front brake is used, versions of which fitted to most bikes built by BSA-Triumph from 250-650cc in the early 1970s, and this does make you sweat a bit on the road. You have to think about where you are going and use engine braking.

"The BSA frame's better than the Triumph. I've had mine since 1981 when I bought it complete in boxes as an import. They were quite rare then and had only just started being reimported. I got mine on the road in 1982 and I take it to track days and the Isle of Man. It's a good old thing, a bit hard on tyres, but it seems to thrive on a bit of hard riding. They are fun. Those three silencers don't sound like anything else and make a wonderful noise."

"The conical hub front brake has a poor reputation for performance, yet many feel this reputation has been earned due to some brakes not having been set up properly - it's a complicated process"



START YOUR OWN HURRICANE WITH SRM







IF YOU FANCY building your own twin cylinder Hurricane replica, you could be in luck.

Jon Jolley from SRM was involved with the creation of the original SRM X65 kit back in 1997 and says that plans are afoot to build an all new version of the famous tank/seat unit.

Jon said: "Back then we got a replica Hurricane kit, but we couldn't get it to fit the A65, so Geoff – who worked here – got to work. He made a new mould that was wider down the middle than the original and remodelled the seat. We went for an all one-piece construction rather than the two pieces of the original with the separate rear seat trim, and we cut a section away to fit the filler cap centrally.

When we started making it in 1997 you could still get leaded petrol and there wasn't any ethanol in it so we could make it all out of glass fibre and didn't have any issues with leaks or cracking. It only took about a gallon-and-a-half of fuel."

The popularity and increasing cost of the few Hurricanes that reach the marketplace has brought the 650 version of the body kit back into the picture.

"We only made a small batch back then, but there's a chance we might start making a few more. It's come about after people have sourced A65 Spitfire tanks from India that have leaked or not fitted properly and come to us for a better product.

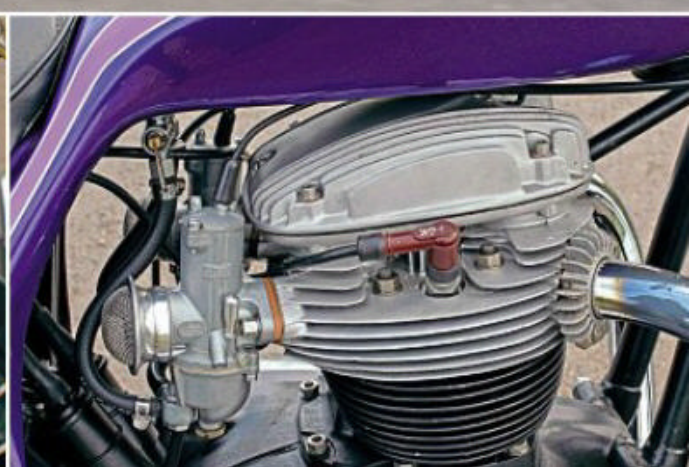
"We couldn't use glass fibre for the replicas, as BSA used to, thanks to ethanol in petrol. So we've had some made with a glass fibre outer and an alloy tank that fits inside. These are the same dimensions as the original and have the important central mounting bolt hole. Our next project will be an X65 body kit built the same way, and we have one guy who has already ordered it.

They'll have a little more capacity if they are made for the pre oil-in-frame bikes, but we have looked into casting a tank up for the later Triumphs. We're working on our own exhausts to fit around the timing cover too that will be quieter than the originals; they were fitted with Nourish megas which were, frankly, offensive. We've still got a stock of seats for the Hurricane if anyone needs one."

At £770+ vat the new X65 set up won't be cheap, but you get what you pay for, and it could be better than sitting on a bike with a crotch full of super unleaded... CBG

Contact SRM at www.srmclassicbikes.com





Draganfly Motorcycles

Specialists in classic motorcycle spares since 1976

New! Bearing distance tube for BSA Bantam D1, D3, D5 & D7 front wheels!



£4.95 + VAT

90-5535

Made in house, previously unavailable!

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

Same day dispatch option

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

6 month return policy

ARIEL BSA TRIUMPH

www.draganfly.co.uk 01986 894798 Open Monday - Friday, 9.00 - 5.00

Craven Equipment

Est. 1951

Vintage luggage for a modern age

craven-equipment.co.uk

Handmade in Britain

01986 891096

www.craven-equipment.co.uk

Open Monday - Friday, 9.00 - 5.00



STEVE COOPER

Steve likes British bikes – it's official!
Ahhh... the joys of social media!

"A Velocette GTP would make a good garage mate for my Oriental strokers and I have a long-held and unhealthy obsession with New Imperials – there, it's out in the open!"

I RECENTLY FOUND MYSELF BEING HARANGUED ON a certain site for the supposed heinous crime of Brit-bashing. Apparently, I was rabidly anti-British in terms of my motorcycle choices and perpetually biased towards Japanese machinery. Someone leapt to this conclusion after reading some of my inane witterings within one of *CBG's* sister titles. The very fact that said magazine, *Classic Motorcycle Mechanics*, focuses on Japanese and Continental bikes and generally of the post-1960s genre was obviously no justification in the eyes of said keyboard warrior-cum combatant. Discretion being the better part of valour etc, I ventured that everyone was entitled to their own opinion but 'Mr Angry' was having none of it so, as you do, I let him rant on while others following the thread ripped him to pieces.

So before we move on and for the record here goes – I do like British bikes but not especially the ones that were available to me as a callow youth in the early 1970s. I could happily own a BSA Rocket 3 Mk2, a late A65 or a B44 Shooting Star (spot a theme here – I rather like Beezas) or a Velocette GTP would make a good garage mate for my Oriental strokers and I have a long-held and unhealthy obsession with New Imperials – there, it's out in the open! I've told you and I'm glad – glad I say! What never appealed to me as teenager was the seeming unreliability of learner legal British bikes for sale back then.

Please hear me out because I am not trying to be divisive, honestly. Even the most dedicated would have to admit that the 250 Triumph Trophy or BSA Starfire were hardly the industry's finest achievements. Yes, they can be made much more reliable but that's now, not then. By the time my peer group got a licence, dealers were actively encouraging learners to buy Japanese, even though, in the main, they still sported signs proclaiming BSA, Triumph etc. That guy in the Spares Department who wore the dun-coloured coat was still able to lay his hands on any engine item for a British bike but the reality of it was the sales of said parts were dropping off rapidly. Simply put, when it came to selling used learner machinery, dealers didn't want to be dealing with any more unhappy customers than they had to.

Japanese bikes of the period had their faults (I know this as I deal with them most days) but they were, by-and-large, reliable and that was precisely what customers wanted. Both of my local dealers back then ran British and Japanese franchises and, talking to them many years later, they both tell a similar tale. What they wanted was cash flow, uncomplicated part exchanges and happy punters.

The shameful and ultimately preventable demise of the British bike industry has been beautifully catalogued in 'Whatever Happened to the British Motorcycle Industry?' by Bert Hopwood and even now it makes for some seriously embarrassing reading. If you've not seen the book I'll let you grab a copy rather than quote from it, but the chances are you'll be squirming. Distant, remote and arrogant boards of directors, demi-empire building middle managers and belligerent workers was a recipe for disaster. Then add militant union officials dreaming up petty grievances and supposed slights.

Collectively, this little lot conspired to make an already rather large hole into a yawning chasm. Oh, and a parlous lack of investment didn't help either. And yet it wasn't just the British bike industry that was thus bemired – all of the UK was similarly stricken.

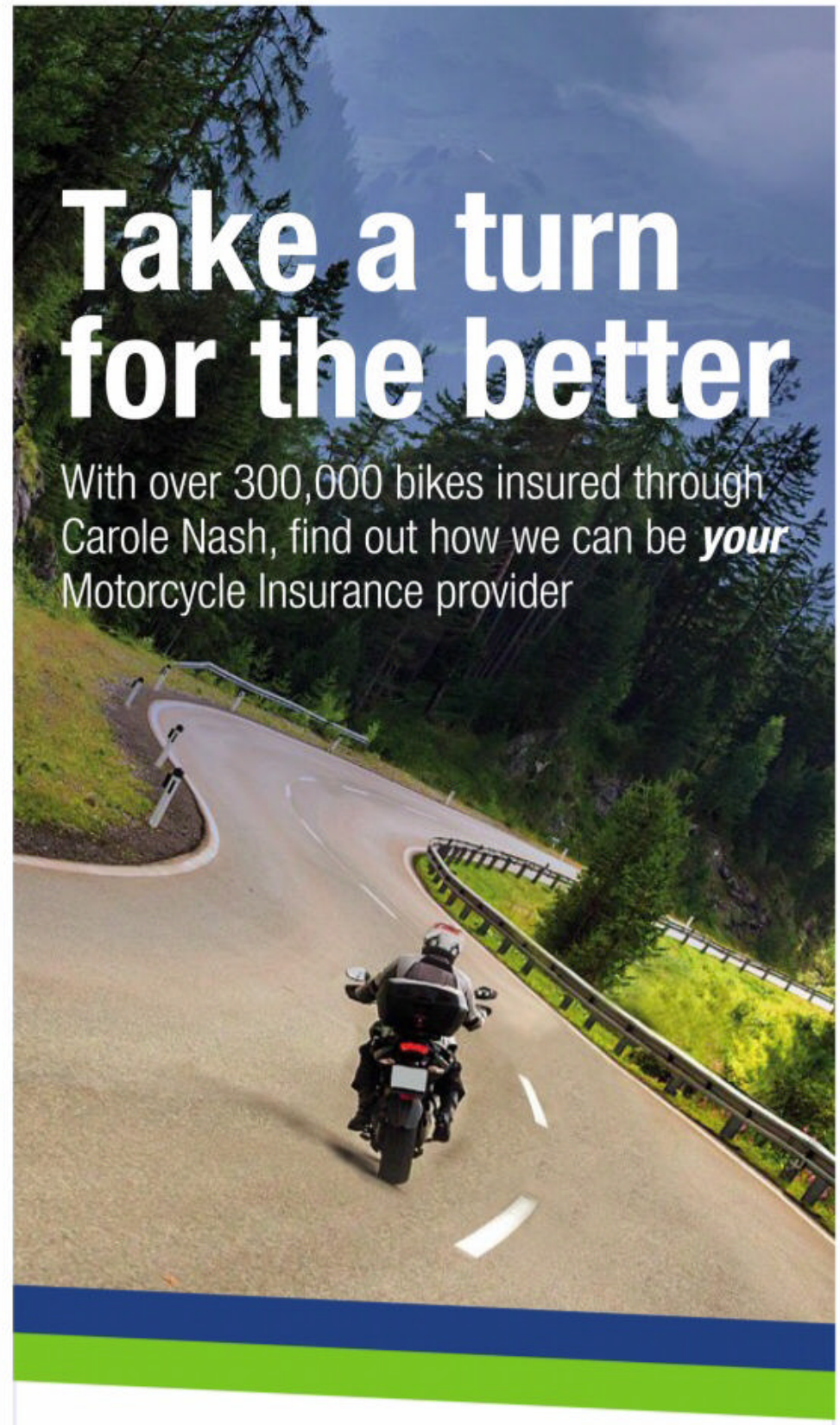
Meanwhile, Japanese manufacturers were essentially starting from nothing and by the mid to late 1960s a large number of previously successful motorcycle manufacturers had either fallen by the wayside or been absorbed. With the Japanese psyche poles apart from ours, a totally different set of working practices, ethics and mind-sets facilitated the growth of industrial giants the like of which were virtually unimaginable a decade before. With the perfect storm brewing in the UK it was almost inevitable that Japanese bikes would hold sway and, with personal finance readily available, the end result was almost inevitable too.

Triumph, or rather a few visionary mavericks within, had a Trident prototype ready for five years before Honda launched its game-changing CB750. If the bike had been launched then there would have been time to follow up on the radical concept of modular construction where you limit parts but make numerous models from them – another wasted opportunity.

Thankfully, the success of the modern Triumph brand has proved that Britain can, once again, build successful, competitive and innovative motorcycles. Perhaps I shouldn't mention here that the initial bikes were heavily influenced by Kawasaki, but to address the balance and restore the status quo, if anyone has a Scott or Silk twin that's getting under their feet I'd happily give it new home… just saying! 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!


ENVIRONMENTALLY FRIENDLY BIODEGRADABLE
PRO GRADE
HERE'S A FEW REASONS TO TRUST A TWO YEAR OLD WITH YOUR PRIDE AND JOY.
DISSOLVES GREASE • EATS DIRT • NO HARMFUL SOLVENTS
NON-STREAK • NON-CAUSTIC FORMULA
FOR ALL AREAS OF YOUR BIKE:
• Frames
• Chains
• Brakes
• Gears
• Engines
• Fairings
• Screens
• Wheels
• Exhausts
• Suspension
SUITABLE FOR ALL SURFACES:
• Carbon
• Paintwork
• Metals
• Alloys
• Plastics
• Rubbers
Clean my Ride
BIKE WASH & DEGREASER
CLEAN-MYRIDE.COM
FREE P&P CODE CBG19
@CleanMyRideUK
@clean_myride
Clean my Ride
BIKE WASH & DEGREASER
sales@clean-myride.com
0203 946 4444
ORDER AT CLEAN-MYRIDE.COM


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


Proud sponsors of the 2019 BSB PBM Be Wiser Ducati race team
Motor Bike Insurance
Be Wiser... Save Money
The best policy at the best price from over 30 insurance companies
Freephone:
0800 954 9764
Opening hours:
Mon-Fri 9am to 7pm;
Sat 9am to 3pm
and Sun 10am to 4pm
FOR ALL YOUR INSURANCE NEEDS
Car, Motorbike, Van,
Multi-Vehicle, Home and Travel
Be Wiser Insurance


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
Multi-bike savings available
CAROLE NASH
The care it deserves
Trustpilot
CALL NOW
0800 781 9291
carolenash.com
UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.
As with all insurances, terms and conditions apply. 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.



PAUL MILES

THE BIKERS' CODE

Paul questions that oldest of traits that separates bikers from drivers; stopping to help one another.

"I was appalled and ashamed that the poor old guy had been stuck there for hours and not one bike had stopped to see if he needed help; shame on us for forgetting the bikers' code; united we stand, divided we fall."

Is there even such a thing anymore? I now live in rural Dorset, a place much like the English countryside I recall from visits, growing up in London in the 1970s. Back then, riders always waved to each other as they passed and if you ever saw a bike stranded at the roadside it was an unwritten obligation that you would stop and offer assistance, even if it amounted to little more than sympathetic noises and the proffering of a hairy sherbet lemon from the dark recesses of your pocket.

That mindset tends to stick and so it was I found myself roaring along on my trusty Velocette (well, as roaring as riding a rigid MAC allows, it's important to have context here) and whizzing past what appeared to be a stranded Ariel single in a lay-by. I knew it was probably broken down for two reasons, the impressive array of tools spread on the ground like an offering to the motorcycle gods and a seriously distressed-looking rider.

Now, it was the bank holiday weekend, extremely hot and I wanted to get home from my morning ride to enjoy Sunday lunch and suffer as the Aussies delivered the mortal blow in the Ashes test, so I really could have done without stopping, if I'm honest. But something just seemed *too* wrong, so I turned round.

Two minutes later and I'm chatting with Gordon, a sprightly octogenarian who'd been en route to a classic show to display his ex-works trials Ariel 500, which he'd owned for more years than I've been alive. I asked if he needed help and it seemed that the clutch cable had snapped. As luck would have it I carry one of those WeMoto emergency cable kits with me and its rescued many a rider, but it turned out to be something more fundamental and not the cable; certainly not a roadside repair job.

I asked if he had breakdown cover (he did) and had he called them. Turns out he doesn't own a mobile phone, being 86 an' all but 'some time earlier' a chap had stopped and had rung on his behalf, but it was a bank holiday and they might have been busy. Or possibly not even got through. It was a very hot day and Gordon had become dehydrated and hungry, carrying no water or food, was wearing old-style leathers as thick as a whale omelette. He also suffers from a lung condition and was becoming quite disoriented.

I tried calling the breakdown people and was on hold for 15 minutes, despite being advertised to that most breakdowns are attended within half an hour! I'd hazard that my fine fellow had been stuck in the heat for about three hours by this time.

Giving up on the breakdown 'service' I whizzed to a local cafe and got him some water, noting some dozen bikes in the car park (including British classics like his) that must have passed him. When I gave him the drink I asked if he'd seen these bikers: "Oh yes, they slowed down to look and waved as they went past." But they didn't stop to see if you were okay? "No."

I live a few miles further on and went home to grab my trailer and returned to pick him up and drive him back home. No big deal and I like to think anyone would have done the same. But clearly, they don't.

This raises several issues for me. First, the obvious one – don't go out for a ride on a poorly prepped machine (there was a clear and obvious old bodge that had failed), wear clothing appropriate for the conditions, take something to eat and drink and always carry a mobile phone. Gordon was very old-school, but had done himself few favours by setting out that morning.

Second– the breakdown services. It was a boiling hot bank holiday, of course they were busy, but that's hardly unexpected now, is it? They should have sufficient staff on duty to answer the calls in a timely manner and advise on waiting times. Had I been able to get through and been told it was three hours (or whatever) I could have taken him home for lunch and depressing TV viewing, but had no luck making contact. They talk of priority being given to vulnerable customers, how could 86-year-old Gordon not be just that person? Perhaps there should be a priority call number issued to priority customers – just a thought.

Lastly, I was appalled and ashamed that the poor old guy had been stuck there for hours and not one bike had stopped to see if he needed help; shame on us for forgetting the bikers' code; united we stand, divided we fall.

On the drive back to his house Gordon shared some of his two-wheeled adventures with me, including rides around many parts of the world. It was a privilege to have met him and made missing the greatest climax to a test match in history worthwhile. Almost…

Wave to others, stop and make sure they're okay, perhaps offer them a boiled sweet. Ride safe. 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.

Specialists for Shocks and Wheels







HAGON SHOCKS

Est 1958

Call Today

Tel: 020 8502 6222

Hagon Products Ltd

7 Roebuck Road
Hainault Business Park, Hainault
Essex IG6 3JH

www.hagon-shocks.co.uk

PARTS FOR HONDA PARTS FOR HONDA

David Silver spares

"The Worlds 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

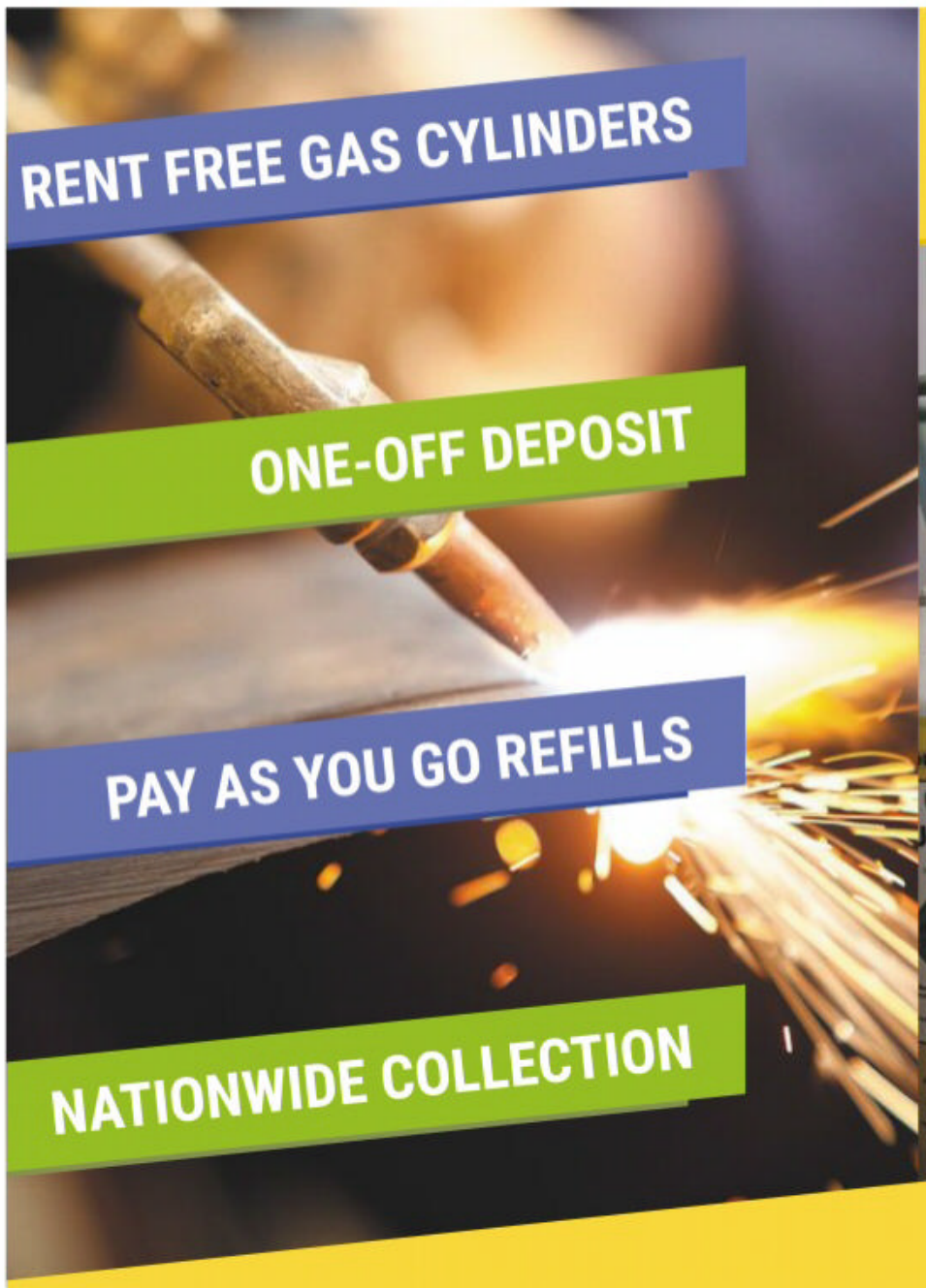
- **Order On-Line:** Vast comprehensive and easy to use, secure online store - thousands of genuine Honda and aftermarket spare parts listed for hundreds of models.
- **We stock many large components:** Cylinders, Barrels, Crankcases, Wheels, Tanks, Exhausts, Fairing Panels, Seats, Frames etc.
- **Parts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

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

DAVID SILVER SPARES

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

PARTS FOR HONDA PARTS FOR HONDA



Find your nearest supplier today;
hobbyweld.co.uk | 0800 433 4331



HOBBYWELD

SRM

QUALITY ENGINE REBUILDS

TRIUMPH BSA NORTON



www.srmclassicbikes.com
01970 627771

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

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 - sales@peterstaylor.co.uk

November 9th, 2019 in Tampa, FL!!

No Reserve Estate Auction!!



Over 200 exotic motorcycles, including many Ducatis, collectible Japanese sport bikes, and 2-stroke GP and Street machines!!



J. WOOD & CO. AUCTIONEERS LIQUIDATORS

J. Wood & Company
Auctioneers ~ Liquidators
Motorcycle/Estate Specialists

Call 352-795-8895, October - April
Call 978-939- 2309, May - September
Or Email jwoodandco@comcast.net
Florida Auction License - AB286

For More Information:
www.jwoodandcompany.com

Live Online Bidding | Powered By: proxibid
www.proxibid.com/jwood

KAY MV

For all your classic MV Agusta and Gilera needs please contact

Mark on 07761 081967
email: mark@mv-agusta.co.uk
email: mv-kay@hotmail.com

Sponsors of Black Eagle Racing Team

Or visit our website at www.mv-agusta.co.uk



Old school meets new

Jeff Smith, no. 14 on his 500cc BSA, trying to undercut Torsten Hallman on his 360cc Husqvarna at the Hants Grands International, on March 24, 1967. Smith had become 500cc World Champion in 1964 and 1965, the last year a four-stroke engine would win the title until the modern era. He was a superbly talented rider and won an ISDT and a couple of trials championships too, before retiring from riding in 1972. CBG

MORTONS ARCHIVE
over a century of motorcycle memories
Tel: 01507 529423 www.mortonsarchive.com



1964 Norton Atlas Cafe Racer



WORDS AND PHOTOGRAPHY ADAM BOLTON



Beauty and a BEAST

Engineering skills and a vision of exactly how his bike should be has helped Dermot Lynch create a bike his father would be proud of.

NORTONS ARE IN DERMOT LYNCH'S BLOOD. IT'S no coincidence that he chose a Norton 750 Atlas as the basis of his beautiful cafe racer. Take a look in his compact but well-equipped garage, and you'll find another Norton Commando 750 up on the bench undergoing improvements. Only a Matchless under a blanket, plus a Ducati 996 hiding elsewhere, take his attention away, sometimes, from his Nortons.

A black and white wedding photo hanging on the wall in Dermot's house depicts a young man sporting a fine handlebar moustache, alongside his wife. You might guess that just by appearance he was a pilot, maybe Spitfires or Hurricanes. Not right, but not far off. "That was my dad," explains Dermot. "His name was Bernard Lynch, also known as Benny. He was the tester of ejector seats for Martin-Baker, which pioneered the technology, and in those days it meant a load of shotgun cartridges stuck up a drainpipe. It was my father who carried out the first live flight test of the Martin-Baker system when he ejected from a Gloster Meteor Mk III."



Right: Dermot's father was awarded the British Empire Medal for his brave testing of ejector seats. He got the job after crashing a Norton into a wall.

"His name was Bernard Lynch, also known as Benny, and he was the tester of ejector seats for Martin-Baker, who pioneered the technology, which in those days was a load of shotgun cartridges stuck up a drainpipe."

Mr Lynch senior rode Nortons, so Dermot's attachment is understandable, but the choice of marque also has poignancy. Dermot says the story has it that in 1947, his father was late for work and riding a prewar Norton flat out to Martin-Baker at Denham, Bucks, where he was a fitter. Arriving at the factory, Benny's speed was too high, and he ended up smashing the Norton into a brick wall, completely destroying the bike. He apparently just got up and dusted himself down, no worse for wear. A senior manager happened to witness this commotion, and impressed that Bernard Lynch had bounced off brick, told him to report for a new assignment; ejector seat testing!

It was a good appointment, as 'Benny' Lynch turned out to be tough. "He went on to do that 33 times from 1947 to the late 50s. My father was awarded the British Empire Medal, broke lots of bones, and ended up a couple of inches shorter than he should have been!" recalls Dermot. Look on Martin-Baker's website, and the ejector seat counter shows that Bernard Lynch's bravery has helped to save the lives of 7255 pilots to date.

Norton it had to be then, and Dermot, who is an engineer and lives near Princes Risborough, Bucks, found the basis of his cafe racer back in 2003, in the form of a 1964 Norton Atlas, purchased for £400.

1964 Norton Atlas Cafe Racer



"The bike came from Swansea originally, but I found it locally, having heard about it sat in someone's garage. The Norton had already been 'cafe racered', and the original Atlas motor was missing from the slimline featherbed frame, which had already had various brackets ground off it, but it was ideal for what I needed it for," says Dermot.

"Why build a cafe racer rather than restore a standard Atlas?" I ask, though spotting Dermot's nice, white 50s Gretsch guitar (Dermot plays in punk band Shrinkin' Violetz) and seeing some of the retro posters about the place, it's obvious he's a character, and his passions are many. "I've just always wanted one – I love the style and the culture. I used to play in a rock 'n' roll band in the 1980s. We all said, yeah let's buy Brit bikes, so I bought the Matchless which I've had since then, though then subsequently no one else in the band bought a bike!

"I used to rip out magazine features on bikes I liked, and one that stood out years ago was on a 650SS that was just beautiful. Then in Roy Bacon's Norton restoration book, there's a photo of a Dunstall cafe racer that is just gorgeous."



"I then bought the Commando in 1996, a 1975 Mk 2, so the cafe racer is a natural progression. I considered a Triton, but looking around for one to buy, they seemed to be silly money, so was lucky with the Atlas."

What was the inspiration in building the bike? "I used to rip out magazine features on bikes I liked, and one that stood out years ago was on a 650SS that was just beautiful. Then in Roy Bacon's Norton restoration book, there's a photo of a Dunstall cafe racer that is just gorgeous. It was important to get the lines of the bike correct too – you see lots of cafe racers, but many have seat humps that are too high for the tank, and just don't look 'right'." Dermot's reasoning is correct, and his resulting cafe racer is *very* correct. It's everything a cafe racer should be: low and close to the ground, with no superfluous parts. Functional and aggressive looking, polished alloy, built to sprint between coffee bars or for cracking the ton.

The project needed a motor, and luckily, a friend of his brother's called Pat turned one up from a









Matchless G15 CSR, which was ideal, being of course the Norton Atlas ohv twin 745cc motor, used in AMC machines.

Dermot knew the reputation these motors had for vibration, but was confident that in a stripped down frame and with a few modifications, it would be ideal. He took the whole lump down to Dave 'Tiddler' Rogers, a fellow member of the Bucks British and Classic MCC and engine expert. "I wanted the crank balanced so it would run as smoothly as possible," explains Dermot, "and I decided on titanium valve caps, bronze valve guides and Hemmings valves. We discovered that the rockers had been filed down, and the sump plug had been drilled, so it's probable the motor had been raced at some point in its life." Powermax pistons were fitted, the flat head type, at plus 40 thou oversize – "fuel's not good enough nowadays to bother with domed pistons," reckons Dermot. An external oil filter and associate oil lines were also fitted "so I can use GTX", though he admits he's had problems at times regulating oil pressure, and with head gaskets blowing at times. The electrics were brought into the 21st century. "I threw the old Lucas K2F magneto away, as I wanted the bike to be reliable and not let me down!" laughs Dermot. "I installed Lucas Rita ignition, which has been excellent.

"I bought the metal pod that houses the ignition from somebody, but it turned out the taper on the trigger was wrong, so I had to make a new trigger." New timing chains were fitted, and though the camshaft for now is the standard Norton part, Dermot wants to fit a Peter Williams PW3 cam in future "just to give more low down torque". An RGM belt primary drive was fitted for strength and reliability, and Dermot made up his own gearbox plates to help align the primary properly.

In fact, Dermot's engineering and tool making skills came in handy often building the Norton, and use of facilities at work also helped. Dermot lifts the beautifully sculpted alloy fuel tank to show me the electrics neatly stored underneath. "I bought the fuel tank from a seller at Kempton Park, but again, had to fiddle around with it though I was assured it would fit; the fuel tap was in the wrong place, and fouled on the frame rail, so I had to move it."

The box for the Lucas Rita system sits wedged in with a Boyer Bransden Power Box regulator/rectifier unit. Dermot appreciates both boxes. "I've had too many Zener diodes burn out in the past. Now it starts every time and runs properly." The small battery is slung under the frame in a neat stainless carrier made by Dermot, and twin Commando 6 volt coils wired in series sit in the air flow, just below the front end of the tank. The carburettors are twin 30mm Amal Concentrics. "I made the bellmouths myself, as I wanted them to be more splayed out than usual," says Dermot, and yes, the bellmouths look purposeful. The skilfully crafted rear sets are also made by Dermot, and don't just look the part, but function very well. The folding footrests are beautifully fabricated with accurate and neat drilling, and the linkages are direct and with little slop in them. "I saw some rear sets on a Moto Guzzi, and took inspiration from them," he says.

The classy oil catch bottle was also crafted by Dermot, as were the mudguard stays, the steering damper mechanism, and the sturdy bottom yoke hewn out of a solid piece of billet, and based on a

1964 Norton Atlas Cafe Racer



Dermot made the rearsets...



... and the chain guard.

RGM Commado item. Dermot rolled the seat unit from stainless too, and it doesn't make the mistake of sitting too high or 'humped' like seats you see on other Tritons, Tribsas and other cafe racers. The chainguard was made from 316 stainless and also based on a Commando part. In fact, Dermot's ingenuity and experience also led him to design some exhaust rings from solid stainless steel. These are robust and feature nice deep holes, and a smart spanner that allows the rings to be tightened up properly, unlike the original chromed alloy Norton parts that are notorious for coming loose. "I made 40 sets in all, sold most to RGM and Hemmings, and kept a few for myself – the ones on my bike I had oil blackened. It all helped pay towards other parts needed for the bike. The spanner is small, and can be taken with you on longer journeys, just in case!"

The few parts that Dermot didn't make are quality components. Wheels are the classic Borrani rims, both 19in, though Dermot admits he'd be looking at an 18in rear rim in the future to give more choice, and he'd lace that to a Commando hub. "There's no rubber cush drive, so the transmission can be a bit harsh," he says. "I like the way the rear hub has had its fins machined off, it looks very neat," says Dermot. The forks are Roadholders of course, polished to perfection. Clocks are Smiths, and the control levers, clip-ons and throttle are by Cuppini, an Italian accessories company I had certainly not heard of as regards Italian motorcycles, but I discover they have been supplying mainly scooter but also motorcycle bits from Bologna since the 1950s.



Above: Right place, wrong time. But the Norton has faired better than the greasy spoon.

Dermot found the rear shocks at Kempton autojumble and they look right. The handsome front SLS brake is a genuine period item from the 1960s, and made by a company called M&D. Dermot says he has had the shoes relined by Supreme Motorcycles to make the Norton stop properly. The headlamp is a standard chromed Lucas item, with incorporated ammeter, and a red charge light. The finishing touches on a beautifully built bike are the Goldie silencers connected to sweptback header pipes, and the whole exhaust system just accentuates the fine racing lines of the Norton.

I step off a modern, quick and smooth Aprilia 850 to ride Dermot's bike, but it's like suddenly waking up from sleep to running a sprint. As good as the Aprilia is, as soon as I swing a leg over the Norton, I feel the excitement mounting. These motors had a reputation in the 1960s, and in fact, Dermot saves me effort, and

"And with the acceleration, and easy gear changes on the Norton four-speed box, comes an accompanying torque that slams you along, as if there was a massive hand pushing like crazy from behind. I have to overtake various cars at speed almost unintentionally".

face, and kindly starts it for me. "Keep the revs up!" he advises, and stalling it once, I quickly understand why.

Getting into first gear with the excellent Commando diaphragm clutch is easier than Dermot said it might be, and I'm off, along a fast A road, with plenty of sweeping bends and overtaking places. The acceleration is breathtaking – I had really forgotten how quick Norton twins can be. The engine is a beast, and with the acceleration and easy gear changes on the Norton four-speed box comes an accompanying torque that slams you along, as if there was a massive hand pushing like crazy from behind. I have to overtake various cars almost unintentionally, as I can't seem to go slower than I am doing, and I remember now Dermot mentioning the extra tooth on the mainshaft. With my head down, arse in the air, the Roadholders and featherbed frame doing what they were designed for, and the very British sound from the Goldie 'silencers' booming, the Norton is giving me an exhilarating experience. It's too easy to apologetically feel like a hooligan passing car after car in a flash of chrome and aluminium, but it's very addictive.



1964 Norton Atlas Cafe Racer

Taut handling and efficient brakes make you feel at one with the machine, as you mould your body over the long tank. But it's not too uncomfortable, and as such, has been used as a 'tourer' – Dermot's taken it abroad on several occassions, and to Norton and Matchless rallies in the UK, and regularly to the spiritual home of the cafe racer, the Ace Café. "It'll cruise at 65-75mph, and do the ton easily enough, though the vibrations mean you can't stay there long," he says. Like all good home-brewed machines, the Norton is also a work in progress. "I've got to find a way of taking the rocker box off without removing the electrics. And I'll have to look at the engine plates again, as I had problems lining up the chain. I think I made 'em too thick."

We get back to Dermot's after my ride. "Blimey, you were going quick," he says. "I know," I reply, "I couldn't help it." And that's the truth. Dermot's Norton was built based on pure cafe racer criteria: stripped down motorcycle for exciting and adrenaline-inducing racing short distances from tea stall to coffee bar, and cracking the ton here and there when required. Job done. CBG

Below: Few bikes look as spot on as this one.

1964 NORTON ATLAS CAFE RACER

MOTOR: Norton Atlas 750cc ohv twin cylinder, originally in a Matchless G15 CSR, titanium valve caps, bronze valve guides and Hemmings valves, Powermax pistons **FRAME:** 1964 Norton slimline featherbed **FORKS:** Norton Roadholders **WHEELS:** 19in Borrani alloy rims **TYRES:** Avon Roadrunner front Avon Super Venom rear **RGM BELT DRIVE PRIMARY** Boyer Bransden Power Box charging system **LUCAS RITA IGNITION SYSTEM** Commando diaphragm clutch **AUTO JUMBLE ALLY FUEL TANK AND REAR SHOCKS** Cuppini levers and controls **LOADS OF PARTS MADE BY THE OWNER DERMOT LYNCH**

South of England Classic Show & Bikejumble



Sunday 27th Oct

Opens 10am : Five Halls of All-Motorcycle Show and Autojumble

Celebrating 70 Years of the Royal Enfield Bullet

Meet Bullet Adventurers Jacqui Furneaux and Gordon May

Presentations : Book Signings : Q&A Sessions

Plus works ISDT rider Johnny Giles with his Hybrid Machines



At The South of England Showground
Ardingly, West Sussex, RH17 6TL

Entry £6 adults, £5 65+over, children under 16 free.

Workshop clearout stalls available - Team up With a Friend and book a stall!

Free BikeMart Display-to-Sell area Enquire for details

All Motorcycle Autojumble Inside & Outside

2020 Dates ~ Romney Marsh Dates to Follow:

South of England Show at Ardingly: Sunday 29th March 2020;
Ashford Easter Monday 13th April; Ardingly 12th July & 25th October 2020

Visit www.elk-promotions.co.uk to Book Now!

ELK Promotions

PO Box 85, New Romney
KENT TN28 9BE

01797 344277

www.elk-promotions.co.uk

Need information on your Classic? We supply 600 different Spares Lists, Instruction and Maintenance Manuals for Classic British Motorcycles re-printed from the manufacturer's originals, in the original layout. Order Online Now

WARCO

WARCO OPEN DAY

FREE ENTRANCE AND PARKING

Saturday 9th November, 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



WM16 variable speed milling machine



WM240B belt drive lathe

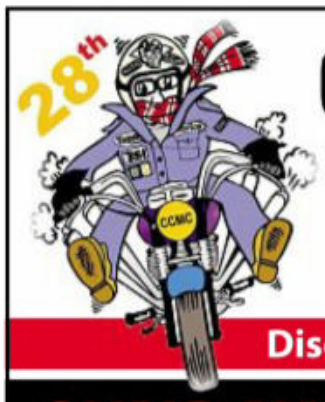


3 in 1 Formit machines in a range of sizes

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



COPDOCK Motorcycle Show

Main sponsor CAMRIDER MOTORCYCLE TRAINING SCHEME

Discounted eTickets available online

SUNDAY 6th OCTOBER 2019

Trinity Park, Ipswich IP3 8UH

Auto Jumble
Trade Stands
Club Village
Custom Marquee



Dave Coates



Allen Millyard

Dougie Lampkin Wall of Death
Live Music
Real Ale



Tigers Display Team

Plus : Trials Arena & displays by Motoball, Pre 65 Motocross, Easter Fourstroke & Junior Grasstrack

www.copdockmotorcycleshow.co.uk @CopdockBikeShow

H.J. Pugh & Co

HAZLE MEADOWS AUCTION CENTRE, LEDBURY HR8 2LP

VINTAGE, CLASSIC & MODERN MOTORCYCLES, MOTORCYCLE PROJECTS, CARS, BRITISH SPARES, LITERATURE AND COLLECTABLES

ALSO TO INCLUDE several private collections of motorcycles and spares









AUCTION

SATURDAY 5th October live and online – 10am

Viewing Friday 4th October 10-5pm

Transport and storage arranged. Catalogue now online.

Call us on 01531 631122 www.hjpugh.com

NEW Free Catalogue subscription and email sale notification service. www.hjpugh.com

If you have a single item or whole collection to sell please contact us.

ON SITE PRE SALE ADVICE AVAILABLE. SINGLE ITEMS AND WHOLE COLLECTIONS UNDERTAKEN.

ALL ENQUIRES TREATED IN CONFIDENCE. www.hjpugh.com

Triumph Bonneville T120 Ace

WORDS: MATT
PHOTOGRAPHY: CHIPPY 'I'LL JUST STAND IN THAT FIELD' WOOD





Ever gone to a bike event and not seen a modern Bonneville? Despite John Bloor's reservations of retrieving the famous name to adorn a Hinkley product, it's been a commercial hit of massive proportions. We hadn't tried the 1200 model, so it was best to rectify that. In the glorious summer weather. Oh, the depths we go to please you, the reader…

The model here is the limited edition 'Ace', of which there will only ever be 1400 examples. It only comes in satin black and has Ace Café logos and the four-bar Triumph tank badge, as well as some other minor differences. It costs £11,100 on the road. In the flesh it looks great and a Bonneville is like a Harley Davidson Sportster; it's been designed for adaption, customising or just making your own.

To you and I, the Bonneville name means 650cc, but this one is a 1200cc engine. Blame Brexit. Or not. The parallel-twin gives 79bhp and 77lb/ft of torque; plenty for all occasions, but with it brings weight – the T120 weighs 224kg 'dry': so that's plus a couple of litres coolant, five litres of oil and 14 litres of petrol, which adds up to around 20kg, so that's 244kg or 538lb ready to rock. (Why does anyone quote dry figures? Do you really think we're stupid?). Compare that to a Meriden Bonneville, which weighed around 180kg or 400lb, and that's a whopping 64kg or 138lb heavier – a lot. And you're amazed more people don't learn to ride?

Whinging over, it's back to the ride. The T120 Bonneville is simply pleasure personified. The engine is smooth, powerful and flexible. It's quicker than it looks and it will happily cruise at motorway speeds in comfort, for mile after mile. This is helped by the skyscraper-tall gearing – sixth gear really is an overdrive gear, but thanks to the torque of the twin it still pulls. And pulls. But in a gentlemanly, non-threatening way.

That gearing is quite different to the Scrambler 1200 I've been riding and changes the characteristics completely. The off-roader needs lower gearing for the dirt, and while it cruises well too, the Bonneville feels more natural; more leisurely. It also helps consumption – a tank will last around 165 miles of average riding for your £17.50 fill-up, which is more than enough before your bum gets in need of a rest from the seat. Though the perch looks perfect, it's slightly too thin, which is a shame. The width also makes it trickier for shorter riders to feel confident.

That weight is surprisingly well hidden, unless you lean the bike over at slow speeds or at standstill. If the camber falls away or you misplace your foot, it could catch you out. But it does help the bike feel



stable once moving, and considering the girth, the Bonneville is exceptionally well balanced, with slow riding a doddle.

The handling is great, but it makes more sense if you've ridden older bikes. The lazy geometry makes for stability and if you get a head shake, then check your tyres, because something's wrong. But the 18in front wheel and 120-section tyre gives a slower than normal turn-in compared to a contemporary bike, most noticeably through a left-right or right-left series of bends, or coming out of a roundabout. There's nothing wrong, it's just slower. But treat it like an older bike like a Meriden Bonnie and change your line when cornering to a more sweeping one and it makes sense. After all, it's not a racer – there's the Thruxton for that.

Living with the T120 is truly a nice experience. The clutch is so smooth, the centrestand is easy to operate and it allows you to think about riding. There





are only two modes; Rain or Road and the dials are easy to read, though the idiot lights seem harder to see, especially in the sun. Personally I would like the handlebars to be an inch or so wider on each side, but they are comfortable enough and make for easy filtering. And while some detest the fuel injection imitating Amal carbs, I think it's a genius touch. There is a quality touch to every part of the bike and the only niggle I came away with is the poor, snatchy fuelling at low revs and small throttle openings. I tried different gears and slipping the clutch, but nothing could prevent me looking a little naive at slow speed.

Is it expensive? Yes, but you get a thoroughly competent, well made bike that holds its value well. Is it better than the smaller T100 range? The power is great, but if you don't need that, then the smaller bike also comes with less weight. CBG

What others thought

I let several riders try the T120; so what did they think?

Hutch and Shelley, classic British and Harley riders
Hutch has ridden most bikes and he liked the bike, the power, though he said it wasn't a back-road, scratchers bike: "It's got too much power!" He also laughed about the underslung rear caliper: "They collect all the crap and seize up," said the engineer. Shelley, who rides a Ducati Monster and Harley-Davidson Sportster, liked the riding position, the power and its slow speed balance. "The clutch is really light, but the gearbox was more mechanical and the seat is a plank!"

Alec, Old Empire Motorcycles
"I've customised a lot of Bonnevilles for customers and they are nice machines to work on, with plenty of ways to personalise and make your own. I like the Ace edition as a bike from the showroom.

"They give a friendly ride, you can cruise, tour, commute and with some mods you can make it your own. The only issue I had was some of the wiring from the dash needed working out when changing the clocks – but that's our job!"

Matt Henderson, rides Royal Enfield Bullet
"I've owned two 865cc Bonnevilles, one with carbs and one injected. This one's a mixed bag – most I like, but some bits I don't. It's very smooth and it keeps pulling for a lot more than I need!

"For longer journeys, I'd have a bar screen as I'm a big guy. It's a lot of power for a new rider, but it is easy to ride.

"The handling is exactly like my early one – a bit wooden, especially the front, but my old one had a 19in front wheel, whereas this is an 18in. And I'm not sure what those tyres would be like in the wet – they look almost slick! It doesn't like 30mph, it keeps hunting, so I tried different gears with no avail. I'd fit bigger bars and a more comfy seat, but that aside, I enjoyed it and felt happy to cover a lot of miles on it."









We know tyres!

Vintage Tyres stocks new tyres for bikes built from the 1890s to the 1990s. That's everything from beaded edge to radials, as well as race and off-road tyres. We also stock all those hard-to-find inner tubes and rimbands. Not sure what you need? Just ask one of our experts. We've been in business since 1962 - we know tyres!



Branches at Beaulieu and Bicester Heritage

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

Trustpilot

01590 612261 sales@vintagetyres.com www.vintagetyres.com



OCTOBER

- **2 VMCC (Essex Section) Midweek Run:** Tesco Car Park, Maldon. Tel. Dave Overy 01621 893450.
- **2 VMCC (Dorset section) Lunch Meet:** Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset BA8 0TG. Tel. 01258 860864. dorsetvmcc.co.uk/events
- **4 NOVEMBER ISSUE OF *THE CLASSIC MOTORCYCLE***
- **5 OCTOBER ISSUE OF *OLD BIKE MART***
- **5 Ride to the Wall:** from various locations in the country – converging on the National Arboretum, Croxall Road, Alrewas, Staffs DE13 7AR. www.rttw.org
- **5 NSA (National Sprint Association) Dakota Raceway South West:** Smeatharpe Airfield, Devon EX14 9RF www.nationalsprintassociation.org
- **6 Copdock Classic Motorcycle Show:** The Copdock Classic Motorcycle Show is regarded by many as the largest one-day motorcycle show of its kind in the UK. This year's line-up includes hundreds of classic bikes on show, special guest and special builder Allen Millyard, the Tigers Children's Motorcycle Display Team, trials legend Dougie Lampkin, Dave Coates' Stuntshow, Ken Fox's Wall of Death and a Motoball display. There will also be a custom bikes marquee, trials arena, autojumble and a cavalcade of bikes from the past. The cost of entry for an e-ticket, available from www.copdockmotorcycleshow.co.uk is £8.50 for adults with accompanied under 14s free. Tickets bought on the day are £10. Car parking, bike parking and a show programme are free. Trinity Park, Felixstowe Road, Ipswich IP3 8UH. Signposted from the A14.
- **6 Mid Wales Classic Bike Show:** A great opportunity for an early autumn ride, the Mid Wales Classic Bike Show is a small, friendly affair with a great selection of classics to study. Show your old bike or bring your shiny new steed. Just ride in and view, chat with like-minded people and enjoy the ride with a bacon sarnie at the end. What's not to like? Pant-y-Dwr village hall, on the B4518 Rhayader-Llanidloes. Enquiries, tel. Roger 01597 870241 or 07968 849748; Kevin 01597 870614 or 07734 237631.
- **6 VMCC (Dorset section) Autumn Run:** Bradford's Yard, Digby Road, Sherborne, Somerset DT9 3NW. Tel. 01258 860864. dorsetvmcc.co.uk/events
- **6 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 07971 823314. Email info@kenleyautojumble.co.uk www.KenleyAutojumble.co.uk
- **6 'End of Summer' Scooter 'n' Mod Special:** Ace Cafe, Ace Corner, N Circular Rd, Stonebridge, London NW10 7UD. london.acecafe.com
- **6 Lothian & Borders Classic & VMCC's Club Motorcycle Autojumble:** Drill Hall, Walkershaugh, Peebles EH45 8AU. Contact: dennisbelleville@gmail.com
- **7 OCTOBER ISSUE OF *REAL CLASSIC***
- **10 LE Velo Lancs & S Lakes:** Kemple End, near Stonyhurst. Tel. 01772 782516.
- **10-13 Original Cruisers Halloween Extravaganza:** Pontins, Coastal Road, Ainsdale, Southport, Lancs PR8 2PZ. www.southportoriginalcruisers.webs.com Tel. 07732 696438. Email original.cruisers@hotmail.co.uk
- **11-12 Hoggin' The Bridge:** Start at Brightside Group PLC BS35 4BH. www.hogginthebridge.co.uk Email admin@hogginthebridge.co.uk
- **13 NSA (National Sprint Association) & Straightliners Sprintstalgia:** Santa Pod Raceway, Poddington, Wellingborough, Northants NN29 7XA www.straightlinersonline.co.uk and www.nationalsprintassociation.org
- **13 BMPS Autojumble:** Mochdre Village Hall, Colwyn Bay LL28 5HU. Contact Len 07592 370572, leonardferney@gmail.com Mike 07977 090991; mjes@btinternet.com Further info at www.bmpsnwales.org.uk
- **13 Brit Vs (Vincent & Velocette) & Classic Bike Day:** Ace Cafe, Ace Corner, N Circular Rd, Stonebridge, London NW10 7UD. london.acecafe.com
- **13 Straightliners:** Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA. www.straightlinersonline.co.uk Tel. 01484 718164.
- **13 VMCC (Essex Section) Huffer Run:** Tel. Lesley Willmore. 07971 266167.
- **16 NOVEMBER ISSUE OF *CLASSIC MOTORCYCLE MECHANICS***
- **17 NOVEMBER/DECEMBER ISSUE OF *CLASSIC RACER***
- **19 Scorton Auto & Bike Jumble:** Scorton, North Yorkshire Events Centre DL10 6EJ. Tel. Bert 07909 904705.
- **19-20 The 26th Carole Nash Classic Motorcycle Mechanics Show:** The biggest classic motorcycle show in the world is back at Stafford this October 19-20. Celebrating the growing popularity of emerging and modern classics from the 1960s, 70s and 80s, the Carole Nash Classic Motorcycle Mechanics Show has grown in popularity year after year and now regularly welcomes more than 30,000 enthusiasts through its gates. The event features over 900 traders, dealers and autojumble stands offering a wealth of parts and spares for every project. There's a host of excellent club stands, exciting live action, the Bonhams autumn sale, classic off-road machines and special guest stars. Advance tickets are on sale now, with a 20% saving on the gate price. Visit www.classicmagazines.co.uk/stafford Staffordshire County Showground, Weston Road, Stafford ST18 0BD.
- **20 Red Oktober – Eastern Bloc Vehicle Day:** Do you have a Cossack, Ural, CZ MZ Jawa or Minsk? Mark the 102nd anniversary of the establishment of the Soviet Union at the Ace Cafe, Ace Corner, N Circular Rd, Stonebridge, London NW10 7UD. london.acecafe.com
- **20 LE Velo Lancs & S Lakes:** Winfields, Haslingden. Tel. 01772 782516.
- **23 VMCC (Essex Section) End of Season Midweek Run:** Tesco car park, Maldon. Tel. Clyde Cardy 01621 855899.
- **25-27 19th 'Coming of Age' Hex Rated Rally:** Millennium Hall, Horton-cum-Studley, Oxford, Oxfordshire OX33 1BF. www.caldariummcc.co.uk Tel. Ducky (after 6pm) 01865 433429. Email ducky@caldariummcc.co.uk
- **26 The National Motorcycle Museum sixth annual 'Live' open day:** The museum throws open its doors to all free of charge for this special event. There will also be a host of free attractions and special guests and the day will feature a large indoor trade area. In attendance will be some of the museum's specialist suppliers and craftsmen, including the museum's own restoration team, as well as other classic motorcycling personalities who will be available to chat and answer questions. Putting in appearances will be road race legends Charlie Williams and John 'Mooneyes' Cooper, as will Henry Cole of Shed and Buried and The Motorcycle Show and all to the background symphony of some of the most famous racing bikes in the world during a live 'start-up' session. Car parking for the event is £10 per car with motorcycle parking free. The NMM, Coventry Road, Bickenhill, Solihull (Just off the M42 junction 6 with the A45).
- **26 Kempton Park Motorcycle Autojumble:** Kempton Park, Staines Road East, Sunbury-on-Thames, Middx TW16 5AQ. www.kemptonparkautojumble.co.uk
- **26 Flame & Thunder:** Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants NN29 7XA. www.santapod.com Tel. 01234 782828.
- **26 VMCC (Dorset section) Breakfast Meet:** Henstridge Golf and Leisure, Marsh Lane, Henstridge, Somerset BA8 0TG. Tel. 01258 860864. dorsetvmcc.co.uk/events
- **27 Suffolk Auto Jumble:** Church Farm, Kettleburgh, nr Woodbridge, Suffolk IP13 9JX. Tel. Derek Holt 01728 724858.
- **27 Rat, Brat, Bobbers, Choppers (& Rat Rods):** Ace Cafe, Ace Corner, N Circular Rd, Stonebridge, London NW10 7UD. london.acecafe.com
- **27 'Normous Newark Autojumble:** The Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. www.newarkautojumble.co.uk
- **27 South of England Classic Show & Bikejumble:** South of England Showground, Ardingly, West Sussex, RH17 6TL. www.elk-promotions.co.uk
- **27 Huddersfield Auto/Retro Jumble (Town Centre Rally):** Old Market Building, Brook Street HD1 1RG. Tel. 01773 819154. www.phoenixfairs.jimdo.com
- **29 British Two-Stroke Club Lincolnshire Branch Club Night:** Sausthorpe Village Hall. Details from Andy Jones 07940 447570; Jay Smedley 07502 222754.
- **30 NOVEMBER ISSUE OF *CLASSIC BIKE GUIDE***
- **31 LE Velo Lancs & S Lakes:** Dunsop Bridge (meet main car park). Tel. 01772 782516.

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

AMAL
GENUINE
AMAL

TEL: 01722 412500
WWW.AMALCARB.CO.UK



92 YEARS OF
CARBURETTER
EVOLUTION

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

Triumph
Twin Power



Performance parts for the air cooled Triumph twins 2001-2016

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) and includes everything required to tune your bike to your chosen exhaust system. 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 and TTP's 904s big bore kit is one of those modifications.
In use the extra top end horsepower is excellent, but the revelation is the extra torque through-out the rev range which gives great acceleration.
12:1 CR, tight quench & anti-friction coated pistons.

Tel: 01202 901 584
For more product information visit our website www.triumphtwinpower.com



Letters

Ariel Sloper update

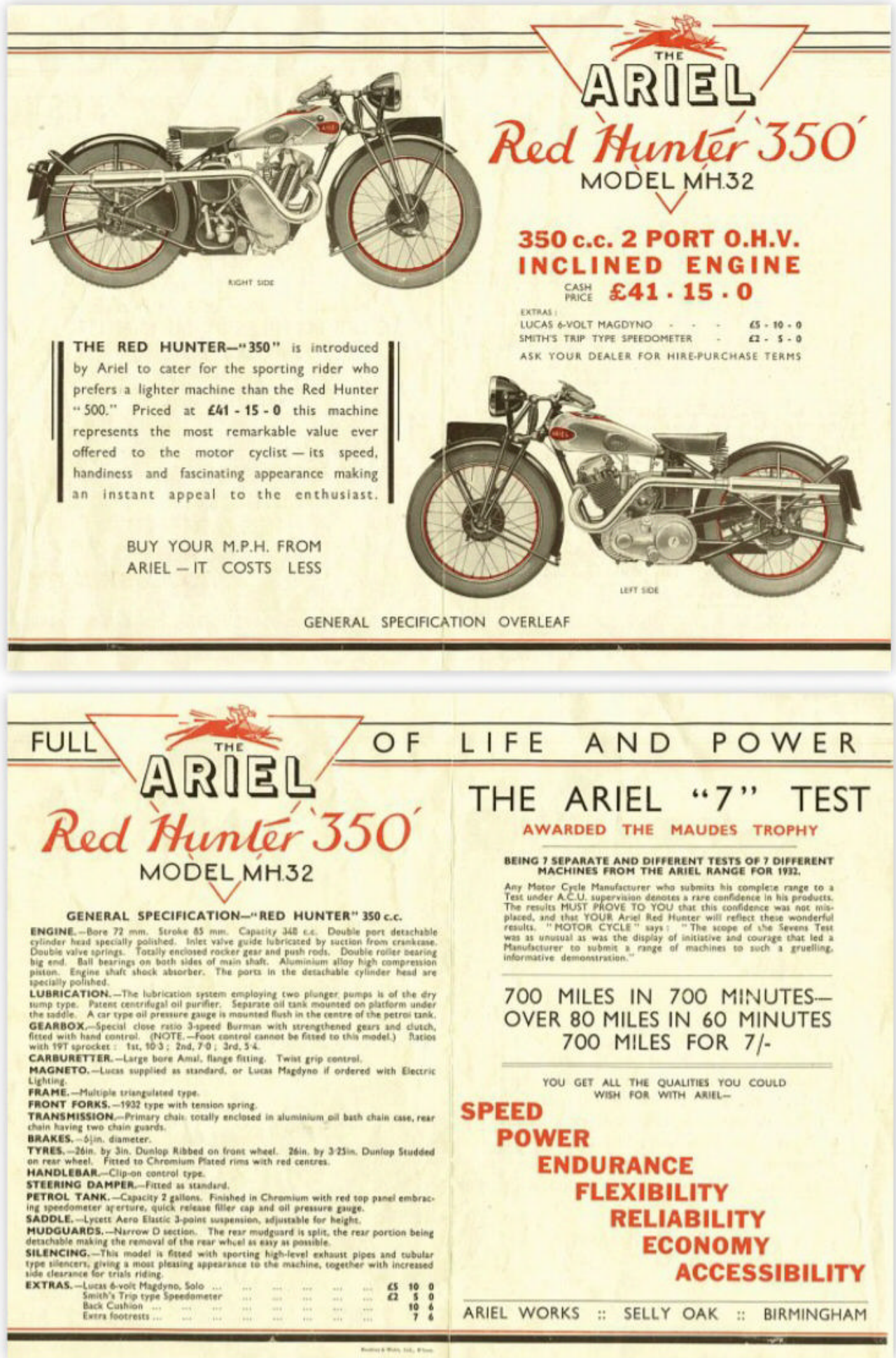
The article in *CBG* August is largely factually correct, other than the writer and, indeed, it would appear the owner, are not aware that for the 1931/32 seasons Ariel made two ranges of bikes with sloping engines. The article is all about the 'Slopers' whereas the bike pictured in the article is an 'Inclined' model.

The inclined models were based on the 1929-30 250 'Colt' models with vertical engines that shared very few parts, engine or cycle with the larger vertical models. The range consisted of 250 and 350 capacities with side and overhead valves. The model featured in the photographs has been restored as an 'MH' or 350 'Red Hunter' that was not released until the spring of 1932 and as the factory went bust at the end of 1932 and this range did not survive, it is a rather rare model.

However, the timing case carries the model designation of 'MF', which is the more basic 'Standard' model. These engines were inclined at an angle of 20 degrees from the vertical.

The text is mostly about the larger models called 'Slopers' with engines at 60 degrees from the vertical. These were proper sized heavyweight bikes and shared very few engine or cycle parts with their smaller brethren. The frame and cycle parts were basically the same as used for the 'cammy Square Four' and the wheels and fork were shared with the larger vertical models. The Slopers were available with 550cc side valve, 500 two-valve or 500 four-valve engines.

Roger Gwynn
Founder of Draganfly, now membership secretary of AOMCC



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
October 19th and November 16th, 2019
EVERY THIRD SATURDAY OF EVERY MONTH
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
GREAT NORTH JUMBLE

Digital Ignition Systems | Alternator Regulators
Classic Tachometers | Accessories
For Vintage Motorcycles and Classic Racing
2- and 4-stroke | Moto Guzzi, Ducati,
BMW, BSA, Honda, Yamaha, etc.

www.elektronik-sachse.de

ELEKTRONIK SACHSE MP
GmbH & Co. KG



Busestraße 26a | 28213 Bremen | Germany | fon +49(0)5409 - 9 06 98 26 | mail info@elektronik-sachse.de

THIS IS ENGLAND

ORIGINAL SINCE 1975

DAVIDA ENGLAND



www.davida-helmets.com
tel 00 44 151 647 2419
Birkenhead, England

Made in England

THE ONLY MOTORCYCLE HELMET MANUFACTURER IN ENGLAND

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 www.flattwins.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
Website: www.bristolchromeplating.com

ISO 9001 Registered Firm | International Accreditation Board



The Carole Nash
CLASSIC BIKE·GUIDE
WINTER 2020 CLASSIC

JANUARY 11-12, 2020

Gates open 9am–5pm sat & 9am–4pm sun

NEWARK COUNTY SHOWGROUND, NOTTS, NG24 2NY

- KICK-START THE NEW MOTORCYCLING SEASON
- HUNDREDS OF CLASSIC BIKES ON DISPLAY
- TRADE & AUTOJUMBLE AREAS

Advance tickets on sale now

- ADULTS ONLY £9 EACH • U15s GO FREE

CLASSICBIKESHOWS.COM

CUSTOMER SERVICES: 01507 529529

classicbikeshows.com | classicbikeshows | @classicbikeshows



CBG Workshop

GOOD IDEAS ARE EVERYWHERE

I've been riding around on a brand new Royal Enfield 500 Bullet recently, loving the old feel with the back up that a new bike brings. But, as we know, Enfields don't change that often and that includes the sidestand. It's only short, which means it feels like the bike is going to fall over, and for a small single, the Bullet isn't that light.

So, wandering around the excellent Fenlander show over the August Bank Holiday, I saw this sidestand on a Honda, right. The owner obviously had a similar problem to the Bullet and may have had a spare ⅜th drive extension, so it was welded on to the old sidestand and voila! An extended stand. You need to be a confident welder to weld something to take the weight of your bike, especially if the extension was chromed – see what we learned about TIG welding on page 88.





▲ SUZUKI GS750 RESTORATION

Take a look at this splendid restoration

▲ CHECKING YOUR BORE

Need rings? A hone? Know what you've bought? Measure your bore correctly and you'll know

▼ LEARN HOW TO TIG WELD

We go back to school with a superb course on how to weld aluminium!

▼ ELECTRICS - THE BASICS

To some, wiring is easy, but to others, it's the devil's work. Here are some basic pointers





Workshop Directory

FABER FRAMES
WWW.FABERFRAMES.COM



For Honda, Triumph & BSA twin shock + classic frames.

BSA/Triumph Replica Frame Kits are available

Tel: 0800 2986990
Mobile 07803 128000

---

williswheels@icloud.com

Willis Wheels
The Motorcycle Wheel Building Company
Spokes made on site

All spokes made in our Workshops

All types of rims

Parts supplied

Check out our website www.williswheels.co.uk
Hangar Annex Worksops, North Weald Airfield, Essex
Tel: 01992 611250

NIPHOS METAL FINISHING
51 Years Trading

Classic & Custom Cars & Motorbikes
• Bright Work • Restoration Specialists • Concours Standard
• Over 100 Years of Experience

Electro Deposition Engineering
• Chrome Plating • Anodising • Nickel Plating • Pickling
• Polishing • Phosphating • Zinc Plating • Vapour Blasting

T: 01270 214081
W: www.niphos.co.uk
E: niphosmetalfinishing@gmail.com
25 Hope Street, Crewe, Cheshire CW2 7DR

EXCELLENT WHEELS
Motorcycle Wheel Building Course

Learn to build your own wheels or start your own wheel building business
REGISTER FOR FREE VIDEOS
www.excellentwheels.com

Phone 01323 848667
(Mon to Sat) for more information

FSB MEMBER



FARROUT PAINTWORK

Bespoke Paintwork Designers and Bodywork Repairs for Custom Bikes, Sports Bikes and Classics

BUILT BY REPUTATION

MoT STATION NOW OPEN

Call us to discuss your requirements **01260 271 221**



www.farroutpaintwork.co.uk
Broadhurst Lane, Congleton,
Cheshire CW12 1LA

CARROT CYCLES
UNIT 2, MONKS WAY, LINCOLN, LN2 5LN WWW.CARROTCYCLES.CO.UK

- CONTROL CABLES AND DRIVE CABLES MADE TO ORDER
- LOOSE CABLE PARTS AVAILABLE
- HYDRAULIC BRAKE HOSES
- ULTRASONIC CARB CLEANING
- THREAD REPAIRS

TEL: 01522 528234 info@carrotcycles.co.uk

"The Chain Man"

For all your chain needs including mag, cam, primary and rear

JWIS®

iRiS

Chains to suit all budgets in all sizes

Now selling all 0 Ring chains

Innovation in Motion TSUBAKI TSUBAKIMOTO CHAIN CO.

REGINA CHAIN

Chain splitters and spare links incl. double crank links also available

See us at Stafford

barclaycard

For more details and advice on your chain needs just call Jason on 01299 212626/07564 870313 or go to:

WWW.THE-CHAIN-MAN.CO.UK

Visit our shop on ebay



How's that work?

Workshop essentials – wiring tools

Don't be scared – tackling bike electrics can be hugely rewarding!

IF MOTORCYCLE WIRING SCARES YOU witless then you can take some comfort from the fact that you're not the only one. For many, bike electrics are a black art form but they don't need to be; in fact, given the right kit it's actually hugely rewarding to sort out your bike's electrical poltergeists.

Find a diagram of your machine, or one similar. Follow the routes from the battery and get a feel for how it works, remembering a simple DC system always returns to the battery.

First on the list of must-haves is a multimeter and it doesn't have to be expensive either. The cheapest start from under £5, a £10 unit will get you well on your way and £25 will get you everything you'll ever need and more. In fact, some are too complicated, as they're designed for house electrics. Check out YouTube for tutorials on how to use and fault find.

Next up invest in some proper connectors in the format that best suits your bike. Avoid those nasty pre-insulated types that are sold by car spares shops and buy from the likes of Vehicle Wiring Products, who are the default for many classic vehicle fans. A decent stock of male and female connectors, together with the appropriate slide-on insulators, should see you almost future-proof, once you've bought a crimping tool. Some might argue that if you crimp connectors using ordinary pliers you deserve all you get, but let's be honest here – we've all done it at least once! Using the correct crimping tool for your wiring/bike set-up is a revelation and you'll genuinely wonder why you bothered with anything else. Buy a set of medium price wire-strippers and a half-decent pair of side-cutters and you're almost fully sorted.



A kit gives you a great starting point

Start small and learn how to replace dodgy/inappropriate/damaged connectors on your bike to gain a basic understanding of how the various tools work, along with upping your confidence levels and then progress your way up.

Treat yourself to a few metres of wiring in the relevant colours and then tackle something simple, such as a brake light switch or a rear light. Once you've mastered these you can move on to ever more complex jobs.

Loom sleeving is readily available in a wide range of sizes and it's really not rocket science. A hand-held electric or gas-powered soldering iron and reel of electrical solder will see you splicing in new wires. Add some loom tape to your kit and you have pretty much everything you're ever likely to need. And if you don't know what wire gauges to use for a given job, ask your supplier; they're normally only too happy to help. Wiring isn't difficult – it's just different from nuts and bolts, that's all.



As well as colours, don't forget different gauges depending on current



Crimps and cutters cost little and last for years

NewTronic

MOTO GUZZI

HONDA

Kawasaki

SUZUKI

YAMAHA



Newtronic ignitions replace contact breakers and condensors on a wide range of Classic Japanese motorbikes. Offering precise, Infrared switching, independent cylinder timing, higher reliability, higher reving & better performance WITH NO

For information & application list go to www.autocar-electrical.co.uk/cb

NewTronic

SMMT MEMBER

Autocar
49-51 Tiverton Street
London SE1 6NZ

AUTO ELECTRIC SUPPLIES LTD

AES

Fast Mail Order Service
Order Online or by Phone
01584 819552



www.autoelectricsupplies.co.uk

FREE 130 PAGE CATALOGUE AVAILABLE

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 dynamos, Rolls Royce Phantom dynamos 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

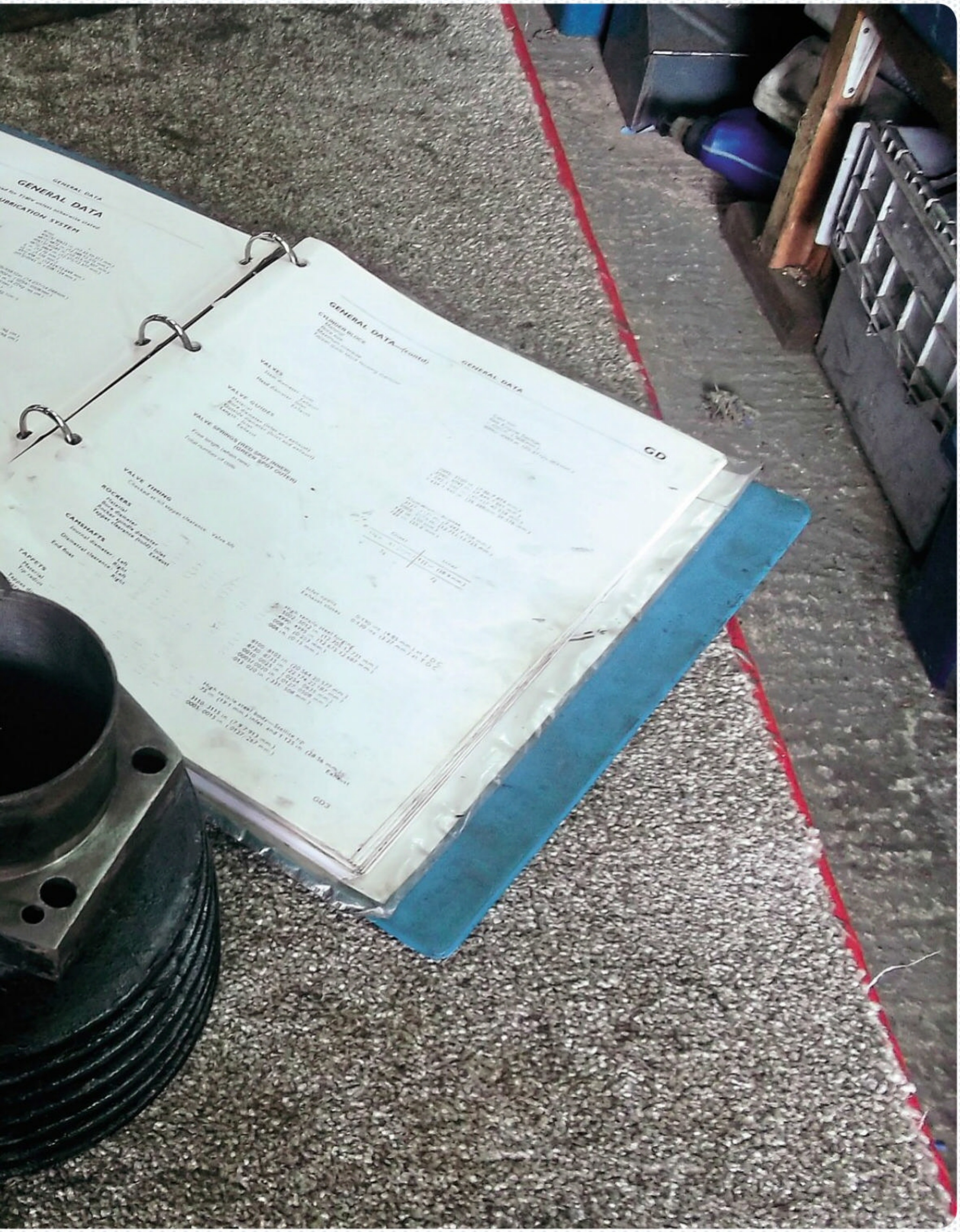
armoto.co.uk email: sales@armoto.co.uk

How big's your 'ole?

You can pick up a second-hand set of barrels and pistons, but how do you check what you've got?

WORDS BY HUTCH, HTE MOTORCYCLES (01328 700711)
PHOTOGRAPHY BY SHELLEY




GENERAL DATA
GENERAL DATA—(contd)
GD

It's starting to look like my faithful old T140 is going to need a top end refresh. I think the exhaust pushrod seal is starting to weep and I can hear some piston slap when it's cold. It's not done badly; it must be 10 years or more since I last saw inside the engine when I fitted new rings and guides.

I have some spare barrels and pistons (and a cylinder head) I've had stored and thought it'd be a quicker job if I prepped these to swap.

Measuring up cylinders to see if you need to rebore the barrels and fit new pistons or just new rings is fairly easy if you approach it right. Cylinder bore tolerances are not that tight in engineering terms and metrology type equipment and temperature control is not needed to get the necessary measurements.

Firstly, I parts washed and cleaned all the old grease and oil from the cylinders and cleaned the gasket faces.

The cylinders were then visually inspected for wear, scratches, gouges, pitting and to see if the honing marks were visible or glazed/polished; fortunately in this case the cylinders looked good with a little oxide from storage and the honing was visible over the whole surface of the bores.

I then made the only absolute measurement needed, with a pair of digital calipers. I measured the bore diameter at the bottom of the cylinders, I measure here as below the lower ring reversal point there will be minimum wear.

With reference to the manual I could see that the bores were around 0.5mm bigger than standard – so they will have been previously bored to plus 20 thou then (0.040in being 1mm).

Using a comparator gauge I measured the bores for wear, setting the gauge to zero below the lower ring reversal point once again and measuring the variation from zero at three points down the bore in two directions, across the thrust/anti thrust faces and at 90 degrees to this along the axis of the gudgeon (wrist) pin.

When worn, cylinders do not get bigger in all directions, sometimes smaller due to distortion and you are looking for a max to min variation, on these cylinders a max variation of 0.005" (5 thou) is the limit.

A max variation of 2 ten thou (0.0002") was found on the cylinders indicating that they were newly bored and never used before being sold to me.

Having established the bores were good and needed no more attention than a very light hone to remove some very light oxidation, my attention turned to the pistons.

Cylinders are bored and honed to size to match pistons to give the right amount of piston skirt clearance (in this case 45 – 61 ten thou / 0.0045" – 0.0061") too tight and you will have more trouble than too loose on a new engine so it's worth getting it right, and I always measure this even when cylinders come back from being rebored; it's not unknown to have to take them back for a bit more honing.



Use a comparator gauge at several points down the bore to get a picture of wear



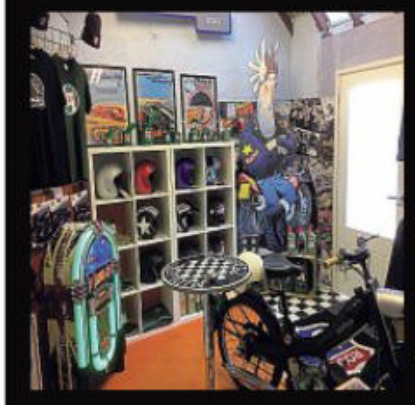
Use a feeler gauge to check piston clearance is in tolerance and mark them so you know which one was checked in which bore

The pistons were cleaned up and each fitted into a different cylinder in turn, in the orientation they will run, and the skirt clearance measured using a feeler gauge. The piston skirt is the bit just up from the bottom of the piston and 90 degrees to the gudgeon (wrist) pin axis. The clearance quoted is diametral and not radial so it is only measured on one side of the piston – the other side is up against the cylinder wall.

One of my pistons had good clearance, the other was a little tight, so I gave that cylinder a slightly harder hone and the clearance came into tolerance.

So, it's not rocket science, or even high tolerance work, I've ended up with a good pair of plus 20 cylinders and matching pistons, I'll get some new rings to go with them, all ready to swap into my Triumph – when I really, really have to strip it down and hopefully that'll make it a much quicker job and the bike will be back in service sooner. CBG

Midlife Classics



Our new shop at the Chateau Impney now open

- Classic Bike Gear
- Helmets
- Clothing
- Ogri
- Classic Oils
- T-shirts

07791 021675 / 01905 384266
www.midlifeclassics.co.uk tim@midlifeclassics.co.uk

moto lug®
COLLAPSIBLE MOTORCYCLE TRAILERS

www.motolug.com

Single & Twin models available



Manufactured in the UK

+44 (0)1789 459234

STICKNEY AUTO JUMBLE

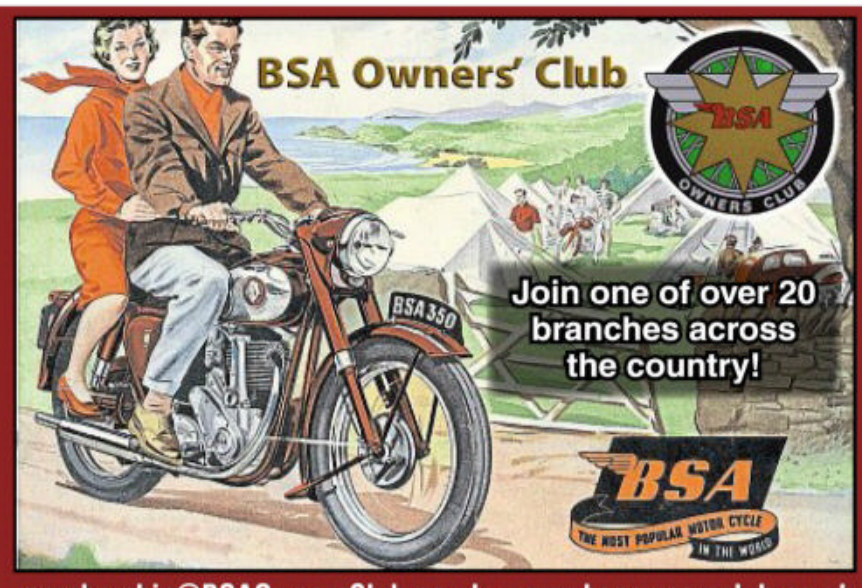
2019 SUNDAY DATES:

20th OCTOBER

8am start

ALL CLASSIC VEHICLES WELCOME
For more information call
01205 480274
FREE CUSTOMER PARKING & ENTRY (PE22 8AG)

ON STICKNEY CAR BOOT FIELD



membership@BSAOwnersClub.co.uk - www.bsaownersclub.co.uk

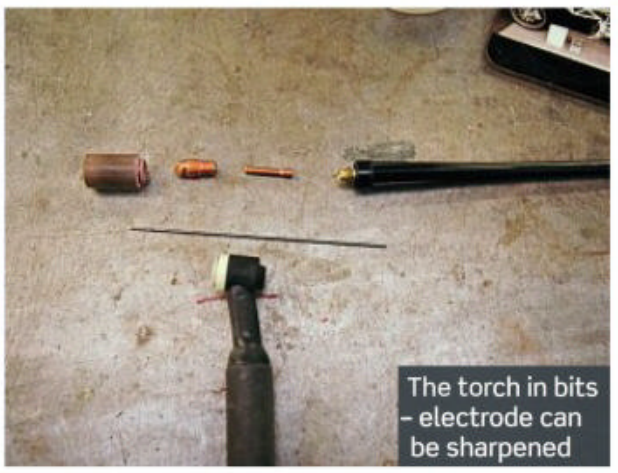
TRICOR ANDY



STAINLESS STEEL MUDGUARDS
For 1963-70 Triumph Twins,
front and rear,
rolled and razor edge
Now Back in Stock!
Made in England, by OE Manufacturer.
limited Quanitity,
Only While Stock Lasts

www.Tricor-Andy.com
TEL- 01432 820752
FAX- 01432 851934
PO Box 338 HR1 9LU
Andrewsgregory65@gmail.com




The torch in bits – electrode can be sharpened

Patting your head while rubbing your stomach!

Learning to TIG weld

Many of us enjoy seeing something that's been crafted from aluminium, but it's rarely something we can do ourselves. So we went to see Ian Davies, owner of ETTO Motorcycles, who has started giving courses on welding aluminium and metal-shaping. How hard can it be?

WORDS AND PHOTOGRAPHY BY MATT
EXPERTISE, PATIENCE AND ENTHUSIASM BY IAN DAVIES

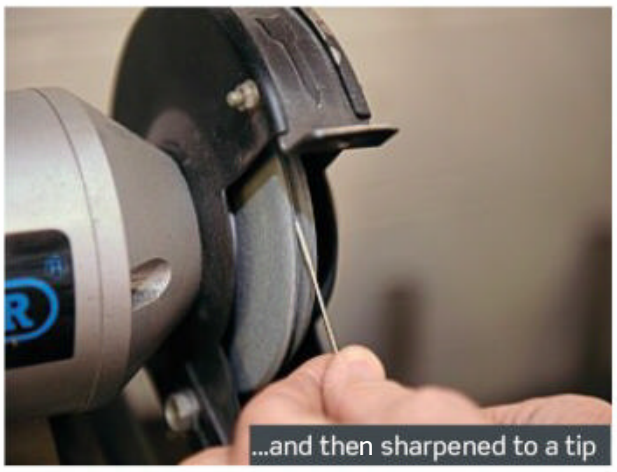
When you see a beautiful aluminium tank on a trials bike, an oil tank that's been made for a special that fits perfectly, or a repair to an unobtainable crankcase, many fill with envy of the skilled person behind them. I've been MIG welding cars, bikes and farm equipment together since I was a lad. But with no one telling me how to do it, it was never pretty and occasionally it wasn't strong enough, either. So when I heard about the ETTO TIG welding course I jumped at the chance to have a go. Could I make something someone would look at with envy?

A course is only as good as its tutor, so I was in luck with Ian Davies. Ian runs speedshop, ETTO (Each To Their Own) Motorcycles, in Nottinghamshire, building special one-off bikes for customers, modifying others and he is a suspension specialist too. His workshop had several beautiful racebikes visiting, as well as other projects, waiting for his expert hand. But he also hand-makes fuel tanks, body parts and even fairings from aluminium. And after realising that others are interested in learning his craft, he's started two courses – TIG welding and metal forming.

The TIG welding course is over two days and there will never be more than two pupils. "It's essential I watch my pupils when they're welding, how their hands are holding the torch and filler rod and how they deal with the weld pool," explains Ian.

TIG welding has several advantages over other techniques like MIG or gas welding. Mainly, it's one of the best ways to fuse aluminium and the other is it has more control. It's a slower process, but especially on a bike, where welds are visible, it can be made to look a lot better than other methods.

TIG welding (Tungsten Inert Gas) is the most common way of joining two pieces of aluminium together nowadays and involves a torch with a tungsten electrode that, when earthed to the material you're welding, creates an arc, fusing the two metals together. You can also use a filler rod to add material to the join. The weld


...and then sharpened to a tip


Everything must be clean



needs to be free from any impurities, so the arc is shielded by gas, normally argon, which is inert. For aluminium welding, AC TIG welding is used, as the alternating current helps the weld to clean and then penetrate. DC is used for steels.

After some safety essentials, we look at what's needed. As we'll be using two hands and a foot, a good auto-dimming welding mask is essential. TIG gloves are thinner than welding gauntlets, so Ian prefers them, as you have to be very precise with your hand movements. We also have a look at the machine, which we'll go into more at a later date, but we were using an AC DC machine, with what looks like more dials and controls than a space shuttle…

Although this course is for welding aluminium, Ian starts us off with steel to get us used to the process. What you're aiming to do is to hold the torch in the correct position, around 60°, and the right distance from the metal, around 3mm away – any closer and your electrode will weld itself to the metal and you will have to stop, remove it, file it to a point and start again. Oh, and all this needs doing while you're moving steadily along the join. At the same time, your other hand is feeding the filler rod into the weld pool your torch is creating, at the right speed, the right time and the right angle, which changes depending on the type of join you're creating.

While the welder settings and filler rod for steel are different, the muscle memory your hands and arms need to learn are similar, as is using a foot pedal to control the amount of current; too little and you won't melt the material or penetrate the surface; too much and you'll burn a damn great hole just where you don't want to.

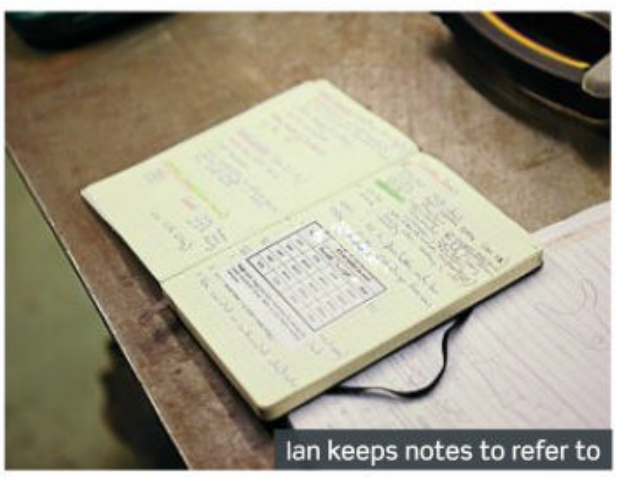
This takes time and I spend ages welding straight(ish) lines, trying to keep my left hand steady (I'm a southpaw), while getting a rhythm of dabbing the filler rod into the weld pool. Just reading this makes it sound impossible – I'm sorry – but with practice it did start to become less alien. Ian also pointed out that, as I'm left-handed, I should use my right foot for the pedal, so pressing down on my foot wouldn't move my arm. That was crucial and it worked well.

Ian was constantly checking and suggesting ways to make it better and giving me alternatives. For example, some welders feed the filler rod in by nudging it through their hand with their fingers, while others move their whole hand. I found it helpful using a block of wood under my torch hand, because we were working on a bench and, as I was moving the torch along, I had a habit of touching the material with the electrode, which would then weld itself, or create a blob at the end. This would then have to come out and be sharpened on a bench grinder to the correct angle. Ian did several for me so I could continue while he sharpened the next one! But it got easier, like learning to ride and remember that professional welders have to work freehand, upside down or on a ladder on machinery, cars or bikes. But this was my first day!

"Right," said Ian. "Let's move to aluminium." The thinner the gauge of metal, the harder it is to weld, as there's less material to dissipate the heat so it's easier to burn through. Using 1.2mm and even 0.8mm helps you learn as you can see your mistakes more easily. It's also the material most motorcycle enthusiasts will want to use for tanks, subframes or bodywork.

"Preparation with aluminium is everything," explains Ian. The metal to be welded is cleaned with alcohol or brake cleaner and so is the filler rod, if one is needed. As there are different filler rods for different needs, these are kept separately in marked containers, so you

"Preparation with aluminium is everything," explains Ian Davies.


Ian keeps notes to refer to


My early attempts


Gas feed needs adjusting

can't accidentally use the wrong one. Any grinders, cutting discs or wire brushes should be used for either aluminium or steel, not both. "This way, your welds are not contaminated," explains Ian.

The TIG welder needs to be switched to AC for aluminium and there are many more adjustments to be made, like balance, amperage, pre and postflow and upslope and downslope, which help control the amount of current that is delivered once you've pressed the button on the torch, and once you've released it, to give you a more neat beginning and end. Only experience and practice will help you tweak the settings, but a course like this can certainly get you in the right area.

The metal to be welded is cleaned with acetone or brake cleaner and so is the filler rod, if needed. The electrode needs the correct angle of point ground and once fitted to the torch, is held at an angle closer to 45° than the 60° we had with steel.

The main thing I noticed when starting on aluminium is how differently it sounds to welding steel, thanks to the AC current. It's much louder. The other element I had trouble with was trying to rush the weld, thinking aluminium would burn through, thanks to its lower melting point. That



Getting the best position is essential



Some of Ian's work

And as you get the rhythm it becomes a very calming, almost therapeutic experience.

may come from the fact I spend a lot of my weekends welding up thin metal on my old car with a MIG welder. But I found I have a similar time to that with steel.

We then tried welding without filler, which is tricky but useful for tacking together before you lay down a filled weld. Then we had a go at different joins; butt welding, fillet welding and lap welding, some easier than others, but steadily getting more proficient. As you get the rhythm it becomes a very calming, almost therapeutic experience.

There is a lot to learning how to weld aluminium, but after doing the ETTO course I feel ready to tackle it myself. It costs £250 per day, and Ian encourages pupils to bring work with them, so you can learn and make parts at the same time. I cannot recommend this course enough and I have signed up for the fabrication course already, which should go hand in hand.

TIG welders are expensive – forget cheap ones on eBay, the best value for money examples we found with excellent customer feedback are from R-Tech, based in Gloucester.

If it's just for bike-sized projects, budget for around £1500, but then there's gas, filler rods, spare electrodes, a good mask: so perhaps a few people would be interested in coming together?

But before you do, get yourself on this course. Even if you don't buy a welder, you will appreciate the skill that goes into making or repairing parts, as well as having fun. And since taking the course I have found that it has dramatically improved my MIG welding, too!

See www.ettomotorcycles.co.uk CBG



Consumables for different jobs



Practice makes perfect



TIG gloves are thinner for more feel

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

Dealers welcome - terms available

British Only Austria
Puehret 1 A-4643 Pettenbach
Tel. +43 7586 744610 E-Mail: office@vintage-motorcycle.com

Find us on facebook

Owner Mark Upham

MasterCard VISA

All personnel English speaking

PayPal

UK MANUFACTURER & SUPPLIER

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



Honda CB750 SOHC



BSA A50 A65 Lighting Version
Triumph 3TA, 5TA, T110, T120, T140



BSA Bantam D1-D7



BSA Bantam D10, D14/4, B175

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 for Villiers parts

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

ELECTREX WORLD LTD

AJS & Matchless Owners Club



MONTHLY MAGAZINE
TECHNICAL HELPLINE
PARTS SERVICE

Telephone 01536 511532
visit us at www.jampot.com

Electronic BT-H Magnetos
BTH Components Ltd
BT-H Delivers

- 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.

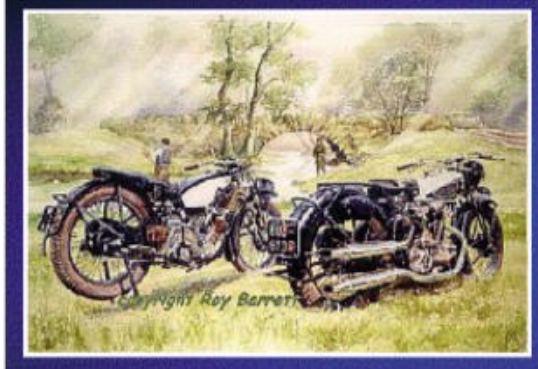
We are UK distributors for the Alton



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** **bthcomponents@gmail.com**

ROY BARRETT (Artist)



Over the last 25 years Roy Barrett has built a sizable reputation for his paintings of Classic Motorcycles, Roy has made the decision to retire from painting motorcycles in order to persue other interests, and is releasing onto the market his remaining Original Paintings.

Further details can be found on the website.

T: 01935 829512 E: roybarrett69@btinternet.com
www.art-of-motoring.co.uk

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.

MasterCard VISA

ARMOURS
www.armoursltd.co.uk

STAINLESS STEEL EXHAUSTS
For pre 85 BMW, Ducati, Laverda, Guzzi, Morini.

784 Wimborne Road, Bournemouth, Dorset BH9 2HS.
Telephone: 01202 519409. Fax: 01202 510671. Closed Mondays.

CLASSIC BIKE GUIDE

To advertise in the next issue please call
Kieron on 01507 529413
email kdeekens@mortons.co.uk
or Matt on 01507 529462
email mallen@mortons.co.uk



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
www.bournespowdercoating.co.uk

PureBikeTours

UK's No1 Adventure Motorcycle Company in India and Nepal Himalayas - since 2009

Our roadtrips are incredibly suitable for novice riders and seasoned experts. And you don't need any off-road riding experience to join us...

info@purebiketours.com • Tel: 01623 401046 • Mob: 07943 426719

This is what you CAN expect from PureBikeTours:

- ✓ Fully bonded to provide you full financial protection
- ✓ The best rider prices in the world
- ✓ We own our own motorcycles
- ✓ We run our own operations in India and Nepal
- ✓ We employ our own local guides
- ✓ Our groups are limited to 8 riders
- ✓ The best routes in the Himalayas
- ✓ Stunning locations
- ✓ Great food and
- ✓ Beer (on you)
- ✓ Lifetime of incredible memories

KPA

KEMPTON PARK

MOTORCYCLE SHOWS AND AUTOJUMBLES

Kempton Park Racecourse, TW16 5AQ (J1 off M3)

NEXT AUTOJUMBLE

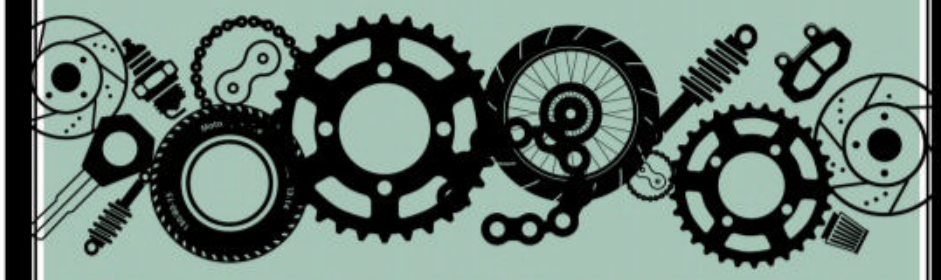
SATURDAY, OCTOBER 26, 2019

Gates open: 9.30am

ADMISSION: Adult £7 Child/OAP £6

EARLY BIRD ENTRY (7.45am): £10

Free parking.



2019 DATES: SATURDAYS: DECEMBER 7

CONTACT: Andy Kitchen TEL: 01507 529435 MOB: 07887 051652

EMAIL: booking@kemptonparkautojumble.co.uk

www.kemptonparkautojumble.co.uk

MALDON SHOTBLASTING & POWDER COATING

Our 5 year Anti Corrosion warranty

Here at MSB we pride ourselves on the high calibre of work, quality ethics and procedures.

This is why in most cases we give a free five year anti corrosion warranty on our work, knowing that your items are finished to a very high quality without compromise.

Our system will go well beyond the five years cover we offer but this is offered for your peace of mind and knowing you are putting your work into experienced & knowledgeable hands.

Preparation and Powder coating Motorcycle parts...



Motorcycle Frames...





The Glacier High Performance Ceramic Coatings range - An industry leader in high temperature exhaust coatings

High Temperature Ceramic Coated Manifolds...



Motorcycle Panels, Engine Parts, Frames, Petrol Tanks, Wheels, Welding and Repair Work



Offering over 6500 colour choices in our new range of powder coatings

Aqua blasting, bead & grit blasting. New high heat Ceramic coating range. Melallisation carried out, repair & fabrication work.

Our Opening Times: Monday to Friday: 9.00am – 5.00pm. Saturday: 9.30am – 12.00pm.

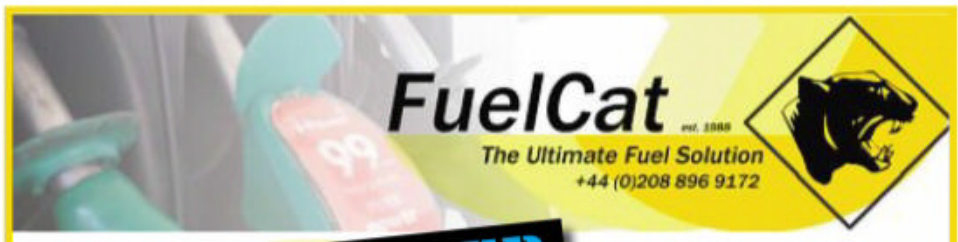
Closed Bank Holiday weekends

Tel: 01621 841100 • Fax: 01621 842233

Unit 2a, Benbridge Industrial Estate, Heybridge, Maldon, Essex, CM9 4ER

Email us – msbpcl@gmail.com • www.ctc-powder-coating.co.uk

We accept all major credit and debit cards



SPECIAL OFFER

Quote CBG

Up to 500cc

£20.00 inc vat

Up to 1200cc

£24.95 inc vat

Stops Stale/ Gumming Fuel during Storage Periods

IMPROVES COMBUSTION

DISTRIBUTORS AND STOCKISTS REQUIRED WORLDWIDE

Used and Approved since 1990 by the Royal Signals White Helmets Display Team

Established 1988 - 2019

www.fuelcat.co.uk

fuelcat@btconnect.com

Tel: 020 8896 9172



PRODUCTS

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

www.tracytools.com

SUZUKI GS 750 RESTORATION

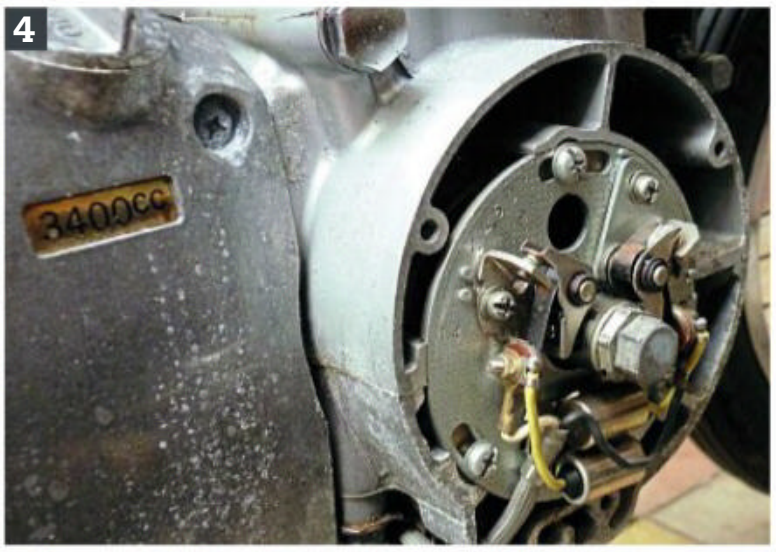
WORDS AND PHOTOGRAPHY: ROBERT DAVIES AND LEE CHAMBERS

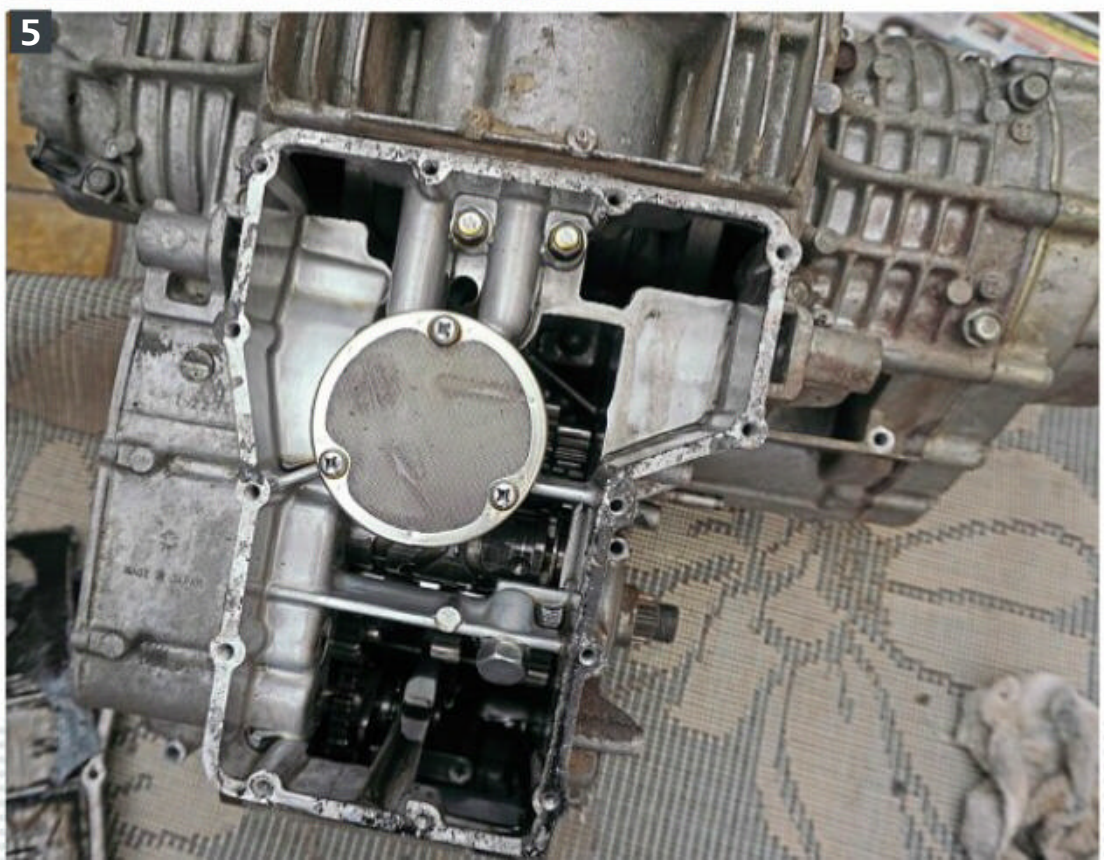
If you had the privilege to own a GS 750 back in the day, you will have the greatest respect for this superb all-round four-stroke. It is quite remarkable, since this bike was Suzuki's first big four-stroke and with it the company plunged headlong into competing with marques that had been making them forever, well for at least a decade.

At the very same time, Suzuki had invested much money in research and development of the RE5, a rotary engine bike. This, they erroneously believed, was going to be the future of motorcycle engines. The press loved it, but your average biker didn't, and it was a big flop, almost taking the company down with it. Having made small four strokes back in 1954, Suzuki had, for almost two decades, been wedded to the two-stroke, and more recently the GT750.

The question is how did they get this inline four-stroke so good, and so right first time? The answer is they did what any sensible designer would do; examine the best of what their competitors were producing and copy it, with a few of their own little additions and improvements. Is this cheating? Of course not, it's simply good common engineering sense and practical business sense, too. As they say, all's fair in love and business.

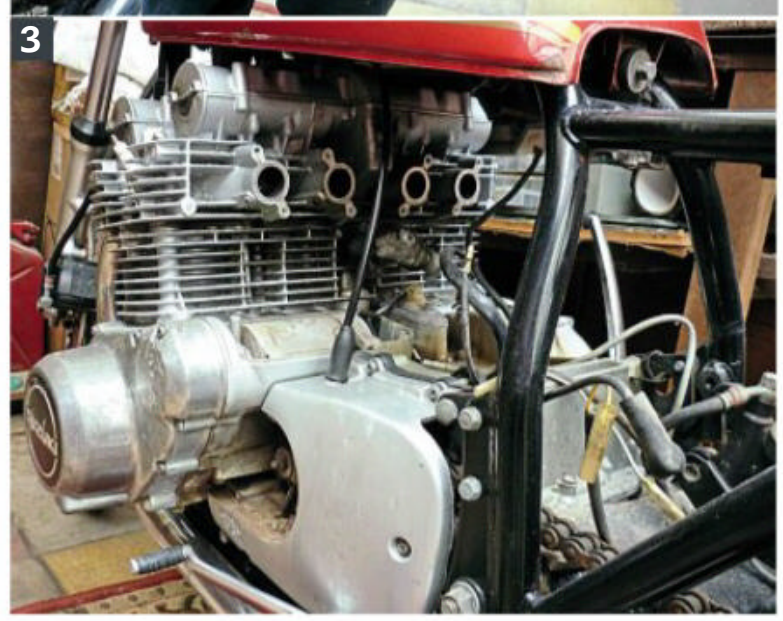
It is no surprise therefore that when you look at the crankcase halves, head and barrels, you see the Kawasaki Z1 staring straight back at you. So how did commentators receive this bike back in 1977 (UK) and what did they say? Well, Mike Scott of Superbike, called it a "proper snake in the grass". He said: "It's sneaked up from behind, from a lair of lofty strokers, to zap the opposition with such venom that they'll never be the same again." Not a bad accolade for











1. It's late 2018 and the strip has already started, but the essence of the frame geometry design can now be clearly seen. The engine's alloy has bloomed, but what are the innards like on this inline four? And no that isn't a very small front hub brake – the single disc has been removed

2. When buying a bike that is 40 years old or more, the steel tank is always worth checking for structural integrity. Painting is always expensive, but replacements even more so

3. The GS 750 was a good copy of the Z1, but Suzuki designers did, at least, put polished end caps to the cam covers to make it look a little bit different

4. Two sets of points, but would Lee swap for a more modern system?

5. Sump removed to happily discover a clean gearbox

what appeared on the surface to be an unremarkable bike, but is now a definite classic from the 1970s, a bike that is loved and viewed fondly from those lucky enough to have owned one in the day, and extremely collectable, too. Not only that, the GS is a great bike to ride today, docile at low revs, but with grunt nonetheless. Take it past 6000 revs and it's a veritable rocket. More than that, it handles far better than its direct rival, the Kawasaki Z1, and this is why it sold so well.

When this bike was introduced back in October 1976, there was nothing revolutionary about its design. It has four cylinders, like others; a twin tube cradle frame, like others; DOHC, like others; with eight valves, see the pattern? But the GS is more than the sum of its parts, which gives the bike a feel all of its own. Breathing through a bank of 26mm Mikuni carbs, and out through an understated but stylish pair of twin silencers, the GS mill produces 68bhp at 8500 revs. Its chassis was not remotely different, but it had been thoughtfully designed, with a well braced steering head, unlike the early Z1, a swing arm with needle roller bearings, an excellent automatic cam chain adjuster and some useful suspension units,

-which made it handle well. Its genuine top speed was a touch over 120mph, but it cruises effortlessly at 80-90; more than enough for a naked bike. The gutsy motor will pull cleanly from as low as 30mph in top, gaining speed effortlessly as the tacho needle sweeps around the dial, but after 6000 it pulls impressively to the redline at nine grand.

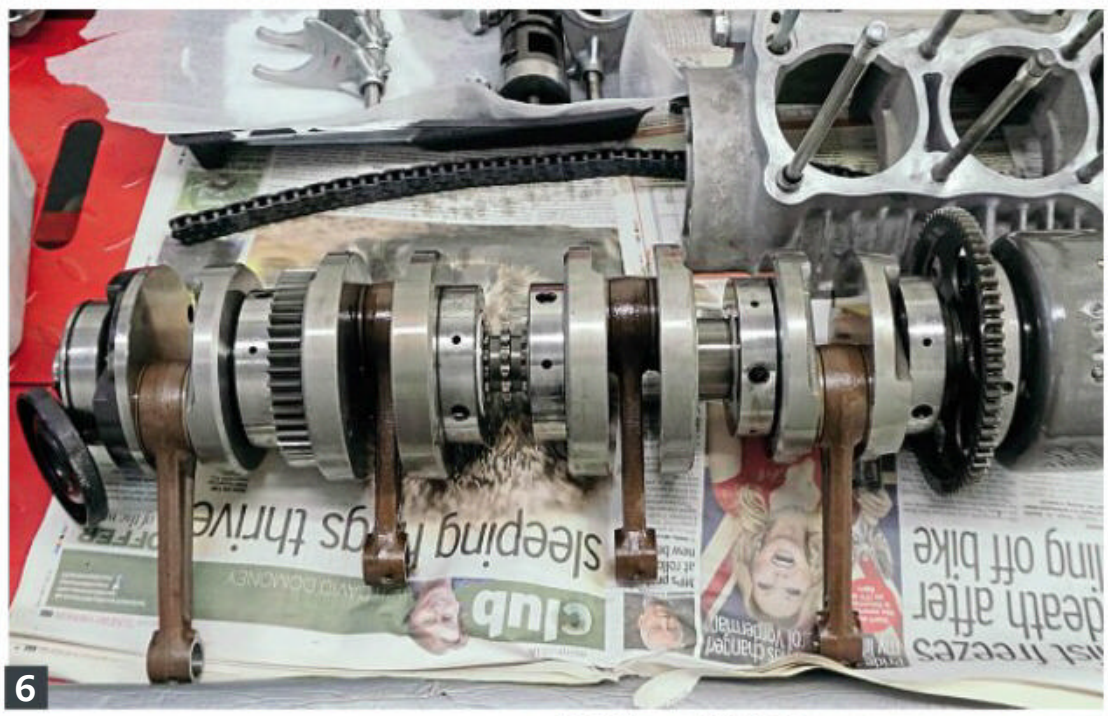
But what's this classic like to restore? We have one of the early birds, a 1977 B model, for you here. There are several ways to obtain a project these days, and this one came from D&K in Stoke-on-Trent. The engine sort of ran, and it had a wiring fault, but our intrepid restorer was by no means put off. Besides, there was only just over 12,000 true miles on the clock, which is not a lot for an engine this size. Balanced against this was the fact that the bike had not been used for a long, long time (see pictures) so you have to use your experience and gut instinct because you can never really get a proper grip on a bike like this until you strip it down. The Suzuki was scruffy, unloved, but there was immense potential.

Once the engine was stripped, the crank cases, head and barrels went away for vapour blasting, and then they were painted silver (Honda CB400 four basecoat). When the old and new cam chains were placed next to each other and held sideways on – with the fingers the old chain bent no more than the new – when you have the engine at this stage, it's a false economy not to replace this kind of item. Due to standing for some time, one of the valves was found to be sticking, so all valve guides were changed, and a new valve was purchased. When examined the other seven looked fine and with a hefty price tag of £70 per valve, it seemed an unnecessary expenditure to replace them all.

After being ground in, the head was then upturned, white spirit poured into the combustion chambers and then left to make sure there were no leaks past the valve seats. The pistons and bore were fine, so all that was required was to fit new rings (£50 NOS) and have the bores honed. If you happen to strip a GS to this stage and send away the bolts for re-zincing, note the lengths of the bolts and where they came from. Kawasaki tell you this in their parts book, but Suzuki omits this useful information – you have been warned.

Lee is a bit of a genius when it comes to painting, so I stood back to admire the fuel tank, side panels and frame, the latter having been sprayed a very tasty gloss black. Lee's goal when restoring a bike is to get it as close to factory finish as possible. Here the Suzuki tank is a gorgeously rich candy gypsy red, yet putting the stripes – in this case orange and yellow – in exactly the correct place takes a bit of skill and careful measurement. The most useful reference point, once the chrome badges have been removed, are the badge bolt holes, so measurements need to be carefully taken before the old stripes are removed. Any anorak worthy of his salt will soon point out 'your stripes are in the wrong place mister'. I should point out that decals and stripe kits are not cheap (the stripe kit alone, from Classic Transfers, was £70) so you have to take these costs into consideration. And then again, as was proved with this 1977 model (actually made and stamped 1976), not all decals are available, not even on eBay. For instance, no one makes the nice little white Suzuki logo at the rear of the seat. So Lee did this after tracing the original letters, and then using an airbrush.

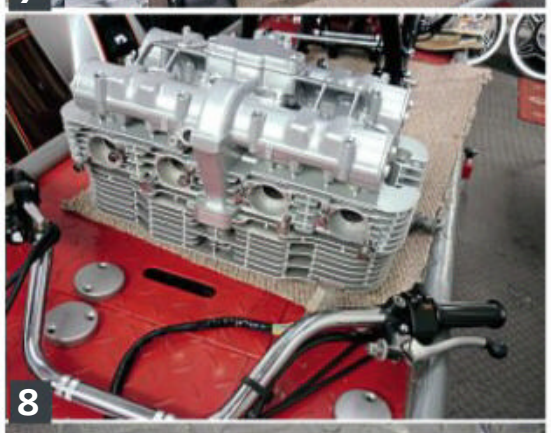
The inner surfaces of the fuel tank were treated with Slosh, a single pack treatment against rust. This



6



7


8


9

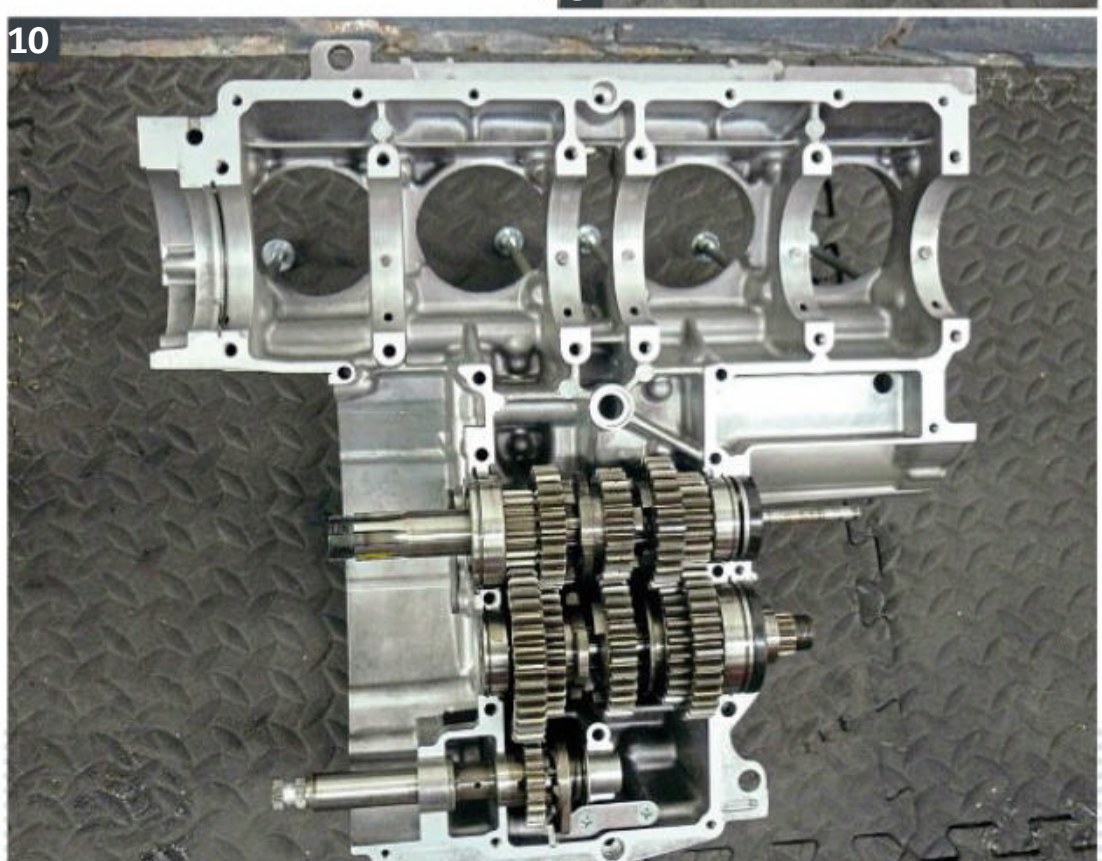
6. The GS's nine-piece crank drives the clutch via a gear wheel, as per the Z1. Typical two-up and two-down conrods produce the common firing sequence. Toothed central gear drives the cams

7. Frame has been painted and lacquered, all bolts and centre-stand spring re-zinced. Note that the top yoke is matt and the lower gloss. This is not a mistake but as original. Seat re-upholstered

8. Head barrels and cam box vapour blasted and painted. High rise handlebars are probably US spec. Cam caps yet to be polished. Same valve timing and angles as the Z1 – funny that!

9. Out of Honda, Kawasaki and Suzuki, the latter had the best cam tensioning device of this period

10. Crank cases open, vapour blasted, painted and gears replaced

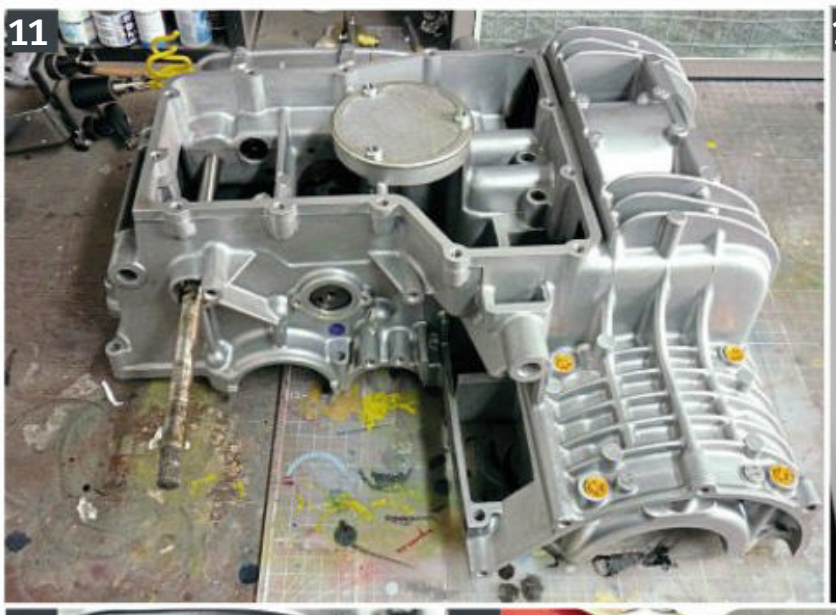

10

12. The bottom of the crank case and its filter was in pristine condition, after all, the bike had only done just over 12,000 miles

13. Decals can be expensive when you add them all up. These genuine ones are for the engine cases. When ordering make sure you get the correct ones. Manufacturers were altering this kind of detail from year to year

14. Some decals cannot be had for love nor money. This one at the tail had to be done very carefully, with specialist pens and a steady hand

15. GS airbox, looks plastic, but is actually metal.











It's a true 1970s classic. Just wish there were more of them about

is much thinner stuff than the two-pack that guys generally use, but Lee swears by its effectiveness, so who am I to argue?

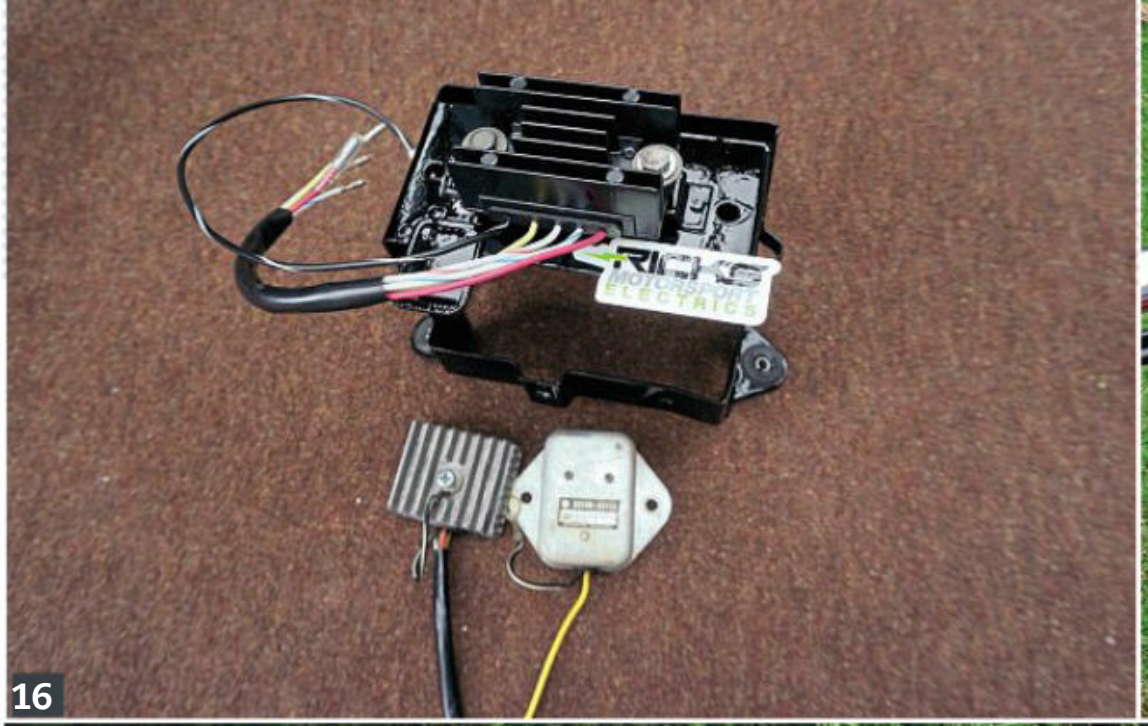
Its handling was regarded as one of the GS 750's main attributes back in the late 1970s, and although it was a fairly heavy machine at 51lbs (188kg) dry, with a longish wheelbase (1500mm), the GS seems to carry its weight as soon as it's on the move. Its suspension was also regarded as excellent for its time and gave a comfortable ride. With our example here, the front fork legs had gone too far to be retrieved with a tube of polish, so two new inner legs were ordered from eBay for £239. The rear shocks were in fine fettle and only required a good polish – it's always swings and roundabouts with restorations.

The standard Japanese control and instrument layout is simple and clear, but it does have the advantage of a gear indicator, which I always appreciate, especially when taking out an unfamiliar bike for a test ride. At night the twin instrument dials are illuminated by the characteristic Suzuki pink glow, and the riding position is fine for a wide range of rider sizes. The bars on this US model are high, but UK bikes had much flatter bars, giving a more forward lean. The bench seat is wide and comfortable for rider and pillion, but on our resto it had deteriorated badly, warranting new foam and covering (£150, P&K Classic Bikes, Cannock). The GS never did win prizes for its braking, and when you tackle a restoration that has stood for so long, calipers need to be stripped, cleaned and no doubt, the seals will need replacing.

Initially, there was a single 292mm disc at each end; the front was adequate, while the rear was criticised for being too strong, and locking the back wheel up. In the second year of production a second disc was added up front, while both wheels went from spokes to cast. Personally, I much prefer spokes, as this 1977 example shows. New rims from Suzuki (£90 each) were purchased, again due to corrosion, as the bike had been left in the great outdoors. They were rebuilt, at the costs of £50 per wheel and £80 for spokes, by SFX Wheel Building, also in Cannock. Lee was lucky in his search for an original four into two exhaust, as D&K supplied a pair at a later date (£500, an excellent price) and it is always worth scouring eBay for other bits, because it was cheaper to buy an NOS clutch and other engine covers than to have them polished.

As the GS came to towards the finishing line in July 2019, I went along to see the results, to get Lee's comments on the finishing touches and the all-important engine start-up. Lee: "Last weekend I adjusted the valve shims and fitted the carbs and airbox. Then, while I was waiting for the new gel battery to arrive, I fitted the exhaust system. During the last few months, I had really pushed the boat out and had the downpipes re-chromed and they look absolutely amazing.

"In store I had an old battery from a Goldwing that still had a bit of life in it, so I connected them to the bike with some jump leads to test the circuits, after fitting a new 15A fuse, and turning on the ignition switch. I had neutral light, oil pressure light, high beam light, clock back lights, indicators all flashing, the brake lights all worked too, but not the horn, but I decided that could be sorted later. Then I shifted the gears and the digital indicator lights showed all



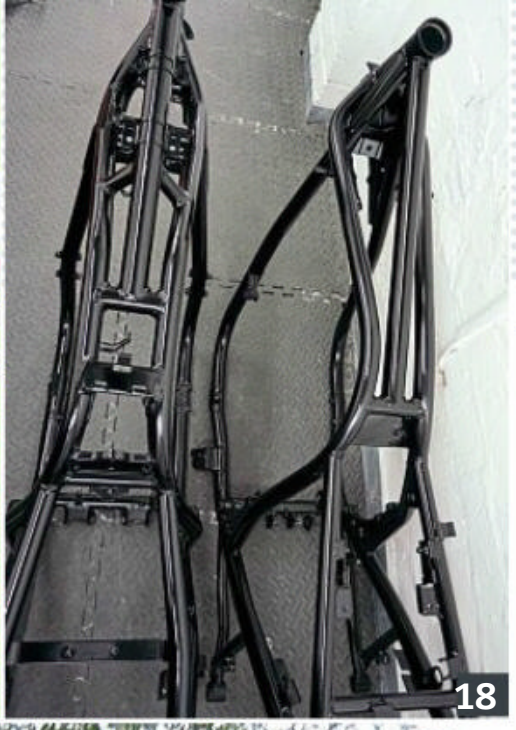
16

TECHNICAL DATA

ENGINE: DOHC four-cylinder air-cooled four-stroke
BORE AND STROKE: 65mmx56.4mm, 748cc, wet sump
COMP RATIO: 8.7-1 **CARBS:** 4 Mikuni VM26SS. 26mm
FRAME: Duplex cradle **FRONT SUSPENSION:** Hydraulically damped forks **REAR SUSPENSION:** Needle roller bearing swing arm with five-way spring pre-load adjustable shock absorbers
OVERALL LENGTH 2,225mm (87in) **DRY WEIGHT** 514lb.
CAPACITY: Fuel tank 18.0 litres; engine& transmission 3.4 litres
68 bhp@8500rpm







16. Improved electronics with a modern regulator/rectifier unit bolted to the bottom of the battery box (Rick's Motorsport Electronics) with MOSFET technology that stays cool.

17. Interesting comparison of an early Z1 frame (top) and GS 750 on the bottom, with far stronger bracing

18. The GS clocks are in a simple but stylish binnacle. The handlebars are the higher US spec, so more comfortable for general riding.

19. Very Z1 tank and rear end styling – if you can't beat them, join them



five gears! Things were getting exciting. I hit the start button, but the engine turned over only very slowly due to the weak battery. Also, there were no sparks from the plugs, but I concluded this was due to insufficient volts. On Monday afternoon, a new gel battery arrived, and once fitted it generated a spark on each plug. Great stuff. On Tuesday around 2pm, I poured fuel into the petrol tank and fitted it to the bike, turned the tap to prime and filled the carbs. There was no leak, so I turned the tap to reserve and went and mowed the lawns, had a cuppa and returned to the bike around 4pm. I then unscrewed each float bowl a little to confirm fuel had indeed reached each carb and it had.

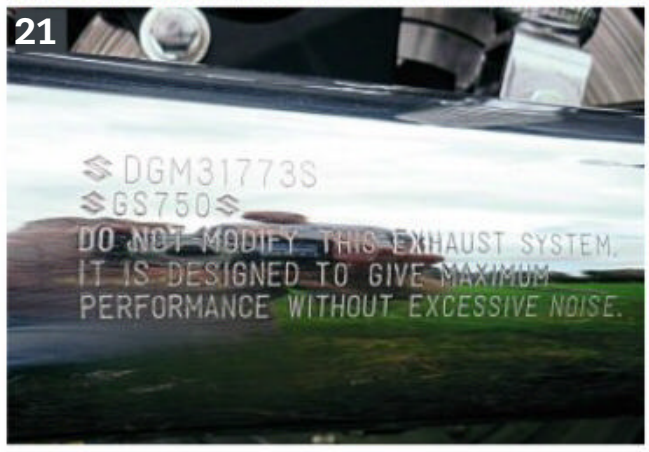
I decided that I could not put off trying to start it any longer, so I pulled up the choke, hardly touched the starter button and the engine burst into life instantly, settling into a fast idle. It ran superbly, with no coughs or splutters, just perfect. I knocked off the choke, and turned the idle screw down half a turn and the revs dropped to a steady tick over. I let it run for a few minutes and then stopped it and it started instantly again. These times are among the most rewarding of a bike rebuild.

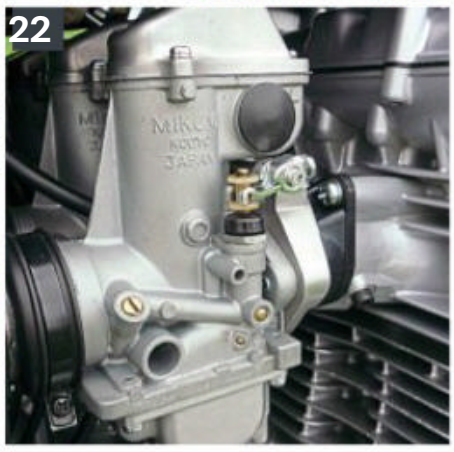
I had fitted pattern exhaust collector tubes that go between the downpipes and the silencer, however they were not a good fit, and number one pipe was blowing, also the pattern fuel tap did not have a very good vacuum seal, which caused the carbs to leak slightly. These are just a couple of the niggly little problems that always arise at the end of a build, so I ordered genuine Suzuki gasket collars and a fuel tap. At the stage I had not had a chance to see how good the regulator and rectifier system was. These old Suzuki GS bikes had a three-phase stator, and only two of the stator coils were functioning until the lights were switched on, when the third coil would come into play. However, on the US models the light switch was locked into the on position. I then discovered a forum called GS Resources that has lots of info on these bikes, and talk about bad earth points, and various other electrical gremlins. The forum explains that most of the aftermarket regulators are not built well enough to get rid of the excess AC current, and can fail and fry the battery and stator. Whoops.

The recommendation for the larger GS bikes, the 1000 and 1100 models, is to fit a unit from a Polaris ATV RZR 800 quad bike, a MOSFET system that is much better, and they provide a part number. I also found reference to a US company called Rick's Electronics that can supply custom made units, also CDI boxes for most Seventies and Eighties bikes. Rick's had a 'plug and play' MOSFET unit for the 1977 GS 750B, so I ordered that.

What final comments can we make on the general use of a finely fettled and loved GS 750? I have to admit that I haven't seen one of these classic Seventies machines on the road for some time; indeed they are a rare bird. As for riding, under normal use, the GS's five-speed transmission is well able to cope with the power; the clutch action is light and engages smoothly with all gears, which are well chosen and evenly spaced; and if you take a peek at the appropriate picture you can see a beautifully made set of gears and shafts. The standard of finish and build quality of the GS was quite good, except possibly the plastic headlight that can crack, and the bike was barely altered through the three years of production because the Suzuki designers got it so right to start with. Maybe in the final analysis, this bike was eclipsed by the earlier success of the Honda 750 Four and the brute power of the Z1 but it is one of the finest bikes of the era, and can give just as much pleasure today as it did back in the 1970s. Anyone for the Bee Gees' Saturday Night Fever? CBG







20. It's a wide, solidly built lump. Clutch is operated by cable, but light in action. Nice polished cam end caps

21. Authentically stamped silencers always add to the value

22. The Mikuni carbs are very reliable, but will require a really good strip down and clean if they haven't been used for a few years



23. A well designed rear calliper, but this bike is heavy, and didn't win any prizes for stopping power

Robinsons

☎ 01227 454366 Broadoak Road, Canterbury Kent CT2 7QG

robinsonsfoundry.co.uk

parts@robinsonsfoundry.co.uk

robinsonssuzuki



Suzuki Parts Specialists 1970's to Present Day

Ethanol Fuel Causes Rust, Here Is The Cure



WAGNER

NOW AVAILABLE IN THE UK

See us at Stafford, stands AJ7-9 & AJ27-29

Tank Sealing Kits provide a complete solution for the long term sealing of metal, fibreglass and aluminium tanks.

Our kit includes:

Wagner phosphating rust converter.
Transparent Wagner single component tank sealing resin.
Detailed instructions for de-rusting and tank sealing

40 Litre kit £39.50 or 10 Litre kit £29.50





OLDTIMER CLASSIC OILS IN STOCK!

Custom Cruisers Ltd

Unit 5B Monk Road, Alfreton, Derbyshire DE55 7RL

Tel. 01773 835666

sales@customcruisers.com

www.customcruisers.com

Bumpstop®

motorcycle holding





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

'Normous Newark Autojumble



SUNDAY, OCTOBER 27

Also: Nov 17, Dec 8

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

Call 01507 529432 Email info@newarkautojumble.co.uk

OLD BIKE MART · Classic MOTOR · CLASSIC Car Buyer · CLASSIC CAR WEEKLY

Vintage Japanese Motorcycle Club

VJMC

"run by motorcyclists for motorcyclists"

UK's largest Japanese Classic Club



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

Phone: 01454 501310 Mon-Thurs 10am - 4pm

Email: vjmcmembershipuk@gmail.com

www.vjmc.com

NCM North Cornwall Motorcycle

ROYAL ENFIELD

Mash



CAFÉ NOW OPEN ALL WEEK
Great food and prices, clubs welcome, discount for ride outs, ***Please enquire***

Our brand new state of the art workshop is now open serving all your classic bike needs from servicing to full restoration



2017 Mash Roadstar, nr new condfantastic lightweight bike only 140kg, kick elec start Honda motor **£2799**



2018 Royal Enfield Interceptor
The new Royal Enfield Interceptor 650 twin now in stock, demo available, fixed price for base model
£5299



2003 Triumph Sprint, as new only 2300 miles, fantastic bike **£3499**



1998 Triumph Daytona, very desirable bike near new condition unbelieveable..... **£2495**



2019 Royal Enfield Trials Bike
Brand new Royal Enfield trials bike with fuel injection and ABS, looks stunning
£4699



1986 Yamaha FJ1200 First generation bike, fantastic condition..... **£2200**



1987 Suzuki DR25, for restoration very rare now rides perfect **£3250**



1952 BSA Goldflash
Stunning, full nut and bolt restoration, must be best available, same reg from new in 1952, all correct, only 3 former keepers, no plastic aftermarket parts, perfect
£8650



1985 BMW R80 Completely original, new paint to the original colour **£3250**



1993 Honda CB750 Nighthawk, very rare, absolutely as new **£3950**



1968 Yamaha YM1
305cc, stunning, full nut and bolt restoration to standard, must be best available, twin Mikuni carbs, 100mph bike, introduced in 1965, this bike is 1968, as new condition
£9650



2002 BMW R850 Rare 850 classic, the very best available..... **£4950**



1956 MV Agusta Turismo CS175 1956 full nut and bolt restoration..... **£6899**



1952 MV Agusta 125 sport
Stunning perfect condition, full restoration nut and bolt, as new condition, very rare and collectable, time and money spent on engine and it runs perfect, new MOT
£5700



1985 Honda C90, stunning only 1400 miles, as new, rare original colour in gold **£3899**



1993 Ducati 750SS very rare, all completely original, fantastic condition **£4950**



1966 BSA Lightning
Stunning nut and bolt restoration. This was done back in 2016. The bike looks fantastic. Please see photos. Must see in our showroom. The bike rides great with no problems
£8500



1959 Triumph 5TA All correct, all matching numbers, lovely original condition..... **£5500**



1985 MZ TS150, full nut and bolt restoration, as new **£2850**



1972 Suzuki T500
This bike is in fantastic condition, it's a timewarp bike and all original bar the new paint job which is as per its original colour. Owners handbook. Its all correct 1972, it has the drum brakes. This also has its original exhaust. All the chrome is original and in very good condition. This T500 is a great find, please see photos **£7850**



1965 Suzuki S32/2 Stunning time warp cond, near new, only 2 keepers, all correct right back to 1965..... **£4650**

01288 355162 www.ncmc.co.uk info@ncmc.co.uk

Upload your free advert today – www.classicbikeguide.com

CLASSIC BIKE GUIDE IS THE BEST PLACE TO ADVERTISE YOUR BIKES AND SPARES

Do you want your advert to be seen by

30,000+

Motorcycle enthusiasts in

OLD BIKE MART

For only £8?

Please debit my:

❑ Visa ❑ Mastercard ❑ Switch

Card number:

_____

Security code (from signature strip):

_____

Switch issue number:

_____

Start date: Expiry date:

_____ _____

Signature:

_____

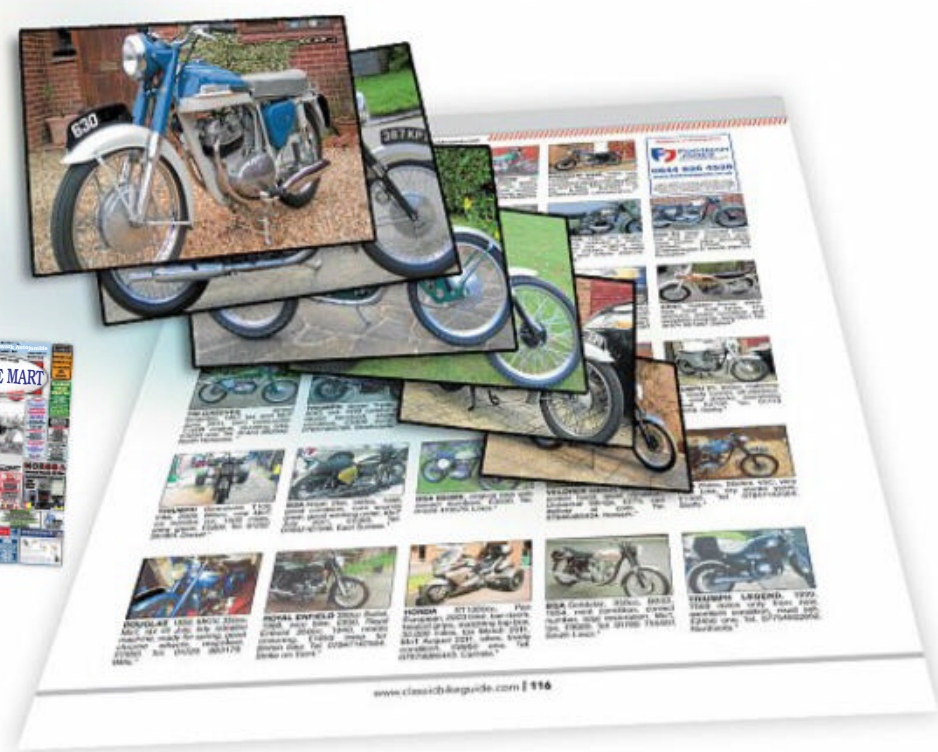
or make cheques payable to:
Mortons Motorcycle Media

To include your bike in Old Bike Mart tick the box on the form below.



All private adverts are FREE!

➔Upload your advert at www.classicbikeguide.com
➔Post the coupon below
➔We cannot accept Reader Adverts over the phone



There is no other medium so effective as **Classic Bike Guide Trading Post** – so why not take advantage of them right now? Simply complete the form below and send it as soon as possible to: *Classic Bike Guide Trading Post, PO Box 99, Horncastle, Lincolnshire LN9 6LZ.*

It is our policy at **Classic Bike Guide** not to accept private adverts from traders. If, whilst looking for a bike in Classic Bike Guide, you experience a trader advertising as a private seller, please call us on 01507 529529 and we will take appropriate action.

Advertisements can be accepted on this form, photocopy or internet.

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates.

Terms and conditions for private advertisers

1. The advert provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). Mortons Media Group may amend the advertisement to comply with these requirements.
2. Mortons Media Group is not able to verify the truthfulness of any statements made by a customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by Mortons Media Group which are caused by an untrue statement made deliberately.
3. Mortons Media Group reserves the right to edit an advert to fit the allotted space and can only accept one advert per coupon.
4. Whilst every effort is made to include your free advert correctly, we are unable to take telephone calls should an error occur.
5. Please enclose a stamped addressed envelope if you would like your photograph to be returned.
6. The publisher reserves the right to place this advert free of charge in other Mortons Media related publications.

DATA: Protection of your personal data is important to us. Personal data will be stored securely and will only be used for the purpose of processing the advertisement. Data will be stored for a period of 6 months and then destroyed.

Classic Bike Guide Reader Adverts

For Publishing

Make	Model	Year
Price		
		County
Tel	Email	

Choose a section

❑ Bikes for sale ❑ Miscellaneous
❑ Wanted ❑ OBM cheque enclosed
❑ Spares ❑ Photo enclosed

Name:.....

Address:.....

.....

.....

Area/County:.....

Telephone:.....

Email:.....

Signature:.....
I confirm that I am not a dealer

Date:.....

OFFICE USE ONLY MONTH CODE

cbg's pick



NORTON, Dominator 99, 1960, full rebuild 6000 miles ago, matching numbers, electronic ignition, £4500 ono Tel. 01489 895412 Hampshire



AJS 1962, M16, V5C, on Sorn, engine runs nicely, gearbox, clutch, electrics all good, paintwork and chrome not so good, £1750 ono Tel. 07594 506435 Kent



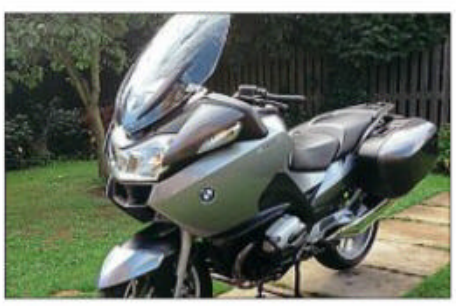
BENELLI TORNADO 1974, nice clean bike, recent dream machine paint and silencers, £6250 Tel. Mike 07813 687572 Bristol



BIANCHI MT61 1961, rare ex Italian military, 318cc, excellent and very original condition, with V5C Tel. 07798 866071 Middx



BMW R1100S 1998, vgc, MoT, new clutch, 58,000 miles, runs perfectly, good tyres & paintwork, no rust, runs fine, £2200 Tel. 07944 669384 Derbyshire



BMW R1200RT 2005, 69,214 miles, vgc, MoT, new tyres, valve clearances, throttle synchronization, brake pads & fluid, alternator belt replacement, £2850 Tel. 07759 886084 Nth Yorks



BMW R80RT 1984, 58,000 miles, original bike, Nivomat rear suspension, new front tyre, stainless exhaust, crash bars, top box, on Sorn, £2200 Tel. 01695 421508 Lancs



BMW R90S 1975, comprehensively restored to showroom condition, immaculate, starts & runs as it always did, owned last 40 years, 41,000 miles Tel. 07584 858063



BSA Gold Star Catalina replica, bike is in Cornwall please ring for details Tel. 07779 742629



BSA 350 B31, beautiful bike in mint condition, rides beautiful no issues at all, £4500 Tel. Bob 07817 256283



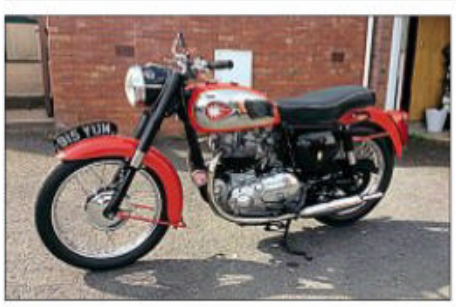
BSA Super Rocket, 1959, good condition, used on VMCC runs, rides well, £5600 Tel. 01865 863939 Oxon



BSA Starfire, 1968, engine rebuilt, new wheels, new wiring stator rotor, £2900 Tel. 01889 570265 Staffs



BSA 1961, RGS replica, motor includes SRM main bearing conversion, Spitfire cam, Hi-comp pistons, 12V electrics, £8950 ovno Tel. 07903 504846 London



BSA 650 Super Rocket, 1959, totally restored, in fantastic condition, very nice to ride out on club events, £8750 Tel. 01237 472734 Devon



BSA A65 Thunderbolt Lightning, 1969, pre oil in frame, excellent unmolested mostly original bike, matching numbers, original rims, MoT, £4995 ovno Tel. 07789 067668 Oxon

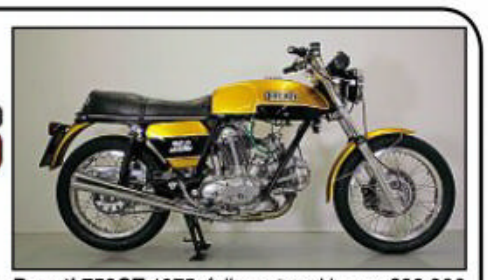


BSA BANTAM project bike, possible early trails bike? eng no BD3B 24228, frame no CD3 17087, no paperwork, £525 ono Tel. 07764 404899 Dorset



BSA BANTAM D7, conversion four speed, 1965, good condition, recent engine overhaul, £1400 Tel. 01403 255825

Made in Italy MOTORCYCLES



Ducati 750GT 1975, fully restored by us. **£36,000**

Aprilia 6.5 Stark, excellent.....**£3,950**
Aprilia 6.5 Starck, low miles V good.....**£4,500**
Bianchi MT/61 1961 330cc.....**£2,950**
Bimota DB4, low miles V good.....**£7,500**
Bimota DB5, low miles fantastic.....**£11,950**
Bimota SB2, restored and stunning.....**£37,950**
Bimota YB10, new.....**£11,000**
Ducati GP03 Ex Troy Bayliss.....**POA**
Ducati 900SS 1981, excellent.....**£25,000**
Ducati 750SS 1974 fully restored by us.....**POA**
Ducati 900SS 1975, excellent.....**£38,950**
Ducati 900SS 1976, ex Jose Cecotto racer.....**£34,950**
Ducati MHR 900 V good.....**£14,950**
Ducati 750 Sport, V good.....**£36,000**
Laverda 750SFC replica, nice condition.....**£13,950**
Mondial Piega, new.....**£18,000**
Moto Guzzi Centauro GT 600 miles from new.....**£7,490**
Moto Guzzi 750S, full TLM restoration, fantastic**£18,950**
Moto Morini 350K2, V good.....**£3,450**
MV Agusta Magni 861, stunning.....**£110,000**
MV Agusta 750 F4 2001, stunning with just 1800 miles from new.....**£9,950**
MV 750 America.....**£65,000**



Ducati 750SS Replica, complete new build by us.....**£45,000**



Moto Guzzi 500GTS, lovely.....**£15,900**



Ducati 750 sport 1973 Fully restored by us, stunning.....**£55,950**

Unit 8c, Stowmarket Business Park, Ernest Nunn Road, Stowmarket, Suffolk, IP14 2ED
Tel: 01449 612900
Web: www.madeinitalymotorcycles.com Email: john@madeinitalymotorcycles.com
Tuesday–Saturday 8.30am–5.00pm. Please call first if travelling any distance
Italian Bikes always wanted any condition. Try Us.

TRIALS



1958 ARIEL HT3 350cc, Original registration, log book & V5...**£9950**



1955 Ariel VCH 500cc original registration no, log book and V5.....**£7950**



1956 JAMES SPECIAL 250cc unused Many Trick Parts.....**£5950**



2000 (Reg) TRIUMPH CUB 200cc Electronic ignition.....**£4250**

Please enquire for further information
Neville
01483 275170 / 07801 166612
n.lewis452@btinternet.com

Andy Tiernan

Est. 1972



1937 AJS 2A 990cc £28,000



1965 BSA Bantam D7 175cc £1400



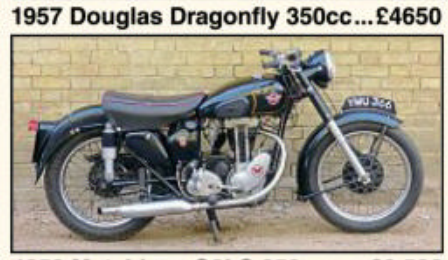
1939 Cotton 122cc £4,250



1957 Douglas Dragonfly 350cc...£4650



1939 Excelsior 150cc.....£1500



1953 Matchless G3LS 350cc.....£3,500



1955 Norton 19S 600cc £5,250



1940 Royal Enfield K 1140cc.....£27,500



1966 Triumph Tiger Cub 200cc ..£3,650



1948 Triumph T100 spec 500cc...£7000



1964 Triumph TRW 500cc £5,750



1950 Triumph 6T 650cc.....£9000

1929 AJS M5 350cc fine late vintage.....**£6000**
1937 AJS 2A v-twin 990cc last ownership since 1997 both books.....**£28,000**
1963 ARIEL LEADER 250cc smart in black and white.....**£3650**
1954/55 ARIEL NH 350cc choice of 2.....**Reduced £5500**
1953/58 ARIEL VH 500cc choice of 2.....**£6250/£5350**
1956 ARIEL Huntmaster 650cc handsome machine.....**£5500**
1949 BSA D1 125cc lovely early Bantam.....**£3250**
1965 BSA Bantam D7 175cc choice of 2.....**£1400/£1750**
1954 BSA C10L 250cc pretty machine.....**£3250**
1936 BSA B2 250cc OHV lovely pre war model.....**£6000**
1930/32 BSA Sloper 500cc choice of 2.....**£12,000/£10,350**
1948 BSA A7 500cc choice of 2.....**£6500/£7500**
1955 BSA M20 500cc old wheezer!.....**£4150**
1928 BSA S28 500cc desirable flat tanker.....**£9850**
1952/59 BSA A10 Golden Flash 650cc choice of 2.....**£6250**
1939 COTTON 122cc very rare.....**£4250**
1924 DOUGLAS CW 350cc attractive flat tank.....**£10,000**
1957 DOUGLAS Dragonfly 350cc tidy one.....**£4650**
1949 DOUGLAS T35 350cc recently refurbished lots of bills.....**Reduced £5250**
1924 FAVOR 250cc unusual flat tanker.....**£3250**
1957 FRANCIS BARNETT Plover 150cc nice lightweight.....**£1650**
1924 JAMES Model 10 749cc V-twin needs finishing.....**£11,000**
1953 MATCHLESS G3LS 350cc nice and presentable.....**£3500**
1923 MATCHLESS J2 1000cc outfit lovely oily rag.....**£22,000**
1951 NIMBUS C 750cc 4 cylinder Danish machine.....**£10,000**
1939 NORMAN 122cc unique lightweight.....**£3000**
1948 NORTON ES2 500cc long term lady ownership matching no's.....**£7500**
1957 NORTON International 30 500cc nice one!.....**Reduced £22,500**
1955 NORTON 19S 600cc big Thumper.....**£6350**
1955 PANTHER 100 600cc sought after tele rigid.....**£9250**
1961 ROYAL ENFIELD Crusader 250cc pretty in dark blue reduced.....**£2500**
1949/50 ROYAL ENFIELD G 350cc choice of 2.....**£4450/£2500**
1940 ROYAL ENFIELD K 1140cc one of the last made.....**£27,500**
1953/1956 SUNBEAM S7 500cc choice of 2.....**£9350/£10,500**
1950 SUNBEAM S8 500cc choice of 2.....**Reduced £5000**
1959/66 TRIUMPH Tiger Cub 200cc choice of 2.....**£4000/£3650**
1927 TRIUMPH W 277cc honest flat tanker.....**£7250**
1948 TRIUMPH in T100 spec 500c presentable.....**£7000**
1924 TRIUMPH H 550cc Lucas electrics.....**£9650**
1950 TRIUMPH 6T 650cc Thunderbird matching numbers.....**£9000**
1972 TRIUMPH T120R 750cc Morgo 750 top end.....**£5650**
1954 VELOCETTE KSS Special 250cc lightweight Cammy.....**£7350**
1962 VELOCETTE Viper Sports 350cc very pretty machine.....**£7750**

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE
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



BSA G10 1932, 1000cc, V twin, older resto but still lovely, large amounts of documents & history, £19,000 Tel. 07842 234777 Northants



BSA GOLD STAR Trials, 1954, 350cc, unrestored, alloy motor, Wader mag, trials gearbox, spares inc: exhaust, rear wheel, new tyres, sensible offers Tel. 07483 232063 Bristol



BSA SUPER ROCKET 1961, older restoration, SRM engine, easy starter, nice Patina £6000 ono Tel. 01889 822303 Staffs



BSA ZB350 Gold Star, 1949, rigid rear end, beautiful bike, starts and runs well, in immaculate condition, £5500 Tel. Bob 07817 256283



CAFE RACER Special in a rare hybrid combination, comprising a 1959 Norton wideline featherbed rolling chassis and 650 AJS engine, £6250 ono Tel. 01329 231306



CHANG JIANG 750 1996 French reg 5000 klm from new, been stored for 12 years, runs well many new spares, €4500 Email. japannreg@gmail.com Dordogne France



DAIMLER Puch Maxi 1971, 50cc original log book & manual from 1983, new rear tyre needs a little tlc to put on road, £600 Tel. 07722 008897 Leics



FRENCH MOPED lovely very original, original toolbox/tools, it's the 3800 model with the iconic red strip on top of the engine, just needs fettling, not restoring, £495 Tel. 01538 360874; 07878 453890 Staffs



HARLEY-DAVIDSON Sportster 883, 2003, rare 100 year anniversary model, vgc, new tyres, fly screen, spare seat and handle bars, £3850 ono Tel. 07814 104934 South Wales



HARLEY-DAVIDSON FLTC Tour Glide, 1985, 1340cc, 14,500 miles, imported 2018, fully UK reg, good condition, £5000 Tel. Neil 07413 935748 Hants



HARLEY-DAVIDSON Softail custom, 1991, J reg, owned for 26 years, long MoT, 16" front wheel, 72,626 miles, £5750 ono may p/x why? Tel. 01362 687892; 07979 953840 Norfolk



HONDA 500-4 Mike Hailwood race replica in superb condition, purpose built by Bob Peck, for parade racing, classic shows; £10,500 Tel. 07368 304077; 01782 460269 Staffs



HONDA C90 1996, only 15,700 miles, owned over eight years, oil chain every 350 miles, ultra reliable, beautiful condition, £1550 ono Tel. 01843 295943 Kent



HONDA CB250RS 1981, customised frame, hubs, rims, powder coated, stainless spokes, new exhaust and megas, miniature speedo and rev counter, £1600 Tel. 01617 669852 Manchester



HONDA CB400 Twin Dream, 1978, vgc, runs rides nice, lots of new parts etc, been in storage one year, electric + kickstart, £1795 Tel. Gary 07913 076801 Norfolk



HONDA CB650 1982, bike has been stripped and rebuilt, in very good condition, all original except exhaust, £2750 Tel. 07557 122705 Worcs



HONDA CBX 1980, imported from Europe in 1997, vgc, MoT, 38,000 miles, rides well would benefit from the carbs being set up/balanced, £10,750 Tel. 07510 703249 Coventry



HONDA MOPED bicycle C50LA-E, 1985, fully automatic, vgc, petrol, £1200 ono Tel. Ivan 07811 358662 Stoke-on-Trent



HONDA SUPERDREAM 1981, 250, totally restored to show winning condition, some spares included, £2850 Tel. 01237 472734 Devon

CN
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.

www.CLASSIC BIKES.CO.UK



Will & Tom's family business specialising in Classic 70's Super Bikes, especially Z1 900 Kawasakis. Est 1983. BUYING or SELLING see our website

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 Z1A 900, candy brown/orange ..... SOLD £ POA
73 Z1A 900, candy green/yellow £18995
75 Z1B 900, candy blue.....£17995
76 Z900 diamond green £12995
75 Z900 diamond green £14995
77 Z650B2 black,.....£ price to be confirmed
78 Z650B2 black £5995
79 Z650F1 blue £5995
76 H2C750, purple ..... SOLD £POA
76 H400A4, purple .....£ price to be confirmed
82 KH250B4, lime green.....£6495
82 GPZ1100R A2 silver ..... £5K approx
83 Z1000R white, UK bike ..... £POA
86 GPZ750R red/blk, UK bike, superb.....£6995

HONDA

65 CB77, black..... SOLD £5995
67 CL77, silver £5995
75 CB450K2, green.....£ price to be confirmed
75 CB500K2, brown, orig UK£ price to be confirmed
75 CB750K5, red .....£ price to be confirmed
75 CB750K6, red ..... SOLD £7995
79 CX500C, blue.....£3995

YAMAHA

76 XS500 black, restored..... SOLD £POA
99 R1 1000 blue, superb £6995

SUZUKI

81 GS750L red £2995

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

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

SADDLEWORTH

MACHINES IN STOCK INCLUDE ...

1959 Ariel Arrow 250.....£2450
1952 BSA B31 350 .....£4100
1961 BSA B40 350 (trials trim) £3200
1954 BSA C10L 250 (to restore) £895
1957 BSA Goldstar DBD34 ..... £21,000
1921 Excelsior ladies model £6250
c.1972 Honda CB450 .....£2950
1936 Sunbeam 500 .....£9250
1967 Triumph Bonneville T120 650 .....£8500
1963 Triumph TR6SS 650.....£7250

MORE BRITISH BIKES URGENTLY REQUIRED
Spares purchased and for sale - machines sold on commission
BRITISH TYRES AT DISCOUNT PRICES

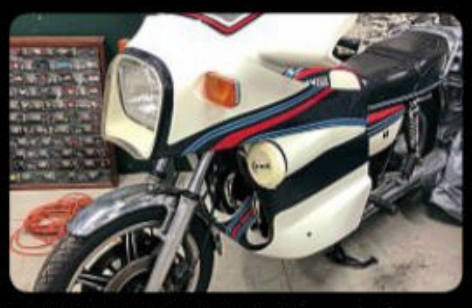
Callers Welcome, but please telephone first to avoid disappointment.
Normally open Wednesday to Saturday 9.30am to 5pm
Knarr Mill. Oldham Road. Delph. NR Oldham. Lancs 0L3 5RQ.
TELEPHONE (01457) 872788
Email: saddleworth7@gmail.com
Web: www.saddleworthclassics.co.uk



1971 Honda CB750 K1 Samoto
1 of 15 Special edition made for Italian Importer. 1.5 push km. as new, possibly the most beautiful and rare CB 750 .....POA



1986 Yamaha V-MAX FULL POWER
As new from the same private collection as the Honda and Egli, .5 push KM, superb £11,995



1979 YAMAHA MARTINI 1.1 Superb show condition, original spec.....£9995



Greeves Anglian late model ..£5650



NSU Sportmax replica



C1964 Honda CL72, very original and unrestored bike, used by myself for the last 3 years, one of the great Hondas of the period with the benefit of the off road styling for a really comfortable ride, complete with mirrors and indicators, totally useable, making way for a 77 so reduced price to £3495 ono (Half the price of it's sport version sister CB72) or less !



1978 Honda 400/4 F2. Absolutely orig unrestored , v/low mileage , 4950 miles, beautiful show cond, 2 reg owners, documented history, original toolkit & owners manual, fully recomm. after 10 years in collection, ride or show £7500



Egli Vincent 1200. As new, Special Order for Italian Collection, never used. SUPERB! Part ex possible, race bike preferred, RG or RD500, NSR MC28 road bike.

COMING FOR STAFFORD SHOW

HONDA CX500 TURBO, show standard
SUZUKI TURBO
YAMAHA TURBO
KAWASAKI Z1300 six cylinder , museum quality
NIMBUS 4 Cylinder

Will Corry • 07506 940955 • willcorry17@gmail.com

cbg's pick



MATCHLESS G5, 1960, lightweight 17,074 miles, vgc, no oil drips, matching numbers, ready to go, £3950 Tel. 01803 856805 Devon



HUMBER 350cc flat tanker, 1928, good condition, older restoration, 3 speed hand change, starts and runs well, £7300 Tel. 01697 361851; 07854 3023083 Cumbria



JAMES CADET 1957? Back garden find, engine turns, comes with a spare engine, best offer over £500 Tel. David 01516 014004



KAWASAKI 250TR 2002, very rare in UK, only 2500kms, showroom condition, MoT, £3500 Tel. 07831 323717 Oxfordshire



KAWASAKI EJ 800W Special Edition, MoT sept 2020, 8,100 miles, 2013, two owners, vgc, first to see will buy, £4000 ovno cash Tel. 07906 616434 Kent



KAWASAKI W650 showroom condition, 7890 miles only, fully serviced, £3600 ono Tel. 01883 348187 Surrey



KAWASAKI Z650 1980, blue, 50,693 miles, UK model, a rare example of a classic Kawasaki Z650 D3, restored using orig parts, £3490 ono Tel. 07765 241528 Berks



LAMBRETTA LI150 1960, totally original unrestored example recently brought over from Italy, excellent runner, £3600 Tel. 01237 472734 Devon



LAVERDA 3C stunning wire wheeled early bike in show condition, recent new ignition, 37,000 miles, £11,750 ono Tel. 07860 504602 Northern Ireland



MATCHLESS G3 1961, 350cc, tax and MoT exempt, starts first kick, runs and rides well, converted to 12V, with new battery fitted Tel. 07854 928974



MOBYLETTE 50cc moped, classic 1974, complete, on Sorn, good tyres & general condition, £625 Tel. Richard 01842 819969 Norfolk



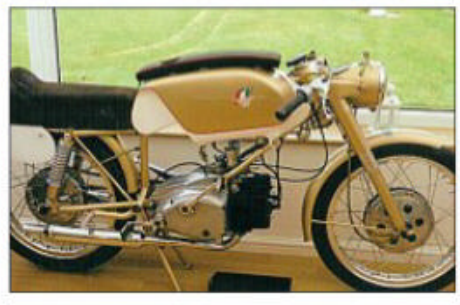
MONTESA trial bike, 1977, Triumph 5TA engine fitted, fully road legal, very unique one off bike, £4950 Tel. 07932 094979 Lincs



MOTO GUZZI 350TT, Sorn since 2014, Speedo drive bottom frame rails, points, alternator cover, old bike with dents & scratches, £2225 Tel. 07751 020614 Suffolk



MOTO GUZZI California 3, 1000cc, 1992 reg, 16,000 miles, vgc, recent MoT/service, fsh, £3250 ono or exchange Brit why? Tel. 01482 845179



MOTO RUMMI Junior, Italian classic, 1960, restored, excellent condition, 125cc twin, £9500 Tel. 01424 848766 East Sussex



NORTON 750cc Atlas, 1965 matching nos, complete rebuild, frame, engine, wheels, tyres, chrome etc, vgc, £7750 Tel. 01706 852775 Lancs



NORTON Model 18, 1947, non runner for restoration & repair, dry stored in parts & loosely assembled for sale, may need re-registering, Tel. 07928 595941 Notts

CHESTERFIELD,
DERBYSHIRE
TEL/FAX: 01246 451772
07971 737883 (mobile)

Spinning Wheel Classic Cars Ltd

Enthusiast Family Business
Est. 1961

Email:
sales@spinning-wheel.net
Open 9am to 5.30pm

Web: www.spinning-wheel.net



1951 Nimbus 750 cc In Line Four Restored over the past two years to this exceptional standard you see today. Professionally re-finished.The in line four motor is running sweetly. Very comfortable at 50 MPH. Cause's much chatter wherever seen. Delivery and Shipping arranged.....**£13,995**



1931 AJS S9/H 500cc Single Matching engine and frame numbers. Presented in excellent condition. Starts easily and runs very well. New carburettor just fitted. Good tyres, chain and sprockets. Lovely looking Pre War motor bike. Supplied with V5C. Delivery and shipping arranged.....**£8495**



September 1929 BSA OHV 557cc "Sloper"," Eligible for the Bambury Run", Original oily rag presentation, Low ownership, Original registration number, "Buff Log Book" and handbook. Recently fitted with new tyres. Charming period BSA motorcycle. Delivery and shipping arranged **£8995**



1932 Motobecane Model B44 350cc S/V, beautiful Vintage French Bike. Restored in and around 2017. Supporting invoices supplied. Full of Gallic charm. We have a NOVA and a dating certificate from the VMCC for the Motobecane, so it will be registered ASP. Its a really good looking bike and creates lots of attention. Shipping and delivery arranged.....**£5995**



1959 BSA A10 Gold Flash 650cc Twin. Last owner since 1989, Fully documented rebuild inc engine and gearbox etc, Little mileage since completion. Original registration number within original buff log book and extensive history. Quality classic BSA , DO NOT CONFUSE THIS GOLD FLASH WITH AVERAGE OFFERINGS Delivery and shipping arranged..... **£8495**



1975 Ducati 250cc Desmo Single Cylinder Italian Lightweight. Absolutely gorgeous condition. Styled by Leo Tartarni, beautiful looking motorcycle. What more could you want. This example is a rare original UK registered example, registered in Surrey on the 28th April 1975. Now very collectable. Comes with V5C, HPi certificate (clear) and a well presented file of articles and technical information. Don't hesitate to call, Delivery and Shipping Arranged.**£16,995**



1964 Model Triumph T120 Bonneville 650cc Twin Outstanding condition, production line "look". I doubt this would disappoint. Supplied with: V5C, TOC dating certificate and supporting restoration paperwork. Please do not hesitate to make any enquiry with regards to this Bonneville. DO NOT CONFUSE IT WITH AVERAGE QUALITY EXAMPLES. Delivery and shipping arranged.....**£15,495**



1960 Honda CB95 150cc Benly Super Sports REPLICA Fitted with single seat and Megaphone exhausts. (Owned over 30 years by the last owner as part of a private collection of motorcycles. Beautiful condition. Shipping and delivery arranged **£7995**

www.drclassic.co.uk

D. R. Classic Motorcycles Ltd. (Burton-upon-Trent) Tel: 01283 536379. Post-war British & German Classic bike enthusiasts



1966 Triumph 6T Thunderbird, matching tidy example.....**£6450**



1959 Ariel Huntmaster 650cc, lovely bike.....**£4350**



1957 Norton Dommie 99, superb **£7950**



1962 Norton 99 DeLuxe, 600cc, matching.....**£6750**



1952 AJS model 20, beauty **£4650**



1967 BSA A65 Spitfire MKIII, matching eng/frame.....**£5950**



1937 Velocette MAC, 350cc, sweet runner.....**£6750**



1938 Velocette MOV, 250cc, good runner, nice patina.....**£5750**



1954 BSA C11G, 250cc nice little bike.....**£2750**



1964 Matchless G2CSR 250cc, excellent runner.....**£2650**



1968 BSA D7 175cc, tidy good runner.....**£1250**



1959 Panther 197cc mod 10/4 good runner.....**£1950**

"CLASSIC & VINTAGE MOTORCYCLES ALWAYS WANTED, ANY CONDITION INCLUDING BASKET CASES!"

D.R. Classic Motorcycles Ltd.

VIEWING STRICTLY BY APPOINTMENT ONLY!!!
TEL 01283 536379 MOB 07889 292536
richard@drclassic.co.uk

Export no problem!
WANTED! WANTED!
CLASSIC MOTORCYCLES ALWAYS WANTED!
Bikes & collections bought outright for cash!
In all conditions. Delivery & Collection Service

Many more bikes!! Range of 50-60s & 70's classics always in stock – Check out the website!
www.drclassic.co.uk



NORTON 99 1966, lovely bike uprated 12 volts rev counter, twin leading front brake, £5750 Tel. 01792 873536 Swansea



NORTON 99 1960, totally rebuilt, many stainless components inc spindles & spokes, 12V, stainless carrier, indicators and electronic ignition, £6900 Tel. 07530 312463 Yorks



NORTON COMMANDER Rotary 1992 (K), 16,659 miles, good tyres & batteries, MoT, some spares, £7750 Tel. 01282 839512 Lancs



NORTON COMMANDO 1975, MK2A, first owner 37 years, 31,698 miles, mint condition, Bowyer ignition, on Sorn, £10,650 ono Tel. 01883 348187 Surrey



NORTON DOMINATOR 99 Cafe Racer, rebuilt 2013, 1200 miles, inc engine SS spec, Mikuni carb (twin Amals available) Newby clutch and belt drive, £6250 ovno Tel. 01777 700162; 07812 977995 Notts



NSU QUICKLY F23, 1966, original and tidy bike, £650 Tel. 07821 713850; 01635 47519 Berks



NVT RAMBLER 125 Trail, 1978, new brakes and wheel bearings, rare British bike, £1150 Tel. 07518 208596 Somerset



PANTHER M120 combination, 1960, 650cc, Watsonian sidecar, sidecar wheel has a working brake, unrestored and very original condition, £7795 Tel. 01895 624554



PANTHER M65 1954, 350cc, top-end re-registered in 1985, completely rebuilt, in very good road worthy running order, £3750 Tel. 07887 617572 Aviemore



ROYAL ENFIELD 500 Bullet EFI, forest green, vgc, 4500 miles, 2017, 1967 plate, fsh and every fillup from new logged Tel. 01291 641073; 07900 250695 Chepstow



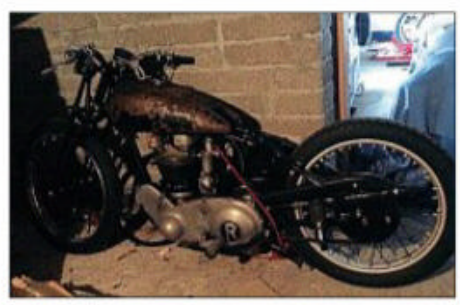
ROYAL ENFIELD Bullet, 2010, Electra E.F.I, MoT, 4400 miles, one owner, Enfield screen G/S silencer, very clean, £2000 Tel. 07825 941887



ROYAL ENFIELD 350 Bullet, original 1960 model, Redditch manufactured, dry stored & garaged, starts well, chrome good condition, £2195 Tel. 07387 354710 Cheshire



ROYAL ENFIELD Bullet 500T, 2004, vgc, 1300 miles, alloy mudguards, rear rack, owned 14 years, been stored for 13 years, £1000 Tel. 07491 041862 West Yorkshire



RUDGE ULSTER part restored, needs front brake plate and mudguards to complete, lots of parts included, no documents, £6500 Tel. 01237 472734 Devon



SUNBEAM S8 1951, original number, Swallow Jet 80, 1950s sidecar, engine rebuilt, one of the more streamlined sports chairs Tel. 07514 007008 Scotland



SUZUKI GSX750ET 1981, MoT April, £1000 + parts spent recently on engine, carbs, coils, electrics etc, 62,000 miles, £1500 Tel. Vincent 07944 295672



SUZUKI GT750 1976, engine rebuilt 2018, crank rebuilt & balanced, oiro £4750 Tel. Steve 07775 653894 Warcs



SUZUKI T500 Cobra 1968, 12,500 miles, US import 2012, very original, XXX 124F plate, Candy Gold metalflake (re-sprayed), new crank seals Feb 2019, £7950 Tel. 07717 662131 Essex



TRITON 1955 sideline featherbed frame, T110 pre unit with 9 stud top end, Morgo 750 K2F mag converted to Boyer ignition & Goldie silencers, £10,000 ono Tel. 01307 469194

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.

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



Norton 650SS 1965 .....£7000



Matchless G80 1948.....£4750



2017 Triumph Bobber £9000



Triumph Trident T150 restored £11000



Triumph TR6 1969 .....£10500

AJS 31CSR 1961	£6500	Triumph TR6 1967 Restored	£10500
BSA Goldflash 1960	£5800	Triumph TR6C 1971 Restored	£7750
BSA Rocket Goldie Replica	£9000	Triumph T120 US Spec, 1966 Restored	£10500
James Captain 1956	£1400	Triumph T120 US Spec, 1967 Restored	£10500
Matchless G80 1948	£5000	Triumph T120 US Spec, 1968 Restored	£10500
Norton 650SS 1965	£7000	Triumph T120 US Spec, 1970 Restored	£10500
TRIBSA T100 500cc Pre-unit	£5750	Triumph T140 1976	£4500

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.



1967 TR6 .....£9000

OWENS MOTORCYCLES

BSA Bantam B175, believed ex GPO for restoration no docs, c.1971.....**£1895**

BSA B31 350cc alternator model, good useable condition, must be seen, 1957 .....**£3495**

BSA A65 Lightning restoration project, pre OIF, 1971 V5C **£2595**

BSA C15 250cc nice little bike, runs and rides fine, must be seen, V5C 1961.....**£1795**

BSA A10 650cc Rocket/Spitfire replica, great runner, needs finishing off, V5C,1960.....**£3895**

Dual motorcycle trailer great condition, well looked after, tows fine, made by Trelco **£375**

Matchless G3LS for restoration, all complete and runs but noisy engine, V5C, 1962.....**£1995**

Reliant 700cc & 750cc Regal & Robin engines, gearboxes x4, various assorted spares, must be seen, please call for more info..... **£1000**

Royal Enfield Clipper 250cc restoration project, matching nos, must be seen, V5C 1955 .....**£1395**

Royal Enfield Bullet 350cc, matching no's, lovely bike, must be seen, 1956.....**£2995**

Royal Enfield 500 Twin for restoration, must be seen, no documents c.1953.....**£1395**

Triumph T100P 500cc T100C spec, lovely bike, matching nos, must be seen, V5C 1973..**£4995**

Velocette Le 200 Mk3 200cc, restoration project all complete with V5C, 1969.....**£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**

Tel: 01978 266087 MOBILE 078028 11803

New opening hours Wednesday - Saturday 9am - 5pm please phone first to avoid disappointment

REANEY & SON
CLASSIC MOTORCYCLES

BSA TRIUMPH

WANTED

Bikes & Spares - Anything considered/
basket case/barn finds, discretion assured

Tel: Sheffield 01246 411977

www.dronfieldclassicbikes.co.uk

www.trojancars.co.uk

02392 617444 07860 844409

Trojan Cars, 245-247 Francis Ave, Southsea, Hamps PO4 0AL

SPECIALIST IN BRITISH, JAPANESE BIKES AND CLASSIC SCOOTERS



Triumph Bonneville, lovely matching no's 750 Bonneville, nice mechanics, lovely red paint, good chrome **REDUCED £5,995**



Lambretta LD 1959, concours, the best in the World.....**£6,995**

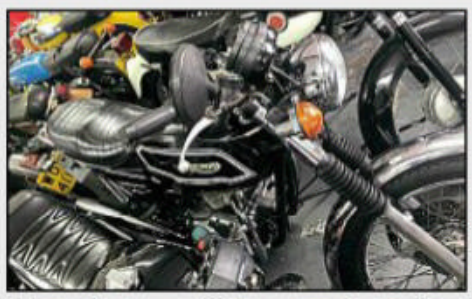


Royal Enfield Bullet 06, low mileage .....**REDUCED £2,495**



Ambassador 3 Star Special 1960, just 17 produced 1960, so must be one of the rarest of all British bikes, concours .....**REDUCED £3,995**

SUMMER SALE REDUCTIONS others available



Triumph Bonneville, 1980, rides well, an unmolested beautiful example..... ..... **REDUCED £5,995**



Ariel Huntsman Cyclone, engine nice ..... **REDUCED £7,995**



Honda CBX 1983, lovely bike..... .....WAS **£11,995 NOW £9,999**



Harley Davidson Wide Glide 2002, low mileage, just 10k approx, rides well, mild custom..... WAS **£6,995 NOW £5,995**

Garelli Tiger Cross, UK bike, restrd.....WAS **£5,995 NOW £4,995**
1976 Suzuki RE, super rare, nice! ..WAS **£7,995 NOW £5,995**
BSA A65, 1961, restored ..... WAS **£5,995 NOW £4,995**
1972 Garelli KL50 Cross, choice of 3 from..... **£2,695**
Benelli 354, 4 cylinder, 1971, original..... **£3,995**

1970's Gilera Project..... **£995**
1977 Fantic Caballero TX190..... **NOW £2,995**
Suzuki GT250, late model, gold WAS **£4,995 NOW £3,995**
1960 Francis Barnett 175 ..... **£2,395**
1981 Casal K270, 130 miles! Unique!..... **£1,995**

Yamaha 'Turbo' 650, very rare bike..... **REDUCED £2,995**
Yamaha XT600, new MoT, 1983 ..... **£1,795**
Yamaha YDS7, purple, 1972, nice .. WAS **£4,195 NOW £3,995**
Lambrettas choice of 8 from..... **£3,195**

cbg's pick



TRIUMPH T100C, Trophy, 1969, MoT and tax exempt, original and unrestored except for new tyres and stainless steel exhaust guard, £5750 ono Tel. 07932 566321



TRIUMPH Tiger Cub 1962, full restoration 2016, all documents available, DVLA registered with age related number, only dry ridden Tel. 01276 504777 Surrey



TRIUMPH 1200 Daytona, 1993, 30,000 miles, vgc, had a service with valves done, wheels powder coated and fitted with new bearings and tyres, £2250 Tel. 01291 641073 Chepstow



TRIUMPH 3TA 1962, really clean genuine bike, matching numbers, original reg, green log book & V5, new pipes & silencers, £3750 Tel. 07932 094979 Lincs



TRIUMPH BONNEVILLE 2009, 4500 miles, just had service, hitched to Swallow sidecar by Charnwood, rides great, Sorn, £4250 ono Tel. 07711 956049 South Yorks



TRIUMPH Speed Triple 955i, 2002, MoT, service history, recent full service & major works completed by total Triumph, 17,000 miles, £2749 Tel. 07767 152081 Somerset



TRIUMPH T100R Daytona, 1973, matching numbers, just completed, full engine, gearbox rebuild, new carbs, electronic ignition, £5995 Tel. 01642 312296 Cleveland



TRIUMPH T595 Daytona, 1999, new Spag clutch & full service completed recently, professionally painted gold wheels, MoT, 24,000 miles, £2749 Tel. 07767 152081 Somerset



TRIUMPH T120 1960, mint condition, £100's spent all receipts, £13,250 p/x why? Also 5T speed twin, complete engine, £950 Tel. 07443 642408 West Yorks



TRIUMPH T120R 650cc Bonneville 1964, 18" over teles, hardtail chopper, MoT, £5500 Tel. 07738 592029 Northamptonshire



TRIUMPH T140E Bonneville, 1980, stunning US spec, matching numbers, 36,517 miles, MoT, built to very high standard, £6750 ono Tel. 07847 329551



TRIUMPH T160 unique hand built bike, which has covered 436 miles in 28 years, concours condition, a sound investment Tel. Peter 07860 504602 Northern Ireland



TRIUMPH T20 1962, full restoration 2016, fully documented, age related number, VMCC authentication certificate, only dry ridden, £3250 ovno Tel. 01276 504777



TRIUMPH THRUXTON 2013 model with one owner from new, bike has been dry stored and has never been out in the rain, mileage is very low 1483, £7795 ono Tel. 07866 687396



TRIUMPH TIGER 650 1961, excellent condition, as new, £6500 ono Tel. 02392 713432 Hampshire



TRIUMPH 1969 Trophy T100C, unrestored & original, MoT & tax exempt, original & unrestored except for new tyres & stainless steel exhaust guard, £5750 ono Tel. 07932 566321 Sussex



TRIUMPH T100T Daytona, 1968, 51,000 miles, matching numbers, engine rebuild last year, 500 miles since, regularly ridden, vgc, £6000 Tel. 07801 808552 Yorks

OXFORD CLASSIC HONDA

Visit our website on: www.classichondamotorcycles.co.uk

1981 BMW R100T long MOT £2850	**1986 HONDA CB350S,** long storage, vgc.....£1295
1948 BROCKHOUSE CORGI original, runs £1895	**1978 HONDA CD175** very sound, long storage £1295
1957 BSA Bantam D3 military replica, runs £1295	**1986 HONDA XBR500** low mileage, original .....£POA
1989 HONDA CD250U very clean, MOT.....£1295	**1958 JAMES COMET** runs well £1250
1979 HONDA CB650Z, rare bike.....£1795	**1983 KAWASAKI GPZ 750 A1,** very original £2250
1978 HONDA CB750F2 original, lengthy storage ... £2695	**1974 MZ ES175 Trophy** very original £1295
1990 HONDA CBR1000F clean and tidy, MOT.....£1295	**1976 SUZUKI B120 café racer,** runs well £1395
1983 HONDA CL250S good condition £2250	**1981 SUZUKI GS650GT,** tidy example.....£1495
1977 HONDA GL1000 Plain Jane US import..... £2795	**1978 SUZUKI GS750D** Dutch import £1895
1980 HONDA CX500 German import, fairing.....£1395	**1992 SUZUKI GSXR750,** runs fine £1595
1995 HONDA Magna 50 rare little bike £1395	**1997 SUZUKI DR350,** runs well.....£1195
1993 HONDA CUB 90, 1 owner £1350	**1986 SUZUKI GP100** tidy little bike, runs well..... £995
2001 HONDA CUB 90, electric, vgc.....£1350	**1969 VELOCETTE LE** starts and rides £1350
1976 HONDA CB500T, very original £2350	**1981 YAMAHA DT80** very tidy, MOT £1595
1976 HONDA CB750 F1, original exhaust £2595	**1982 YAMAHA DT125 MX,** nicely restored..... £2250
1975 HONDA CB200 lovely original example £2250	**1985 YAMAHA RD125LC** running project £1395
1977 HONDA CB400/4 F2 runs fine original exhaust .£2995	**1988 YAMAHA RG125 Gamma,** Dutch import £1495
1980 HONDA XL250S German import £1995	**1991 YAMAHA SRX 400** runs well, long MOT £1295
1979 HONDA CB250N Super Dream vgc.....£1695	**1963 YAMAHA YD3 250** rare restoration project £1650

TELEPHONE: 01865 326358 MOBILE: 07790 269020

CLASSIC JAPANESE MOTORCYCLES BOUGHT AND SOLD
PX ALWAYS WELCOME, MANY JAP SPARES IN STOCK

AMERICAN EXPRESS VISA MasterCard

TRIUMPH T140 BONNEVILLE

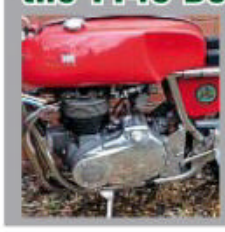
Spares, Service & Expert Advice

Complete range of T140 Bonneville spares by worldwide mail order

New Electric Starter Kit for the T140 Bonneville

£2450.00





Shropshire Classic Motorcycles
www.triumphbonneville.com
info@triumphbonneville.com
Tel: 01743 860146

SHROPSHIRE CLASSICS

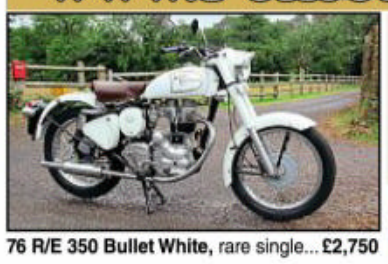
PHOTOS AND REPORTS AVAILABLE, DELIVERY AT COST

www.PembrokeshireClassics.com

CLASSIC BIKES ALWAYS WANTED, CASH PAID



67 R/E Interceptor Mk1A, great bike...£7,995



76 R/E 350 Bullet White, rare single... £2,750

Call ANTHONY
07866 637792
ALISTAIR
07794 100386
or 01834 860505
Viewing by Appointment

www.PembrokeshireClassics.com



72 Lomax Ami 8, great car £4,995



66 Lambretta J125, restored/superb .. £2,250



82 Honda CM200, lovely commuter..... £995

57 AJS Mod 30 600, lovely usable twin £3,495
53 AJS Mod 16 350 in 'Comp' trim, superb £3,995
59 Ariel Squ 4 Mk2, fabulous..... £12,500
60 Ariel Leader 250 in red/cream £3,395
78 BMW R45 Boxer twin, runs well..... £2,450
66 BSA B441 Victor Scrambler, awesome £6,750
63 BSA D7 Bantam, ride/restore, V5c £1,395
70 BSA Rocket 3, rare bike, low miles..... £14,995
68 BSA C25 Barracuda 250, nice bike..... £2,895
72 BSA A65T Thunderbolt, lovely twin £5,995
71 BSA A65L Lightning, nr mint £6,595
53 Cyclemaster, choice of 2 from £750
98 Ducati 916 Biposto, belts all new/superb..... £5,995
28 Ford Model A Tourer, lovely car..... £15,500
91 Harley 1200 Sportster, runs well..... £2,795
87 Honda C90 Cub, low miles/superb ..... £tba
92 Honda CG125 in Cafe trim, like new £1,995
71 Honda CB350 K3, nice usable twin £2,495
82 Honda CB250N Superdream, needs work £995
73 Kawasaki 175 F7, near mint £3,495
11 Kawasaki W800, 8k, like new..... £3,995
70 Kawasaki Bushwacker 175, rare, V5c £3,495
85 Laverda SFC1000, biggest and best triple £9,995
59 Matchless G3 350, lovely single £3,495
71 Mobylette Commuter DeLuxe, V5c £695
55 Morris Minor Split screen, nice usable car ..... £tba
70 MZ ES250/2 Trophy, 8k, superb..... £3,295
95 MZ Scorpion Replica 660, goes well £2,250
55 Norton Mod 30 International, mint £19,995
63 Raleigh RM6 Runabout, superb £995
60 R/E Constellation 700, superb..... £5,995
70 R/E 350 Bullet, superb bike £2,795
37 Rudge Special 500..... £tba
75 Suzuki GT550 Ram Air, lovely triple..... £6,500
72 Suzuki T500 Cobra, choice of 2 from £3,495
74 Triumph TR5T Adventurer, lovely £7,995
67 Triumph T100R Daytona £5,500
71 Triumph TR5T Adventurer Scrambler, V5 .... £4,995
94 Triumph Trophy 3 900, lovely triple..... £2,250
74 Triumph Trophy 650, great bike £5,750
73 Triumph T120 in Cafe trim, superb..... £5,995
52 Trojan Mini Motor, runs well..... £795
74 Yamaha DT175, 500miles only £3,495



80 Honda CB400N S/Dream, choice of 2 from £1,295

Lots more bikes in stock! Visit www.pembrokeshireclassics.com for more bikes to ride or restore

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, 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.

MOTORSPORT PUBLICATIONS LLC

7164 County Road N #441, Bancroft, WI 54921
715-572-4595 * Chris@ClassicBikeBooks.com
www.ClassicBikeBooks.com

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 8FB



TRIUMPH T140 Jubilee Bonneville, S reg, matching nos, complete rebuild, lots of money spent ride or show, vgc, £7750 Tel. 01706 852775 Lancs



TRIUMPH 1200 Trophy front discs & pads, new battery, chain & sprocket, new rear tyre,MoT, 48,000 miles, £1000 ono Tel. 07845 106060 Kent



TRIUMPH TR6 1967, nut & bolt rebuild in 2012, electronic ignition fitted, clocks wheels rebuilt, only 1400 miles, £8300 Tel. 07732 335888 Northampton



TRIUMPH TR6R 1961, preunit, Duplex frame, low miles, immaculate condition, £8950 ono Tel. 01883 348187 Surrey



TRIUMPH TR7 1982, very rare late Meriden 750 Tiger, matching numbers, fully restored to very high standard, currently Sorned, £6500 ono Tel. 07857 394762 Fife



TRIUMPH TRW Mk3, manufactured in 1964, museum stored, runs but requires fine tuning, original condition, £6000 ono Tel. 01296 670420 Milton Keynes



TRIUMPH X75 Hurricane, 1972, restored to very high standard inc addition of electric starter (can be removed), matching numbers, £26,950 ono Tel. 07518 377800 Lancs



TRIUMPH 900 Thunderbird, 1997, 6500 miles, MoT June 2020, owned from new, extras fitted from new, alarm, screen & centre stand, £4995 Tel. 07850 339159 Lancs



TRIYAM 500 Triumph motor to Daytona spec but with single Mikuni carb, in SRX Yamaha frame, well sorted machine, MoT, ride away, £3500 Tel. Dave 07504 067922 Sheffield



VELOCETTE 1929, 350cc cammy, excellent condition, large amount of history, a very good Banbury bike, fast reliable Tel. 07842 234777



VELOCETTE MAC 1953, original reg, old log book, a beautiful bike Tel. 07743 370641 Stoke-on-Trent



VELOCETTE MSS 1948, superb working condition, full details on request, £6750 Tel. 01377 255352; 07808 234706



VELOCETTE SPECIAL KSS MK2, engine 1937, frame 1959, with teles, spring frame, average condition, lacking compression, £10,000 Tel. 01235 868641 Oxfordshire



VELOCETTE VENOM 1959, immaculate working condition, full supporting paperwork, original reg, starts first kick, runs smoothly, £8950 Tel. 01377 255352; 07808 234706 East Yorkshire



VELOCETTE VIPER Clubman, 1960, rebuilt Thruxton style, genuine Thruxton tank, s/s spokes, BTH mag inc, 12v alternator, match nos, £7000 Tel. 01254 207708 Lancs



VELOSOLEX 5000 moped '74, restored in good running order, comes complete with French documentation inc some invoices, very portable, £795 Tel. 01538 360874; 07878 453890 Staffs



YAMAHA 535 Virago, 1991, 21,000 miles, stainless exhaust, swingarm, recently powder coated, nice condition, £1200 Tel. 01617 669852 Manchester



YAMAHA V-MAX 1998, one owner, only 1200 miles from new, showroom condition, kept in a heated garage, £7000 ono Tel. 07958 490753 Surrey



YAMAHA XV535 Virago, 2008, 5521 miles, good condition, screen luggage, nice runner, £2250 Tel. 01425 837296 Hampshire

CN
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.

SPEEDWEAR

www.speedwear.co.uk

Waxed cotton and motorcycle inspired clothing

Tel: 0151 321 0441 email: sales@speedwear.co.uk

Waxed cotton



Classic £70



Duluxe £109.81



Gresford £145.00



Pulford £149

Leather Jacket



£299





Neck Warmers £19.99



Proofina Wax £11.99



T-shirts £16.20





Cruiser £22.20



Gauntlet Brown £36



Gauntlet Black £36



Hooded Top £23.99

Pins £4.80

Buckles from £11.99

SPEEDWEAR LTD www.speedwear.co.uk VISA 0151 321 0441 MasterCard

Speedwear Ltd,12 Gresford Ave, Prenton, Wirral, CH43 0SX

For Sale

ARIEL ARROW 1960, matching numbers, original reg, old log book, nice restoration, £2450. Tel. 07743 370641. Stoke-on-Trent.

ARIEL NH350 1958, dismantled some years ago, still in bits, some work done & has the potential to be a very nice original bike, tinware all present, a little scruffy but solid, tank is very good, seat good, wheels could do with refurbishing, has FERC and is finished in black (original), I have a buff 'continuation' logbook and V5 in my name, the frame has been stripped and painted (red lead and Tekaloid enamel), I had the big end done professionally, mag was reconditioned by Paul at APL, I checked and rebuilt the gearbox and dynamo, there are a small number of spares & a gasket set, don't currently have time to re-assemble, bike located near Bristol £1500 firm. Tel. 07928 444916. Email. adrian.webber2@gmail.com

BIANCHI MT61 1961, 318cc, rare ex Italian military bike, excellent original condition, with V5C, £4250. Tel. 07798 866071. Middx.

BMW R1100SS black, 2000, 21,000 miles, Van der Lynde exhaust and power chip BMW panniers and tank bag, excellent condition, £2500. Tel. 01803 401517. Devon.

BSA A75 Rocket Three, 1971, project bike, matching numbers, £7995. Tel. 07488 275891. Derbyshire.

BSA BANTAMS 1960s, three Bantam D7's one has G Todd head, all require fettling but good condition, £750 each. Also C11, C15 for restoration, no V5s, £1000 each. Tel. 07842 287137. Northants.

HONDA 750KZ 1979, custom, engine rebuilt some years ago, unused for five years, needs battery & exhaust system to make roadworthy or make good restoration project, £475. Tel. 07873 638038. Hants.

HONDA CB125S1 1975, UK bike, ride or restore (or bit of both), serviced, newish tyres, brakes, chain, cables, bearings, battery, fork tubes, plenty of NOS spares also available, poor finish, no MoT/tax required, also available completely stripped/rebuilt 2nd S1 engine with 'big fin' 150cc barrel and re-con crank (£225 if separately sold), £900 all-together, interested in finding a Suzuki SB200 circa 1980-82? Tel. 07813 845894. Worcs.

HONDA XL185 1981, 35,000 miles, MoT, new tyres, good condition, but tank could do with a lick of paint, bike in regular use, just need bigger bike, £1200. Tel. 01633 882556. South East Wales.

KAWASAKI W800 in green, this 2011 bike is in great condition with 14,200 miles on the clock, regular service and MoT'd in March, comes with Givi screen and top box, £3500. Tel. 07946 585060. Lincs.

KAWASAKI Z750 B1 model, 1976, twin, £3000. Tel. 07752 543554. Birmingham.

KAWASAKI ZR1100 1992, 35,000 miles, all original, including exhaust, needs little tlc, new MoT, runs and rides very well, a very good bike, £3250. Tel. 07949 868824. Kent.

MODIAL HYPSTER 125cc, 2017, only 600 miles, excellent condition, £1500. Tel. 02083 114230. London.

MZ TS250 Super 5 spares or repair, part dismantled, easily sorted, ring for details, £450. Tel. 01530 460573. Leics.

PANTHER Model 100S, 1955, for re-build, mostly complete, has a few spares, old green log book, £2700. Tel. 01284 753974; 07783 277629. Suffolk.

ROYAL ENFIELD Bullet 350, 2008, carburettor model, old style looking, engine 2300 miles from new, black, chrome, years MoT, as new condition, £2400. Tel. 07791 936281. Kent.

SUZUKI BANDIT S600 1999, red, 7500 miles, good condition, Scottoiler, £1500. Tel. 01539 741341. Cumbria.

SUZUKI GS500FA 2005, only 10,500 miles, excellent condition, mag wheels, fairing, £500. Tel. 02083 114230. London.

TRITON PROJECT/RESTORATION Triumph TR6 engine with Bonneville head, (engine has been rebored and comes with new Hepolite pistons, rings etc to match for 9-1 comp ratio)Norton Slimline Featherbed frame with yokes and swinging arm, Roadholder forks, rear shock absorbers, wheels with alloy rims, 2 x Amal Concentric carbs, set of clip-ons and straight handlebars. Also spindles, clutch housing, a number of spare Smiths clocks, stators and assorted parts, this is obviously not a complete Triton but is reflected in the price £950 ono. Tel. 07460 761779. Middlesex.

TRIUMPH 1956 Speed Twin dismantled but all there, with two frames, engine and gearbox complete and untouched, Buff log book only, £3500. Tel. 01237 472734. Devon.

TRIUMPH 120R 1966, fully restored in 2012 by previous owner and fitted with a recon 1969 120R engine, (only covered 1256 miles since rebuild/restoration). It has electric start, new rear chain, colour change respray from original, new exhaust recently fitted by myself, have the validation certificate, £8000. Tel. 01772 635161. Lancashire. colin-norma@hotmail.com

TRIUMPH 3TA 1962, clean genuine bike, matching numbers, original reg with original green logbook, solid bike, new pipes & silencers, £3750. Tel. Geoff 07932 094979. Lincs.

TRIUMPH T120 1962, pre-unit Bonneville, very good condition, not original colour, matching numbers, easy starter, £12,000 no offers. Tel. 07751 428573. East Yorkshire.

TRIUMPH T120C (TT), restored, phone for details, £10,500. Tel. 01933 355996. Northants.

YAMAHA FJ1200 1991, 11 months MoT, new front brake discs, good tyres, good C&S, under 32T/miles, V5, £1250 ono. Tel. 07989 237837. Uttoxeter.

YAMAHA XT125R 2008, with V5, great engine, great gearbox, easy project or field bike, £595 ovno. Tel. 07772 797112. Derbyshire.

Parts For Sale

BSA A10 B31 etc, Norton Commando clutch conversion complete. Tel. 07811 271702. Caerphilly.

BSA GOLD STAR engine stand, £35. Alloy sump plate 10 finned, £25. Haynes manual BSA pre-unit, singles, 1954-1961, original, 1977, £10 excellent condition. Tel. 01276 932987. Berks.

EXHAUST CANS one pair GSXR1100 K/L/M/N, full power genuine Suzuki stainless exhaust cans, note: these are not standard, though they look like it, they are special cans. Tel. 07970 403617. Herts.

GEAR CHANGE rubber, rear brake light switch (Triumph), h/bar light switch, pair Amal 200 Jets, 2 concentric float gaskets, £30. Honda CB750K1 Workshop Manual Honda publication, £20. Tel. 01204 397033. Lancashire.

HONDA CB250 Clubman frame, forks, shocks and wheels, no V5 but have NOVA, buyer responsible for collection, £300 ono parts are in Northern Ireland. Tel. 07444 204625.

HONDA SLR 1999, good condition, rolling chassis, V5, document complete exhaust, system, interesting number ACU, offers. Tel. 02083 045132. Kent.

ITALIAN PARTS large quantity, Ducati, Benelli, Cagiva, Laverda, Morini, British, Japanese, BMW, MZ prefer to sell in bulk, consider exchange. Tel. 07833 906288. Essex.

ITALIAN PARTS OFF: Ducati, Benelli, Laverda, Morini, Cagiva etc, sell in lots, exchange considered. Ariel Square 4 head. Tel. 07833 906288. Essex.

MOPED/MOTORCYCLE Stanley headlamp 'reflector' no bulb holder, but good condition, although GRP housing is scrap, 4-1/2" diameter, £5 + £3 p&p. Tel. Richard 01842 819969. Norfolk.

NORMAN B3/B2 DUAL SEAT original two stage muti-sprung dual seat in vgc, black vinyl top strong steel frame, £45 will post but prefer collection from Oxon area. Tel. 01865 762859.

PETROL TANK 5 gallon Norton Manx alloy petrol tank to fit wideline frame, made by Holt works approx four years ago and never been used, fitted with alloy Monza cap and one fuel tap outlet 1/4 bsp, £400 ono. Tel. 07762 183552. Birmingham.

RUDGE 500 Special engine iron head model, dismantled but complete in metal chest, £950. Tel. 01237 472734. Devon.

SPARES FOR SALE: Triumph pair of Burgess pattern silencers and downpipes, excellent condition, perfect chrome, £175 ono. Norton Commando Fastback, tail fairing, very good condition, £95 ono. Amal Mk1 concentric carb, 932-33 1" 1/4, good condition, £75 ono. Tel. 01883 348187. Surrey.

TRIUMPH pre unit T120/TR6 or T110 etc, pair front exhaust pipes in unmarked excellent condition, changed to Siamese system so now surplus, £80 the pair, will post. Tel. 01865 762859. Oxfordshire.

TRIUMPH rigid frame gearboxes, one has two tapped holes adjacent to final drive (speedo), £220 each. Tel. 01202 699262. Dorset.

TRIUMPH T140V Bonneville, 1976, complete forks with yokes, steering head taper rollers handlebar clamps, decent condition, £250. Tel. 07973 968401. Yorkshire.

TROJAN MINI MOTOR engine, c/w carb, exhaust, generator, tank etc, needs recommissioning, £295. Tel. 07951 536578. Herefordshire.

TWO MAGNETOS one piggy back dynamo plus one plain needs o/haul but fairly sound, free. Also 60s-70s M/C magazines, all free to callers, donation to cancer research appreciated. Tel. 01938 552984. Powys.

VELOCETTE AND VINCENT PARTS: Venom/Viper electric starter kit Alton, new, never fitted, £1200. Oil tank anti-foam type, £150. Thruxton petrol tank new, £350. Vincent twin 1000cc set flywheels with conrods, £600. Set exhaust pipes and silencer in excellent condition, £400. Tel. 07584 824079. Oxon.

YAMAHA 250/350LC fuel tank with tap, superficial surface rust but sound, £60. Early R1 seat tail panel, £30. Lower l/h fairing panel, £25, all plus postage. Tel. 01793 616037; 07854 348947. Swindon.

Wanted

AUTOCYCLE OR MOTORBIKE old moped, I'm after a project, don't mind rust, in bits, anything. Tel. Mike 07422 516869. Exeter.

BRITISH BIKE PROJECT wanted for my retirement, anything considered, big twin, single, two stroke etc, have cash and can collect. Tel. 07932 948153. Notts.

BSA A10 A65 or similar wanted for a restoration project, will travel. Tel. 07932 948153. Notts.

BSA GOLD STAR parts wanted DBD34 crankcases, rocker box, timing cover, DB32 cams, cylinder head, only very good condition, good price paid and collect. Tel. 07711 956049 anytime. South Yorks.

CLASSIC BIKE PROJECT complete or not, 'special' or standard anything considered running or not even completely dismantled, willing to travel anywhere and pay cash on collection, also looking for classic trail or motocross bike. Tel. 07931 557018; 01613 350497 evenings. Lancs.

CYCLE MASTER and any type of auto cycle wanted or parts. Also wanted NSU Quickly or parts and Puch Maxi or parts. Tel. 07790 168224. Warks.

DOUGLAS 80 PLUS wanted any condition from restored to light/med restoration project, contact with price & details. Tel. John 01279 816807. Essex.

EXCELSIOR AUTOBYKE rear mudguard stand, toolbox, rubber bands for front forks, period Lycett seat. Tel. 01530 460573. Leics.

HONDA TL125 Trials bike wanted XL100/125 also considered any condition considered. Tel. Steve 01326 290092. Cornwall.

LOOKING FOR PANTHER 65, 250cc, reg NSJ 351, former owner interested in possible re-purchase if considered and still about? Tel. 01284 753974 or 07783 277629. Suffolk.

SPEEDOMETER wanted for British bike, Smiths chronometric either 80mph or 120mph needed to complete restoration, may consider D shape, any condition. Tel. 07538 696157. Midlands.

TRIUMPH TWIN restoration project wanted, any model, unit or pre-unit any condition considered, any spares welcome, will travel. Tel. 07538 696157. Midlands.

WANT TO KNOW whereabouts of a BSA 500cc, reg number KJY 940, 1955 may be still for sale, seen at Stafford show in 2014, would be interested in possible purchase. Tel. Simon 01284 753974; 07783 277629. Suffolk.

WANTED PUCH MAXI NSU Quickly, Cyclemaster or any parts. Tel. 07790 168224. Warks.

WANTED TRIUMPH 650 1972, UK, 4 gallon breadbox petrol tank with welded seam down the middle, must be sound with no dings or bodges, all threads in good order, colour immaterial. Tel. Dan 07857 394762. Fife.

Miscellaneous

BELSTAFF MOTORCYCLE SUIT 1980s, original plaid lined Belstaff suit, corduroy collar and cuffs, jacket and trousers in excellent condition, size L, £250. Tel. 01462 440109. Herts.

NORTON MAINTENANCE MANUAL 1961-63 models and 1959, 50 ES2, 88, 99, 650 and Sports Specials, two books, BSA Goldstar spares, catalogue engine no DBD 34GS-3001. Velocette parts list models, KSS-KTS, 1932 and KTT, 1931, two books, phone for details and price. Tel. 07788 768313. Bucks.

RACING LEATHERS Spidi one piece lined, black, gold, red and white with Fieldsheer knee sliders, suit someone 5ft 7" tall, 42" chest, 30" waist, 30" inside leg, vgc, recently cleaned and treated (receipt to show) £120, also one piece wet suit in red to go over the above leathers, £25. Tel. 07754 727265. Greater Manchester.

YAMAHA NUMBER PLATE on retention, RDB 350R, £1500. Tel. 07778 565047. East Lothian.



OCTOBER 19-20, 2019

STAFFORD COUNTY SHOWGROUND ST18 0BD

// FREE PARKING! // CLUBS // 1000s OF BIKES ON DISPLAY //
// INDOOR + OUTDOOR TRADE AND AUTOJUMBLE // TRIALS DISPLAY //
// CLASSIC RACER GP PADDOCK // PLUS BONHAMS AUCTION //

GATES OPEN 9.30AM **£13 IN ADVANCE**
KIDS 15 & UNDER GO FREE!
SAVE £3 when you buy in advance
AND get in half an hour earlier! (9am)

@classicbikeshows
#StaffordBikeShow

STARRING: **GENIUS ENGINEER ALLEN MILLYARD**
WITH 8 OF HIS CREATIONS ON DISPLAY

PLUS - **STEVE WEBSTER** MBE -
10 x World Sidecar Champion!

AND MORE...

WWW.STAFFORDCLASSICBIKESHOWS.COM

CAROLE NASH
The care it deserves

classic motorcycle mechanics

Classic Racer

classicbikeshows.com

Bonhams

IMAGES SUPPLIED BY
MORTONS ARCHIVE
www.mortonsarchive.com

Services

To advertise in Classic Bike Guide
Kieron on 01507 529413 @ kdeekens@mortons.co.uk

ACCESSORIES



Henry Cole HCTV
T shirts
DVD's
Accessories
www.henrycole.tv

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
BSA BANTAM CLUB
01529 497304 - www.bsabantamclub.com

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

AS SEEN ON TV
FERODO THE FIRST NAME IN BRAKES

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

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

CARBURETTORS

cc's GUILDFORD SURREY
ULTRASONIC CARBURETTOR & COMPONENT CLEANING



Call Chris Clayden on 07483 319191 or visit
WWW.CARBCLEANING.COM

CLASSIC BIKE·GUIDE
To advertise here please call Kieron on 01507 529413
or Matt on 01507 529462

ELECTRICAL



DISTRIBUTOR DOCTOR
Tel: 01984 629540
Email: martin@distributordoctor.com
www.distributordoctor.com



423486 54410823 425219

RECONSTRUCTIVE SURGERY
FOR LUCAS DISTRIBUTORS
AND PARTS

CHROMING

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
www.bristolchromeplating.com

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
Website: www.qualitychrome.co.uk

AO Services
V Reg 2a Dynamo Regulator £52
LUCAS RITA repairs.
6V and 12V Alternator Regulators £38
Charge indicators £15 and BSM £22
35 Griston Rd, Watton Thetford, IP25 6DN
www.AOservices.co.uk
01953 884681

CLASSIC BIKE·GUIDE
www.classicbikeguide.co.uk

ENAMELING AND POWDER COATING

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

West Sussex
Powder Coat - Stove Enamel
2 Pack Colours & Metallics
Fine Grade Grit Blasting
Iron Phosphate Pre-Treatment
Anti Corrosive Zinc Primer - Vintage to Modern
Frames-Tanks-Wheels etc
Vulcan Stove Enamelling Ltd
Est 1973
01903 770287
www.vulcanse.com

ENGINEERING

JAKE ROBBINS
Vintage Engineering
07986 254 144
GIRDER FORK RECONDITIONING
Retubing straightening and repairs. We now offer welding services on aluminium, stainless steel, gas and tig
jakevinteng@aol.com
www.jake-robbins-vintage-engineering.co.uk

SEAGER engineering
www.seager-engineering.com
Exhaust Thread Specialist
Call us: 01473 232908 / 07880 602 012

www.roytonroadandrace.co.uk
Manufacturers of Stainless and Aluminium components for Featherbed Specials.
See us at Stafford, Main Hall AJ115
Footrest Kits, Rear Set Kits, TLS Brakes
Tel: 07982 891064
roytonroadandrace@gmail.com



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**

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
P.O.Box 333, Crosby, Liverpool L23 2WB

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

POLISHING

Diamond Brite Vintage & Classic Metal Polish
BULLET POLISH
www.bulletpolish.co.uk
Diamond Brite Vintage & Classic Metal Polish is brilliant on:
- *Aluminium*
- *Brass*
- *Copper*
- *Stainless Steel*
- *Chrome*
- *Titanium*
- *Gold & Silver*



See us at Stafford, Balcony Stand AJ576
This Vintage & Classic Metal Polish is a quick & easy way to make polished metals shine with a high lustre – whether it's in the workshop or out at a show.
Diamond Brite Vintage & Classic Metal Polish is brilliant on ALL METALS and the shine lasts longer than most leading brands on the market today.
This liquid metal polish makes cleaning metal far quicker & easier than using paste metal polishes or other liquid metal cleaners.
Tel. James on 01299 896 117

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



R3 MOTORCYCLES

• REPAIRS • REBUILDS • RESTORATIONS

Look no further for all your restoration and repair work.
From individual parts to complete machines, engine & gearbox rebuilds.
We can also provide:-
Painting • Vapour Blasting • Wheel Building
Telephone (Edinburgh) **0131 258 2697** www.r3motorcycles.co.uk

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



"TRULY A PROFESSIONAL ORGANISATION OF THE HIGHEST ORDER"
JAY LENO

- 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

SPARES

Greystone Enterprises



New And Used Spares
Triumph Tiger Cub Specialist
10% Discount for CUB CLUB Members
Tel: 01227 262799 9.30am to 5pm Mon-Fri. E: mail@triumphtigercubspares.co.uk
Worldwide shipping. Order over the phone, via our ebay store.
(Greystones Tiger Cub Warehouse) or through our website
www.triumphtigercubspares.co.uk
Unit 31 Reeves Yard, Warwick Road, Whitstable, Kent CT5 1HX *Visitors strictly by appointment only.*

SPARK PLUGS

SIMPLY RELIABLE SPARK PLUGS

BRISK

www.f2motorcycles.ltd.uk **01945 410165**

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



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
norman@njbshocks.co.uk

SPEEDOMETER REPAIRS



SPEEDO REPAIRS
CHRONOMETRIC & BRITISH MOTORCYCLE INSTRUMENT SPECIALIST
★1st Class Workmanship★
★Competitive Prices★
★12 months guarantee★
Tel/Fax: (01252) 329826
Mobile: 07824 884434
Proprietor: A.E. Pople, Care of A and E Coachworks, Unit12-13, Station Yard, Ash Church Road, Aldershot, Hants, GU12 6LX
www.speedorepairs.co.uk a.pople@yahoo.com

TRANSFERS

CLASSIC TRANSFERS
ROBERT DERRICK LTD

Visit our new fully illustrated website with secure online ordering facility!

James Tank Badges now available to order.
Call Today!

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

www.classictransfers.co.uk
service@classictransfers.co.uk
Classic Transfers, PO BOX 17, Wotton-Under-Edge, GL12 8YX United Kingdom
Marcia Derrick
M/C graphics by Adam Wilson

CLASSIC BIKE GUIDE

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
52 blade thread pitch gauge £7.00 inc VAT & p&p
39th YEAR OF TRADING

TRAILERS

DAVE COOPER BIKE RACKS

The NO.1 Name



COLLAPSIBLE TRAILERS

Trailers
Price includes light-board and ramp
Single Bike £339
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, lie-down loops, security locking facility, removable light board. New wall-mounting brackets to hand 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

VINTAGE TYRES

SADDLEWORTH
Email: saddleworth7@gmail.com **www.saddleworthclassics.co.uk**

CLASSIC TYRES

AVON:	
300x19 rib	£74.00
325x19 rib	£77.00
325x17 rib	£95.00
300x20 rib	£96.00
325x17 SM	£92.00
400x18 SM	£100.00
350x19 SM	£83.00
350x19 Sidecar	£74.00
DUNLOP:	
360x19 TT100	£118.00
410x19 TT100	£121.00
425/85x18 TT100	£134.00
OTHERS:	
325x18 rib	£90.00

Top Quality tubes from £15.00 each (Rim 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



Next month

Living with a Norton 750 Atlas

A trio of three-wheeler autocycles || Hot BSA A65CR 840cc special || Gorgeous BMW R60/5 || Rebuilding the Norton ES2 engine! || Off-road shenanigans

Who's who ||

EDITOR || Matt Hull
editor@classicbikeguide.com

PUBLISHER || Tim Hartley
thartley@mortons.co.uk

ART EDITOR || Kelvin Clements

DESIGNER || Tim Pipes

PICTURE DESK || Paul Fincham, Jonathan Schofield

EDITORIAL ASSISTANT || Jayne Clements

PRODUCTION EDITOR || Sarah Wilkinson

GROUP ADVERTISING MANAGER || Sue Keily

DIVISIONAL ADVERTISING MANAGER || Billy Manning

ADVERTISING ||
Kieron Deekens 01507 529413
kdeekens@mortons.co.uk

Matt Allen 01507 529462
mallen@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

SUBSCRIPTIONS ||
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 || October 10, 2019
NEXT ISSUE || October 30, 2019

© Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.



FRANK WESTWORTH

BREAKING UP IS HARD TO DO...
Frank puts his morality up against financial gain and debates – break or restore?

"Every bike we possessed was itself a scrapyard refugee. From a scrappy they usually came (my first bike, a Panther, was actually rescued from a dustcart) and to a scrappy they inevitably returned after a few months as unreliable transport."

TIME WAS, HE MUMBLES, DRAWING ON AN ancient briar, wiping a rheumy eye and sniffing only a little, time was that when a chap needed a bit for his ancient, worn-out old bike he would simply wander off to one of the local breakers and buy it. Which sounds easier than it actually was, because in my own case and at my level of budget – ie. zero spare cash – 'buying' the bit inevitably involved digging through a precarious mountain of scrap motorcycles in all weathers, trying to find the right one. And then checking that the vital bit was still there and still sufficiently functional to justify the effort and risk involved in removing it.

This does of course sound like enormous fun, jolly japes for penniless schoolboys teetering on the shores of manhood and mobility. And it was. Sometimes. Mostly. I certainly learned lots about cheap old Brit horrorbikes, which were the only ones my equally impecunious buddies rode, as you'd expect. Every bike we possessed was itself a scrapyard refugee. From a scrappy they usually came (my first bike, a Panther, was actually rescued from a dustcart) and to a scrappy they inevitably returned after a few months as unreliable transport.

Trade-in usually involved chugging slowly over to the breaker who was rumoured to have a rare and desirable sports bike – a BSA SS80, perhaps, maybe an RE Turbo Twin – and negotiating a trade. If a deal was possible, then maybe four hours of a Saturday morning would be added to the notional value of the junker being traded in – four hours of separating alloy (worth something as scrap) from steel and cast iron (worth a lot less). I spent one Saturday removing bronze bits from Triumphs and Rudges, which is enough to make a grown man wince in these classic times. All the bronze went for scrap, of course. Cranks were also in demand, as they were made from costly steels, like Meehanite, as I'm sure you know.

And then the old ruin we rode in on returned to the vast pile of scrap awaiting sorting and happy youth rode gingerly home on the next dose of two-wheeled optimism and ambition. Would an SS80 really do 80? For long?

Most of the breakers were cleared out as the mighty autojumble took over and value returned to those tottering towers of scrap steel, but there must still at be least a few left, surely? I can only actually think of one, deep in the West Midlands, but there must be others, because folk must surely still break bikes?

I ask because I am consumed with curiosity concerning the fate of all those desperate abandoned projects which fail to sell, either at auction or at shows. Surely some other folk recognise the impossible insanity of buying a bike which really is too worn out, too incomplete, too horrible to even attempt a rebuild? And why rebuild it anyway? I must confess that I have recently understood that even I am still susceptible to mad fantasies, and have over the last couple of years wasted a colossal amount of wonga and uncountable hours failing to complete a project. It is sobering. And the bike is actually a decent ride (or it would be if finished) and is certainly too good to scrap.

But… too good to break?

Breaking is not the same as scrapping. The bike in question has what might be a good sound engine. It has masses of original 1971 bicycle bits, some of which might fit and some of which might work, too, if assembled by hands more skilful than my own. But.. I did the sums. I looked at the prices I would probably realise if I sold the bits of the bike separately. This is easy to do, because it's easy to see what actually sells and what it actually sells for, because there's no mysterious trade-ins to consider, for example. And the bike, my bike, would be worth more sold in bits than it would be if it was somehow miraculously transformed from an irritating frustration into a stylish classic motorcycle. And if it were to undergo that miraculous reincarnation it would cost vastly more than its worth as a running machine.

Madness.

Breaking up a bike may be hard to do, but sometimes it's attractive…

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 DEVIL IS IN THE DETAIL

We use Lightning and CLIX Zippers

AGENTS THROUGHOUT THE WORLD



1930's Lightning zippers

UNIVERSAL RACER JACKET MK2 1930'S TYPE

Vegetable tanned Cow leather 1.1mm - 1.3mm thick, strong yet soft & rich in texture. Available made-to-order only, please contact store for details. Other leathers available

LEWIS LEATHERS LTD
www.lewisleathers.com

Personal callers are welcome at:
3-5 Whitfield Street, London
W1T 2SA Tel: 020 7636 4314

JACKETS TROUSERS BOOTS GLOVES BAGS GOGGLES ACCESSORIES

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 200GT 204cc 1965, Stunning..... £8,250


MOTOBI CATRIA, 1963, 172cc £1,999


MOTO GUZZI V65 650cc 1984 ..... £3,999


MOTO GUZZI Cardellino 1958 .....£1,750


MV AGUSTA AB Turismo 175cc, 1957.....£2,500


MV AGUSTA F4 1000S 2004 ..... £9,999


ARIEL Leader 250cc 1962 Matching Nos..... £3,650


ARIEL 350 NG 1950 Superb Riders Bike £6,999


BSA Rocket 3 Mk II 750cc 1971 ..... £19,999


BSA B31 1955 350cc.....£4,350


BSA BANTAM Major 150cc, 1956 ..... £2,650


BSA B40 343CC 1965 ..... £3,750


BSA M24 Gold Star 500cc 1939 ..... £15,999


BSA A65 1965 Thunderbolt Spec £6,500


BSA Bantam D3 150cc 1958 ..... £3,250


BSA BANTAM 175cc 1971. £2,999


BSA BANTAM BUSHMAN Pastoral 1967, 175cc Matching Nos £5,500

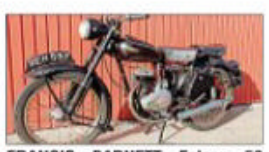

BSA Bantam Major 150cc 1958 ..... £2,250


BSA Bantam Bobber Special D14B 1954.....£2,999

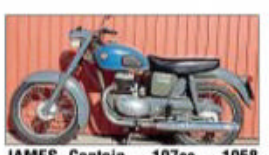

BSA Rocket Gold Star 650cc, 1962 and 1963, choice from £23,500

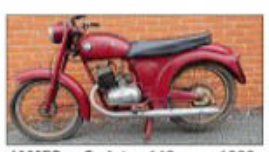

BSA Gold Star DBD34 Clubmans 500cc, choice of..... From £19,000


CHATER-LEA AA Model 1935 545cc Original Reg £8,999


FRANCIS BARNETT Falcon 58 197cc 1952..... £2,750


FRANCIS BARNETT Falcon 74 197cc Villiers 8E 1955 .... £1,999


JAMES Captain, 197cc, 1958 .....£1,950


JAMES Cadet 149cc, 1962, original reg, Buff log book & V5C £1,495

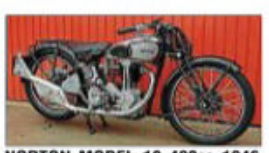

MATCHLESS G5 1961 350cc £2,650

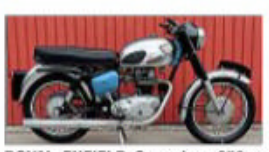

MATCHLESS G3 350cc 1966 Ex. Auxiliary Fire Service £4,650


NORTON Model 50 350cc 1960 Matching Nos. Original Reg £6,999


NORTON Dominator 1956 Wideline frame with 1967 650ss engine £7,500


NORTON Triton Café Racer Featherbed Wideline Project £3,750


NORTON MODEL 18 490cc 1946 matching nos £15,999


ROYAL ENFIELD Crusader 250cc 1963..... £2,999


ROYAL ENFIELD Interceptor Mark I 750cc 1965..... £8,250

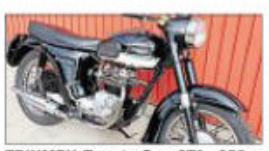

TRIUMPH Bonneville Choice 1960/62 ..... £POA


TRIUMPH T140V 1975 744cc Matching Nos..... £7,999


TRIUMPH Trident T150V 1974 741cc Matching Nos.....£9,999

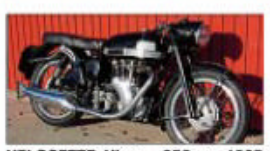

TRIUMPH TR6R Trophy 649cc 1960 Matching Nos £11,500


TRIUMPH T100C Trophy 1971 490cc £7,500


TRIUMPH Twenty One 3TA 350cc 1965, Matching Nos £4,750


VELOCETTE Venom Veeline 1967 500cc Factory Pairing £12,999


VELOCETTE Venom Clubman MkII 499cc 1967.....£14,999


VELOCETTE Viper 350cc 1965 .....£8,999


VELOCETTE Venom, 1958...£8,750


VELOCETTE Thruxton, 500cc, 1969, factory pairing.....£27,500

JAPANESE CLASSICS


HONDA CL360 1974..... £3,750


HONDA CD250U 1990 233cc £1,999


HONDA C50, electric start, large choice from £1,750


HONDA CL450 1970 ..... £6,500


HONDA CT90 1972 89cc Great Runner..... £2,750


HONDA CB175 1975 ..... £2,999


HONDA CL350, 1971, choice of colours.....£3,999


HONDA CB450 1973 .....£3,999


HONDA CD200 1985 198cc £2,150


HONDA CB550 Four 1977 ..... £2,999


HONDA 400 Four 1975 .... £5,499


HONDA CB72 1964 249cc £4,999


HONDA CB360 1974, 356cc, UK bike £2,899


HONDA CL350 1972 ..... £4,999


HONDA CB450 K3 1970.... £4,750


HONDA CB400 Four 1976 .....£3,499


HONDA CD200 Benly 1980 MOT 05/20..... £1,999


HONDA CL175 1970 ..... £2,999


HONDA SS125 1970 UK bikes from new...Choice of 2 .....FROM £2,750


HONDA C50 Super Cub 2008, 5000miles from new £1,850


HONDA FT500 Ascot 1982 £2,350


KAWASAKI C2TR 120 Trail 1967 .....£2,999


SUZUKI AS100 1971 ..... £1,999


SUZUKI GT750J, 1972, MOT'd, choice of 2 from.....£9,950


SUZUKI M10/M12 1964, 50c £1,999


YAMAHA RD350, 1974, 347cc £5,999


YAMAHA RD250 1973 Matching Numbers.....£4,250


YAMAHA YH50 WHY 49cc 2008 ..... £649


YAMAHA AT3 Enduro 123cc, 1973, Electric Start..... £3,495


YAMAHA CS-2E 1970, 180cc, matching nos £3,500


YAMAHA YDS6, 1969, 246cc £3,500

Tel: 01928 788500 MOB: 07979 852000 ASK FOR LAWRENCE

DOOR TO DOOR DELIVERY AVAILABLE THROUGHOUT UK & EUROPE. WORLDWIDE SHIPPING CAN BE ARRANGED

PO BOX 1, NORTHWICH, CHESHIRE CW8 2RD

Email: classicbikes1@yahoo.co.uk

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