

CLASSIC  
BIKE-GUIDE

Free  
Calendar

Happy 40th to  
the CRMC!

We look back at their success



# CLASSIC

BIKE • GUIDE

Buy • Sell • Ride • Restore December 2019

## BSA LIGHTNING SPECIAL

*The perfect Café Racer*

No. 343 December 2019 £4.40  
UK Off-sale date 27/12/2019 PRINTED IN THE UK



**Burt Munro**

The man  
behind  
the film



**Workshop**



**Machines that matter:**

- Coventry Eagle Flying 8
- 1920s V-twin Superbike

**Buying Guide**

Aermacchi - Italian flair, American money

# 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.

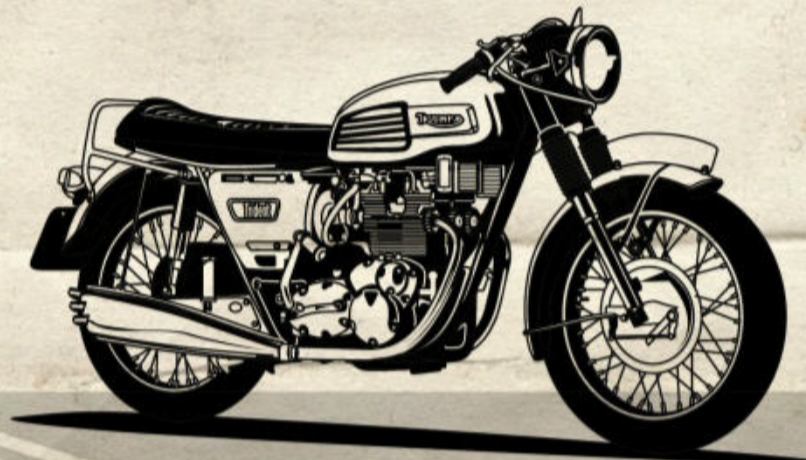


## THE EASY WAY

- Call Hagerty. 0333 323 1383.

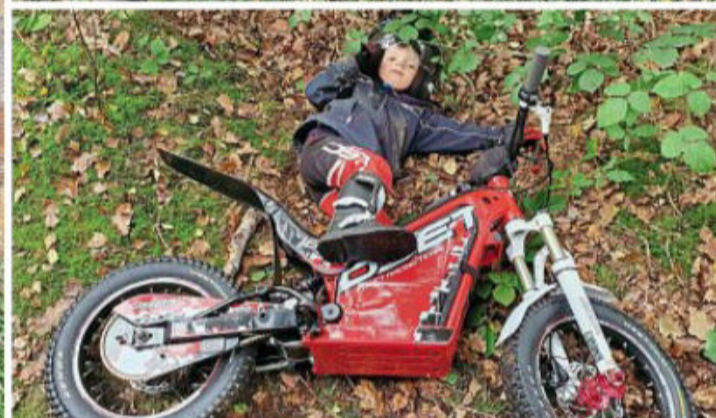
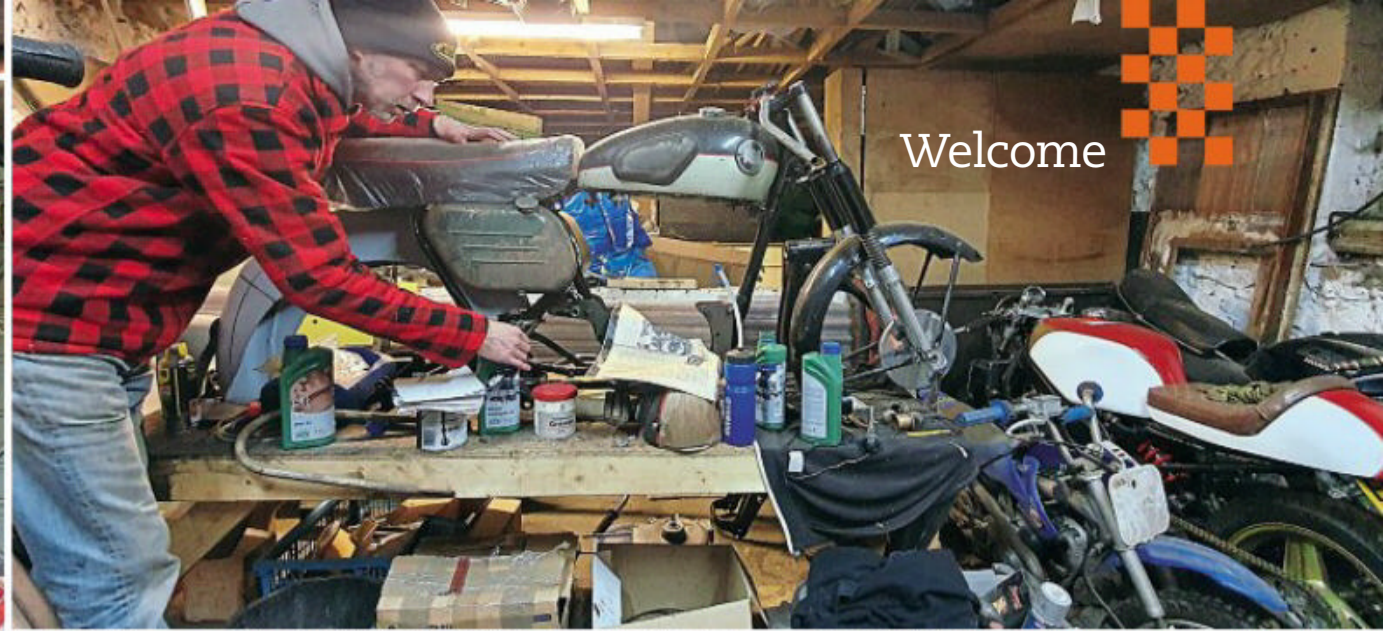
---

- Go for a relaxing ride.



**HAGERTY**  
CLASSIC BIKE INSURANCE

HAGERTYINSURANCE.CO.UK



## Get your thermals out - there's plenty to do

**W**ITH THE LAST CLASSIC SHOWS packed up here in the UK, we've got tinkering time ahead! Few like taking their pride and joy out in the depths of winter; and yet some of the best fun can be had, especially if you like dirt-riding, which we do here.

Here at *Classic Bike Guide* Towers, the Benelli is getting stripped down for some new crank seals, while the Norton ES2, which has been left unloved on the bench while the weather has been treating us to some good riding, is now in full swing again. Hopefully the engine will go back together next month, and the metalwork straightened, primed and painted.

Neville's Beeza is flying now and could do with an oil change and the TriBSA needs a service; all good dark-evening jobs, but he's been suckin' fuel to get an old Daimler V8 going.

Boy's getting on well with his Oset trials bike, but my old car lost its brakes the other night, so I've been on my back trying

to fix that. If you don't like the idea of working on bikes in the winter, try cars...

It can be hard to get out into the shed/garage/pig sty when it's warm and light inside the house but cold and dark outside. Even your tools don't warm up! So here's what works for me. Plan your jobs so you know what you need in advance. Dress up - multiple thin layers work better than nanny's knitted jumper. Wear a hat. If working at a bench, get an old bit of carpet from the tip to stand on. Pop a radio on to make you feel more at work. Friends help, so see if someone like-minded wants to share a workspace. And drink plenty of tea. Simple!

We've been working on the The Carole Nash *Classic Bike Guide* Winter Classic, held every year at Newark Showground. For 2020 it's on the weekend of January 11/12 and is a great way to walk off all that excess from Christmas.

This year, World Superbike hero, Pierfrancesco 'Frankie' Chili will be

there; which I personally am really excited about, as Frankie was one of my heroes! Meanwhile, the CBG stand will have some great bikes to see, plus we plan to have some experts on hand to help with any restoration issues you may have. So bring your questions!

And talking of help, please keep sending in your old bike-friendly bike shops. We've got a few, but we need more, if we're to encourage more to use their old bikes. So next time you're passing a local bike shop, ask if they'd like to work on something older and if they like the idea, let us know about them at [editor@classicbikeguide.com](mailto:editor@classicbikeguide.com)

Right, I'm off to chop wood and write to Father Christmas for some cycle thread taps and dies...

Be good

**Matt Hull**

editor@classicbikeguide.com



078

- 008 From the archive**  
European Grand Prix, Spa-Francorchamps, 1930
- 010 Machines that Matter:**  
Coventry Eagle Flying 8, the big JAP-engined range-topper from the little-bike specialists
- 018 Subscribe!**  
Not only will you get your favourite magazine delivered, not only will it be cheaper, but you get one of our exclusive T-shirts! Bargain.
- 020 News**  
Lots of exciting retro bikes at the industry show at EICMA, Italy. We're fashionable you know
- 024 Clubs at the Stafford show**  
At this autumn's Carole Nash, *Classic Motorcycle Mechanics* Show, we went to see some of the club stands. Here are some of our favourites
- 028 National Motorcycle Museum open day**  
Another great day at the NMM and it's free!
- 030 Products**  
Go on, get your wallet out – it's nearly Christmas
- 034 Burt Munro – Offerings to the God of Speed**  
We look at the great Burt Munro through the eyes of his family
- 042 Buying Guide – Aermacchi**  
These Italian/American bikes have a lot to offer, and they don't cost a fortune
- 050 Steve Cooper**  
Steve gets in trouble with the keyboard police again
- 052 Paul Miles**  
Paul's only gone and bought a brand-new bike
- 054 Paul D'Orleans**  
Paul faces the unthinkable – whether to sell some of his bikes – and which ones?
- 057 Sketchbook travels: 1966 BSA Lightning**  
Martin Squires entertains us with his incredible sketches again – this month, BSA
- 062 40 years of the CRMC**  
The Classic Motorcycle Racing Club is 40 years old this year. Alan Cathcart takes a look at how it started
- 070 Behind the scenes – CRMC Scrutineers**  
These fine people keep on smiling as they make sure all are safe. Can we learn from them?
- 074 The Bike Shed Festival**  
It's new, it's aimed at all and it's damn good fun. We go to the Bike Shed Festival
- 078 We raced there!**  
With a Benelli, a Beeza and a JAP/Ariel, how did we fare at the Bike Shed Festival?
- 082 A special BSA A65**  
One couple's idea of the perfect bike. We're quite jealous
- 090 Norton clutch woes**  
Hutch has to sort his Norton Atlas after some journalist breaks it...
- 092 Restoration: Honda SS50**  
Two men and a moped: hide them in a shed and what emerges?
- 101 Reader adverts**  
With winter approaching, get the heater on and get a new project
- 113 Next month**  
We try Norton's new 650 twins, have a look at Neville's Ariel/JAP and how to buy a Velocette MAC
- 114 Frank's last word**  
Oh, he does make me laugh





024



028



034



042



062



070



074



082



092

# 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

**December 21st, 2019 and January 18th, 2020**

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

**CALL BERT ON 07909 904705**

EVERY THIRD  
SATURDAY OF  
EVERY MONTH

GREAT NORTH  
JUMBLE



## Motorcycling at its purest.

The stripped back style of the CCM Spitfire Bobber incorporates a beautiful handcrafted trellis frame, and at its heart, a characterful and torque laden 600cc single that belies its laid back looks. Adorned with lustrous carbon fibre and precision CNC-machined components, the Spitfire Bobber is ready to ride for ridings sake.

From £9,995 OTR



### Now in build

Hand built and limited to just 500  
Secure your Bobber today with a £500 deposit.

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





## Wheel Rims & Spokes

Rolling **25** Yrs Tru  
01769-581700

**100%**  
Made In England

Wheel Rims with a "TRU" DUNLOP profile



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



**Premium Quality is our Standard**

Devon made **Valtru**  
Trade Finish Stainless Rims

From **£75.00**

Stainless Rim & Spoke Kits

From **£135.00**



**Valtru**

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

**Keeping it simple! - Online Ordering with 4 clicks!**



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



Click 2  
Choose your make  
from the  
Tank logos



Click 3  
Find your  
Hub from  
the images  
supplied

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

**FREE Online  
Delivery**

1000s of Rims &  
Spoke Sets in stock

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

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

**www.devonrimcompany.com**

Free Delivery only on In Stock items - UK Mainland only

Copyright DRC All rights reserved

# CLASSIC BIKE INSURANCE

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

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

### Our classic bike cover may include:

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

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

**ASK US TODAY ABOUT OUR  
CLASSIC BIKE COVER**

CALL NOW FOR AN INSTANT QUOTE

**01376 574000**

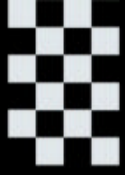
visit: [www.classiccarinsurance.co.uk](http://www.classiccarinsurance.co.uk)

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



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

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



## ■ And they're off!

At Spa Francorchamps on July 17, riders roar away from the startline of the 1930 European Grand Prix in Belgium.

The European Grand Prix has come and gone, in both motorcycle and car championships. From 1924 to 1948 bikes had one round designated as the European Grand Prix, with the winner having the title of European Champion, as well as winning that nation's Grand Prix. In 1930, it was Belgium's turn, at Spa-Francorchamps.

Four races were held: with German Ivan Goor winning the 175cc on a DKW; Syd Crabtree the 250cc on an Excelsior; Ernie Nott the 350cc and Irishman, Henry Tyrell-Smith the 500cc race, both on Rudges.

Tyrell-Smith was on a run that year, with another win in the TT Junior and sixth in the Senior, both on a Rudge. He was a well-travelled racer and won again in 1936, this time racing for Excelsior, on a 250cc. After service during the Second World War as a Royal Engineer, he worked for Girling and Triumph.

Spa opened in 1920 and was more than nine miles long, using public roads. Most of it was flat out, with little or no run off. Yet only in 1978 did the circuit change to how it is now. At nearly four-and-a-half miles long it challenges both cars and bikes with slow and fast corners, as well as a massive gradient change and the Ardenne weather, which can be at opposite ends of the spectrum from one end of the track to the other.

However, back in 1930, Henry, Ernie, Syd and Ivan on their Rudges, Excelsiors and DKW must have been made of something special. **CBG**





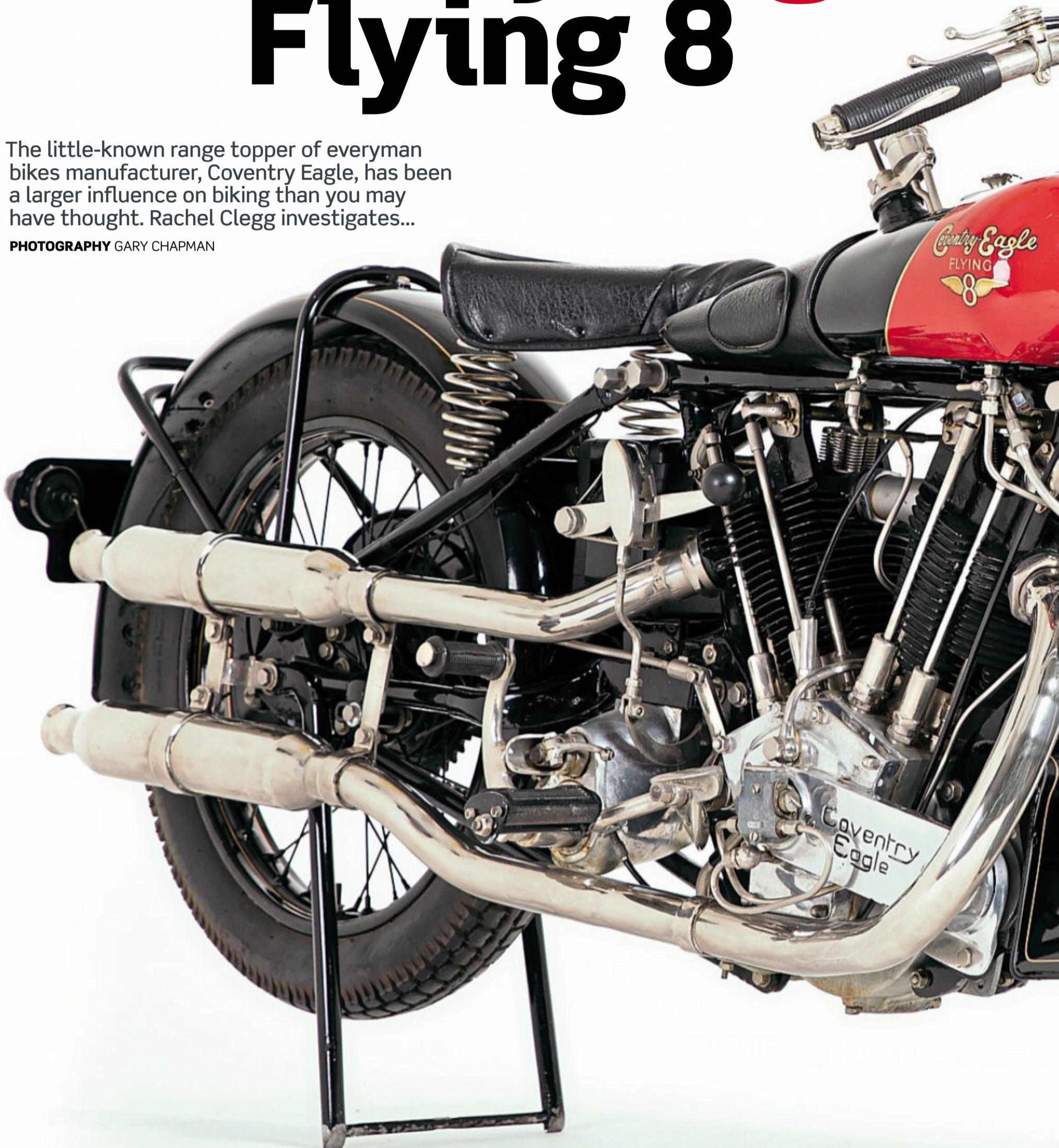
124732

4  
3

# Coventry Eagle Flying 8

The little-known range topper of everyman bikes manufacturer, Coventry Eagle, has been a larger influence on biking than you may have thought. Rachel Clegg investigates...

PHOTOGRAPHY GARY CHAPMAN





**I**F THERE WAS A MOTORCYCLE CONSERVATION list, then the subject of this month's Machines That Matter ought to be on it: the 1928 980cc Coventry Eagle Flying 8. Hell, it might even warrant 'critically endangered' status.

The Flying 8 was produced from 1923 to 1931 and even then, relatively few were manufactured. Despite its short lifespan, however, there is something of a cult surrounding the V-twin, JAP-engined machine: there are trendy 'Flying 8' T-shirts available on Amazon, bearded hipsters are queuing up to write about it and values of the mighty motorcycle are going through the roof.

And it's not hard to see why. The machine did not enjoy the high volume production numbers of other Coventry Eagle models and the number of machines in existence today is believed to be in single figures. Added to this, there's the machine's provenance: the Flying 8 and its designer, Percy Mayo, played a crucial role in the evolution of British motorcycles. ▶



**“Percy Mayo and George Brough served together in the First World War and - it is believed - exchanged and shared similar ideas about motorcycle design and engineering”**

Without the Flying 8 – or more specifically – without its creator, Mayo, the Brough Superior SS80 and SS100 might have looked very different. Take a look at the Flying 8, squint your eyes and imagine a chrome tank instead of a painted one. Do you see it? The Flying 8 – with its distinctive V-twin JAP engine and teardrop, bulbous-formed tank are features likewise shared by Brough Superior.

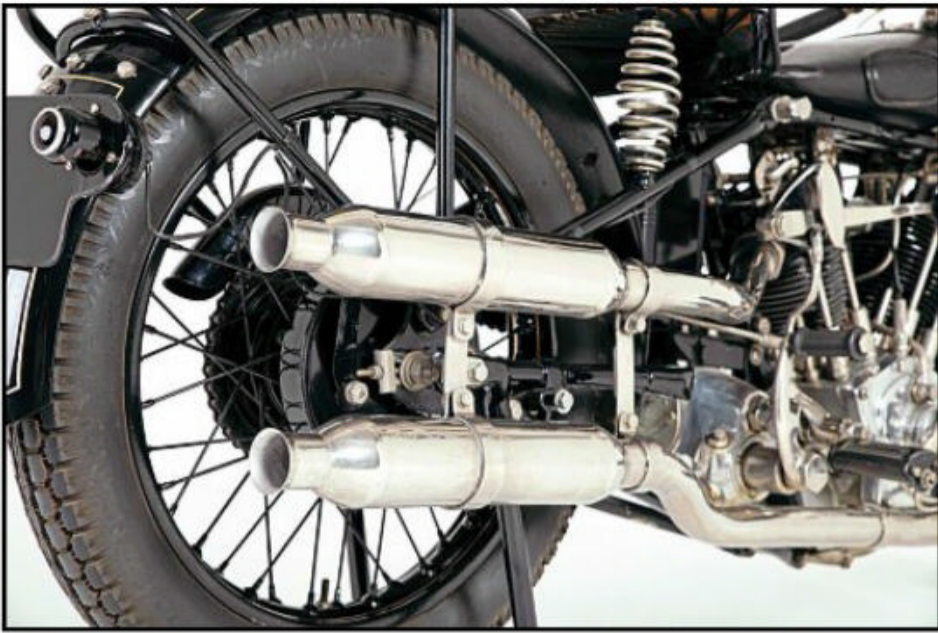
And this is no coincidence: Percy Mayo and George Brough served together in the First World War and – it is believed – exchanged and shared similar ideas about motorcycle design and engineering. But by the 1920s, the pair parted company, as Coventry Eagle marque specialist, Robert Worsley, said: “It’s known that Percy Mayo and George Brough were friends and Mayo essentially ‘designed’ the bulbous tank that became the hallmark of Brough Superior. He actually filed a patent for that special tank design as early as 1921 so it’s arguable that, were it not for Mayo, the Brough Superior SS80 and SS100 might not have had their iconic tanks.”

Just like the Brough, the Flying 8 was a deluxe, high capacity machine and the second most expensive motorcycle on the market in its time. Second – of course – to that other V-twin, large capacity sportster with the teardrop tank: the Brough Superior.

Worsley said: “The Flying Eight could be bought for around £150 while the Brough Superior would have cost about £5 more. This was a deeply desirable machine which was highly sought after.”

Evidence of the perception of the Flying 8 as a superior road machine can be found in early road tests of the vehicle, such as that published in *Motor Cycling* on May 23, 1924. The report described the machine as “...an excellent representative of the class of high-powered solo machines which has sprung up during the past few years.” The report continued: “... Broadly speaking, the chief features are the effortless way with which high averages can be put up over long distances and the way in which other traffic can be passed at will, even on twisty roads, where a rider of a machine with less violent acceleration would have to hang behind for miles.”





The report continued: "Hills possess no meaning for the rider of one of these machines, for, providing the surface permits it, the machine will always go as fast as safety allows. A curious point is that the rider has no realisation of his speed and he will find that after covering perhaps 20 miles of main road at what he imagines to be a comfortable 30mph he has, in fact, put up an average 50 per cent in excess of this." One might say this is an only too familiar plea of some of today's fast bike riders before surrendering their licence to a magistrate.

But there were downsides to this high-powered roadster, as *Motor Cycling* pointed out: "This type of machine is not to be recommended for hackwork unless its owner has the physique of a rugby forward."

*Motor Cycling* did point out some of the Flying 8's well thought-out features. It read: "The gear lever was excellently placed and easy to operate, and the way in which we could slip into second gear and shoot ahead after slowing down for a bad corner was a joy in itself."

There were other features that made this machine a top-drawer mount. These included – of course – the side-valve JAP engine, a Sturmey Archer three-speed gearbox, an all-chain drive and Webb front forks. Later models – such as this one – also featured electric lighting.

Worsley said: "The Flying 8 really was a highly desirable motorcycle and a rapid thing on the road." So rapid, in fact, was the Flying 8, that according to Worsley it was the choice mode of transport for the Australian police force.

But while the Flying 8 was, mechanically at least, in the same league as the Brough Superior, it did not share quite the same reputation, as Worsley said: "The trouble was the difference between the Brough Superior ethos and the Coventry Eagle ethos. Coventry Eagle was an everyman brand who happened to manufacture a high-end model as well. Brough Superior saw itself solely as a luxury marque. People equated Coventry Eagle with affordable transport, while Brough Superiors were perceived as luxurious – the 'Rolls Royce' of motorcycles. Nowadays, if a company wanted to cater to both markets they'd create a sub-brand, like Lexus and Toyota, but back in those days little was known about brand positioning."

Compared with Coventry Eagle's affordable, ride-to-work lower capacity machines – which were produced in the thousands – the Flying 8 and its relatively low

**"So rapid, in fact, was the Flying 8, that according to Worsley it was the choice mode of transport for the Australian police force"**

production runs resulted in it being perceived as something of a commercial lame duck. “The cost of production was so high,” said Worsley. “But these were superior machines and actually acquired a respectable racing record as well.”

These racing achievements included those of J A Prestwich (JAP) engine tuner, Bert Le Vack, in whose hands the Flying 8 was raced to formidable success at Brooklands. The Flying 8 is, after all, one of the vintage period’s leading superbikes – it’s hardly surprising it performed on the race circuit as well as the roads.

But in spite of racing accolades and shining reviews, the fate of the Flying 8 was cut short by the Wall Street Crash and the subsequent Depression. Continued Worsley: “The Wall Street Crash happened in 1929 but it was the early 1930s when the aftermath of the economic crash really started to bite and that’s when Coventry Eagle stopped production of the Flying 8. The Flying 8 really was a flight of fancy but the build costs were just too prohibitive because of its high specification.”

Coventry Eagle dropped its output of high-end machines in the early 1930s but continued production of its lower capacity machines and then, around 1937, business started to pick up again. “They re-introduced large capacity machines with four-stroke engines and tubular steel frames. These larger, later models came in various sizes and shared the ‘Flying’ moniker but this time they were Matchless single engines – gone were the days of the Flying 8s with exotic JAP twins.

But no sooner than Coventry Eagle started to show signs of recovery, the Second World War started. Its production – like so many motorcycle manufacturers – turned to the war effort. Then, on November 14, 1940, 515 German bombers devastated Coventry’s factories and industrial infrastructure, along with other areas of the city. The Coventry Eagle Cycle and Motor Co were among the many casualties. The company lost its tooling, stock and archives and ceased motorcycle production altogether. After the war the company returned full circle to its roots: bicycle manufacture.

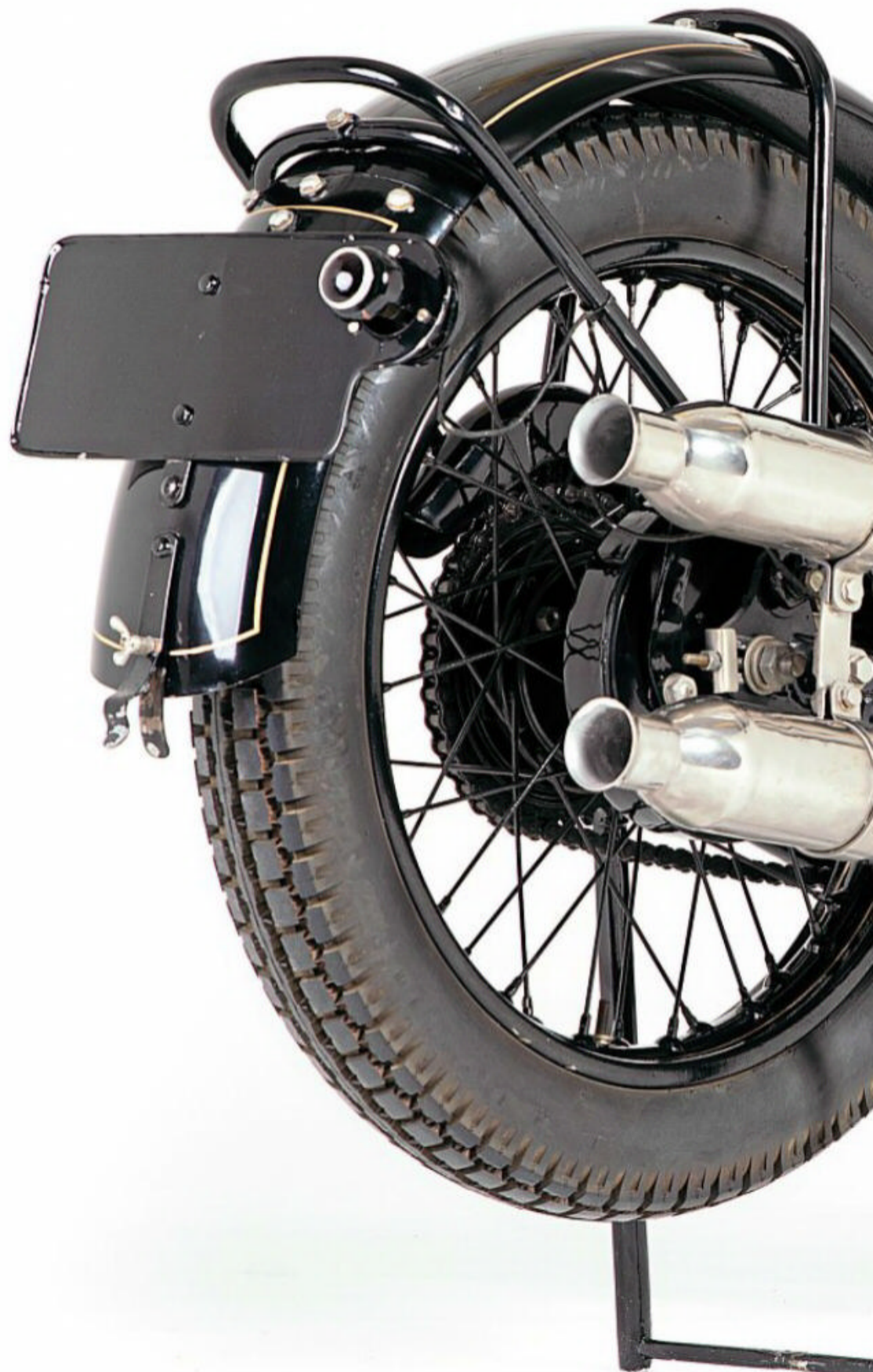
But while Coventry Eagle’s motorcycle production ceased during the war, its legacy lived on, especially in the eyes of 1980s teenager, Robert Worsley – the VMCC’s Coventry Eagle specialist. He said: “It was the mid-1980s and I was from a farming family so we needed transport to get around. My dad said: ‘You’ll have to get a motorbike because I’m not driving you around’. So he took me to the cattle auctions – where they would sell all sorts – and I looked at all these shiny Japanese machines but dad was a British bikes man. I settled on the ragged remains of a utility 150cc

Coventry Eagle. It was a Silent Superb. I took that home and had to work fast restoring it because I had to pass my test as soon as possible.”

Worsley took his test – and passed – on the Silent Superb. He said: “The examiner dropped his jaw – he’d not seen anyone do the test on a 1939 motorcycle.”

Eventually, Worsley’s heart became set on one machine in particular: the Flying 8. “I had a copy of Erwin Tragatsch’s Encyclopaedia of Motorcycles and remember seeing a picture of the Flying 8 as a teenager. I was captivated – I had never seen anything like it, it was so appealing. Then, 10 years later, I bought my own side-valve Flying 8. And it’s still with me. I’ve taken it on the Banbury Run and it’s fabulous to ride – I love it dearly.”

Since then, several more have joined the Flying 8 cult though the machines themselves – those masters of vintage superbikes – remain extremely rare. But at least now you can buy the T-shirt. **CBG**



### SPECIFICATION

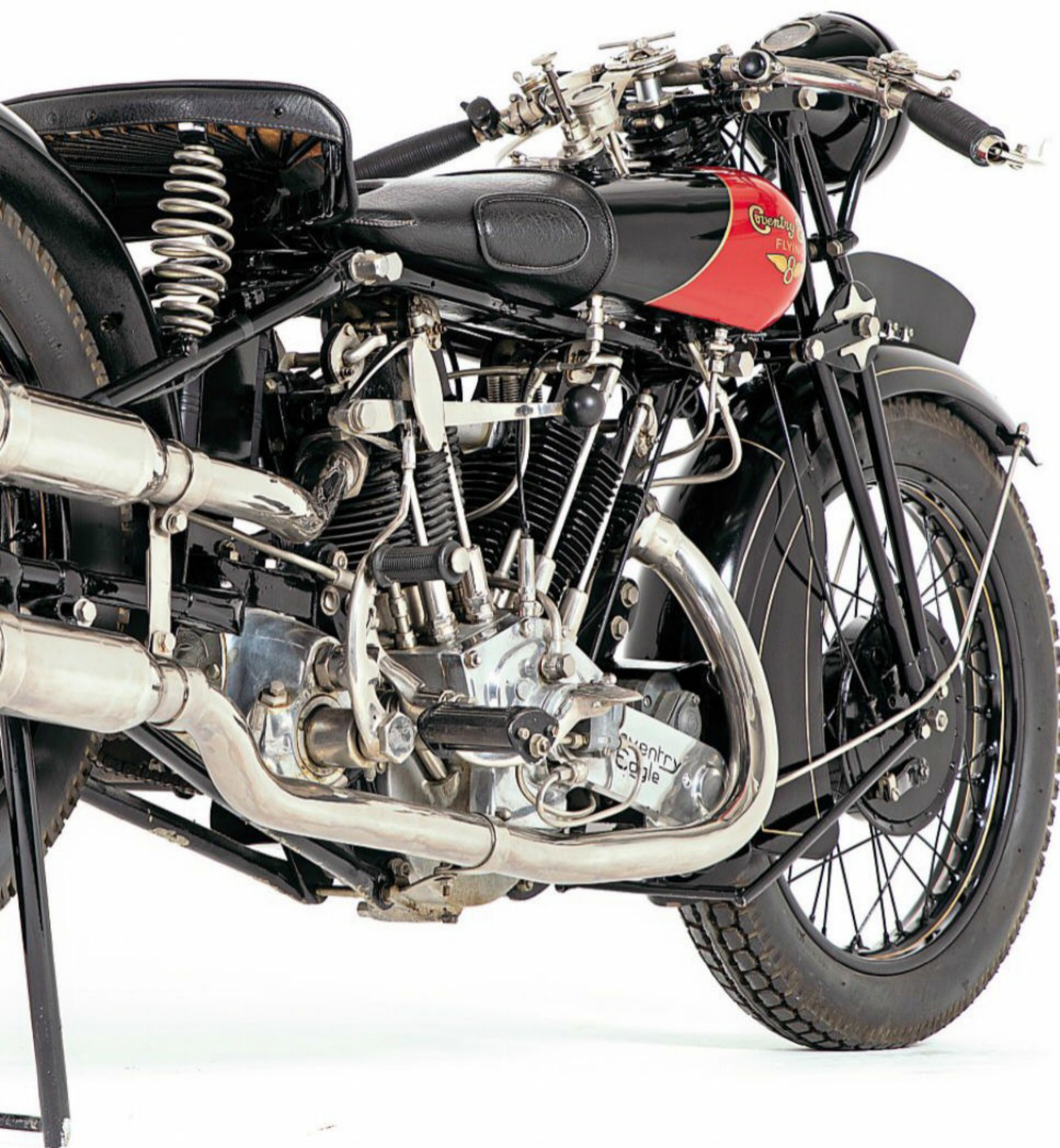
**ENGINE:** 85.7 x 85mm (980cc) V-twin overhead valve JAP engine. **LUBRICATION:** mechanical pump lubrication **GEARBOX:** Sturmey-Archer three-speed gearbox. **RATIOS:** 4.25, 6.25 and 12.25 to 1. **TYRES:** 26 x 3¼in. **WEIGHT:** 395lb **PRICE:** (new) £169.12.6 or **SIDE-VALVE ENGINE MODEL:** £120.

### MANUFACTURER

The Coventry Eagle Cycle and Motor Co.,  
Bishopsgate Green Works, Coventry.



***“Then, on November 14, 1940, 515 German bombers devastated Coventry’s factories and industrial infrastructure, along with other areas of the city. The Coventry Eagle Cycle and Motor Co were among the many casualties”***



## Chronometric Instrument Services

### British Motorcycle Instrument Specialist

We can supply, repair and restore the correct Chronometric instruments for any British Motorcycle from 1929 to 1963!

- Over 200 concours chronometric instruments in stock
- Repairs from £40
- Please contact us with your requirements for a firm quotation!



**01159 206156**  
**info@chronometrics.co.uk**

Unit 21b The Sherbrook Business Centre,  
 Sherbrook Road, Daybrook, Nottingham NG5 6AT

**www.chronometrics.co.uk**

# Parts Sp



**Genuine  
 Triumph  
 Twin Spares  
 1950-1983**

**montysclassicmotorcyclesshop.co.uk**

**01822 617010**

**SUPER FAST UK AND WORLDWIDE MAIL ORDER SERVICE**



## SUSPENSION MADE-TO-MEASURE

- Shocks & Fork Conversions
- Road
- Race
- Sidecars
- Classics

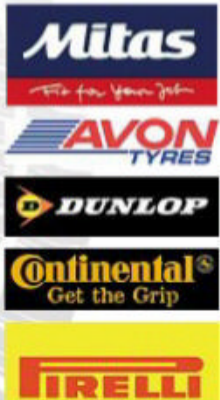
For help, advice or more information



Tel: 01928 740531 Fax: 01928 740635  
 LAUREL BANK, KINGSWOOD, FRODSHAM, CHESHIRE WA6 6HX  
 e: info@maxtonsuspension.co.uk  
 web: www.maxtonsuspension.co.uk

## TYRE-FINDER

MANY ROAD, TRIALS & ENDURO  
 Classic Tyres may be a problem to you



**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**

# BSA STARTS HERE

## KIDDERMINSTER MOTORCYCLES

60-62 BLACKWELL STREET, KIDDERMINSTER DY10 2EE

**01562 66679** Telephone

**01562 825826** Tel/Fax



e-mail: kmc4bsa@hotmail.com



# Specialists


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!


**SINCE 1985**  
ENGINEERING  
EXCELLENCE

**World Class Brakes and Discs**





**Leaves the others behind**

Cut from the Billet, engineered to the finest tolerances and road tested since 1985



TEL. +44 (0)1795 477752

mrbillet@billet.co.uk www.billet.co.uk

## HOLTWORKS

MANUFACTURER OF CLASSIC ALLOY ROAD/OFF ROAD & OTHER PRODUCTS



[www.holtworks.co.uk](http://www.holtworks.co.uk) - [sales@holtworks.co.uk](mailto:sales@holtworks.co.uk)  
Tel. 01621 742059 Mob. +44 (0)7708 478366

**Motorcycle Wiring Specialists**  
*Bringing your bike back to life!*



**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](http://www.motorcyclewiringspecialists.co.uk)

## 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.



**Norton Race Parts**

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

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

## PEC MOTORCYCLES

Specialised Engine Services Ltd

**Modern and Classic Pistons and Rods Rebores and Crank Service**

Forged pistons for most current Dirt Bikes, Classic Japanese and Street Bikes



**01376 583024 / 07498 365 188**  
[robert\\_s\\_e\\_s@hotmail.com](mailto:robert_s_e_s@hotmail.com)

# Subscribe and get this splendid T-shirt

- Save up to 44% off the cover price
- Never miss an issue of *Classic Bike Guide*
- Get every issue delivered to your door

## Print only

6 issues £20

Continuous direct debit\*

Just £3.33  
per issue!

12 issues £43

Credit/debit card

24 issues £82

Credit/debit card



Save  
up to  
**44%**  
when you subscribe to  
*Classic Bike Guide*

## Digital only

6 issues £15.99

Credit/debit card

Just £2.42  
per issue!


12 issues £28.99

Credit/debit card



The sizes available range from Medium – XXL. To get your hands on one simply call our customer services team or visit our website. Details are highlighted below. Offer expires 31/12/19. Available to NEW print subscribers in the UK only.

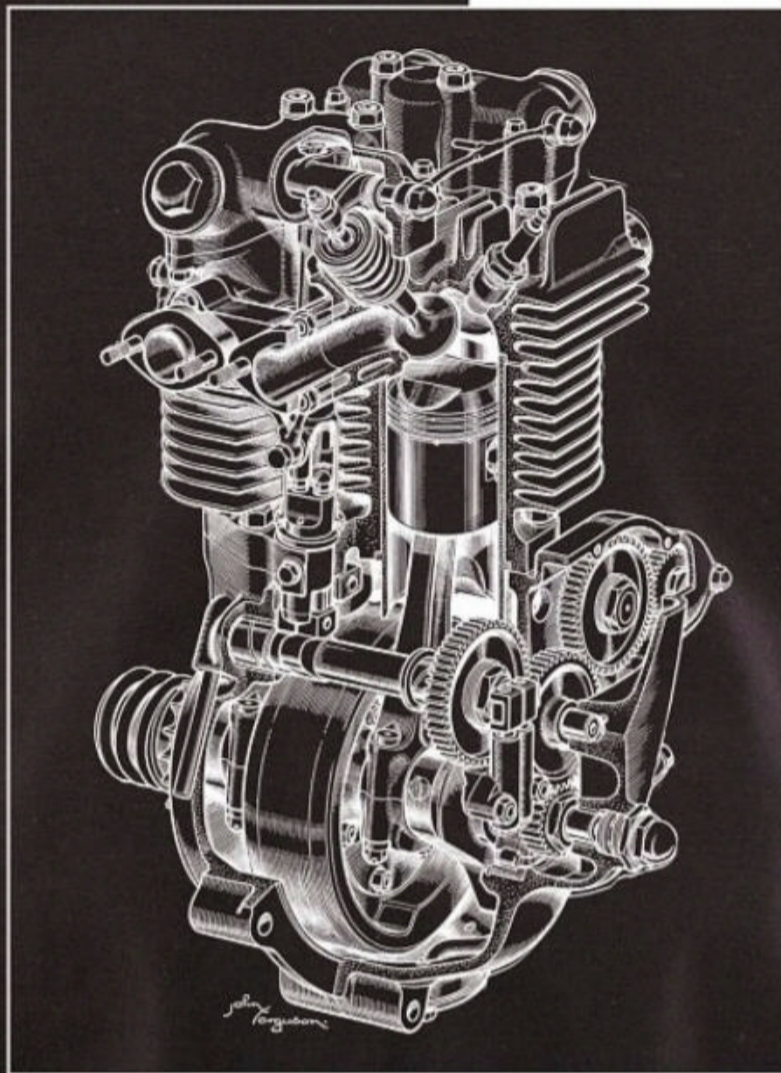
 **Call** 01507 529529 (Quote CBG156)

 **Visit** [classicmagazines.co.uk/cbg156](http://classicmagazines.co.uk/cbg156) For overseas rates [classicmagazines.co.uk/cbg-overseas](http://classicmagazines.co.uk/cbg-overseas)

Full terms and conditions are available from [www.classicmagazines.co.uk/terms](http://www.classicmagazines.co.uk/terms). Take out a print subscription to *Classic Bike Guide* and receive one of these great t-shirts. Med – XXL available and offer is available to NEW UK subscribers only. Call our customer services team – 01507 529529 - or visit [www.classicmagazines.co.uk/cbg156](http://www.classicmagazines.co.uk/cbg156) (for overseas rates please visit [www.classicmagazines.co.uk/cbg-overseas](http://www.classicmagazines.co.uk/cbg-overseas)). Offer is available until 31/12/19.\* Direct debit payments will continue at the price you paid, on this offer, every six months thereafter unless you tell us otherwise. Quoted savings are based on a six issue digital subscription when compared to the cost of six full price printed issues.

TRIUMPH  
GRAND PRIX

CLASSIC  
BIKE·GUIDE



# TIME TO SHOW OFF AT NEWARK

WHEN THE LAST of the Baileys has been drained and the turkey carcass is festering in the food recycling bin, you can comfort yourself with the knowledge that we can all get back to the serious business of classic biking.

And a good way of getting the restoration and winter project juices flowing is a trip to The Carole Nash *Classic Bike Guide* Winter Classic Show at Newark. With an excellent mix of traders, dealers and autojumble plots, it's the perfect place to grab a box of parts and spares, find the inspiration needed to finish your restoration for a summer of riding or perhaps pick up a new project.

The show fills the main George Stephenson Hall and the Lady Eastwood Hall with competition trials, scrambler and race bikes rubbing bar ends with old Brits, gleaming Italians and tricked out Jap classics.

Perhaps you have a machine you would like to show off? Why not display your pride and joy at the show, be it an utterly original BSA or fully restored Honda? The organisers are looking for the best classic bikes the UK has to offer to go into our private entry display. All private entry display owners receive one free wristband to get into the show on both days, plus a vehicle pass. All displays are automatically entered into the awards too – so you could end up with a brand-new trophy to take home with you.



There's an undercover auto jumble for part hunting, the chance of finding that bargain project to snap up if your pocket can stand it, but most of all there are thousands of people getting back to the fun business of motorcycles after the seasonal excesses.

You could even venture into the *Classic Scooterist Magazine* halls to experience the whiff of two-stroke oil and a ska soundtrack

mixed with the buzz-saw whine of a 200cc stroker being thrashed to its limits.

The Carole Nash *Classic Bike Guide* Winter Classic takes place on January 11-12. The show is held at Newark Showground, Drove Lane, Winthorpe, Newark, Nottinghamshire. Visit [www.classicbikeshows.com](http://www.classicbikeshows.com) for details about how to enter your bike in the show and to buy discounted tickets.

## NEW DESERT GEAR FROM FUEL



A NEW COLLECTION of quality motorcycle clothing inspired by the early Paris-Dakar Rallies in the 1970s proves that you aren't stuck with black waxed cotton or old school leather to get a stylish period look and quality motorcycle clothing.

Fuel Motorcycles' 'Rally Raid' collection is inspired by the endurance off-road legend Thierry Sabine and the rally across the Sahara.

Fuel Motorcycles is a two-wheeled lifestyle brand born in Barcelona in 2012 by a group of riders brought together by the common love of motorcycles, adventure and vintage culture.

The company says the Rally Raid collection is not just style over substance. The jackets and trousers from the collection feature: Cotton and polyamide outer fabric, an integral kevlar

inter layer, a waterproof membrane, Smoothways CE Level 2 armour at the back, shoulders and elbows and YKK zips including waterproof zips on all pocket flaps. The trousers are designed to be worn over boots, reducing the chance of soggy feet.

In addition, there is a Rally Raid range of clothing and riding gear including enduro shirts, gloves, goggles, caps and even a water bladder bag in case you are planning days out in the baking sun.


DPC Distribution carries the full Fuel range in stock and is seeking a small but dedicated dealer network to bring these products to the market. For more information or to find your nearest dealer contact Barry Vincent at DPC Distribution on 07801 576296 or email [barry@dpc-distribution.com](mailto:barry@dpc-distribution.com)

# Parts Specialists

**Triples**  
PRECISION PERFORMANCE RULE.COM


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

**Triumph 750 Cylinders**




T120 & T140  
All Alloy- Nikasil bores

**Billet instrument brackets, oil pressure gauge kits**



post '70 Meriden Triumphs

**FABER FRAMES**



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

Tel: 0800 2986990 Mobile 07803 128000  
www.faberframes.com

*Past Parts Ltd*

**CLASSIC VEHICLE BRAKE CENTRE**  
BRAKE REBUILDS CARRIED OUT FOR ALL CLASSIC VEHICLES

MASTER CYLINDERS	FLEXIBLE BRAKE HOSES
SLAVE CYLINDERS	RIGID BRAKE PIPES
WHEEL CYLINDERS	UNIONS & FITTINGS
SERVOS	WATER PUMPS REBUILT
CALIPERS	BRAKE SHOES RELINED
STAINLESS STEEL RESLEEVEING	SEALS AND REPAIR KITS

MAIL ORDER, REBUILD & RETURN SERVICE. EST: 1988  
HUGE STOCKS OF NEW AND RECONDITIONED COMPONENTS

TEL: 01284 750729 EMAIL: [restore@pastparts.co.uk](mailto:restore@pastparts.co.uk) WEB: [www.pastparts.co.uk](http://www.pastparts.co.uk)

**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

**GROVE CLASSIC MOTORCYCLES LIMITED**



*Velocette*

Check out all our special offers on our website


BK5/6 - Gear Box Main Shaft - .....	£139.00
F293RR - Roll on - Roll off Centre Stand - .....	£79.00
A288HF - Oil Filter - Modern Design replaces A288 - .....	£10.80
MAS57R - Clutch Roller Bearing - (Replaces the Standard MAS57) - .....	£16.50
MAS74 & MAS75 7" Brake Shoes - New Floating Shoe Type - .....	£35.00 Pair
MAS33/4 - Rear Suspension Units - Woodhead Monroe (Pair) - .....	£90.00
Viper Pistons Back in Stock - Std, +020, +040 & +060 Includes Rings -	£110.00

Please note all prices exclude carriage and VAT

**Velocette Special Tools**  
01234 752033  
[mike@velocetteparts.co.uk](mailto:mike@velocetteparts.co.uk)

For our Full Stock Range including prices and photos visit:  
[www.groveclassicmotorcycles.co.uk](http://www.groveclassicmotorcycles.co.uk)

**YAMBITS**



Millions of items stocked for thousands of applications at [www.yambits.co.uk](http://www.yambits.co.uk)

Yamaha logo

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

## EKINS INSPIRES TRIUMPH'S LATEST BONNEVILLE SPECIALS

TRIUMPH HAS ANNOUNCED two special editions of the Bonneville T120 and T100 that celebrate the legend of Bud Ekins.

Bud was a professional Hollywood stuntman, top motocross and desert racer, and the rider in the 1960s who made arguably the most famous motorcycle film jump in history, in the *The Great Escape*, on behalf of his friend and ISDT partner, Steve McQueen.

These two new Bonneville specials feature a one-off California-inspired Bud Ekins paint scheme and see a revival of the old Meriden-Triumph badge along with a range of dedicated special details and touches. As well as the Ekins specials, Triumph also has a new version of the Thruxton café racer and a new special edition of its Bobber.



## WIN A THRUXTON WITH THE NATIONAL MOTORCYCLE MUSEUM

AN UNUSED 1977 Triumph Trident T160 is on its way to Mid-Wales following the draw for the National Motorcycle Museum's summer raffle. The raffle was drawn by TT superstar John McGuinness at the Museum LIVE event in October.

The Trident, a brand new/old stock, never registered example was won by Sally Peace, of Machynlleth, Wales.

Derrick Dewhurst, of Barrow in Furness won the second prize, a Sealey Retro Style Combination Tool Chest worth £850 and Colin Bell of Stockton-on-Tees won a luxury hotel break and dinner for two at the Manor Hotel, Meriden.

The National Motorcycle Museum announced that the winner of the next winter raffle will ride away on a top of the range limited edition Triumph twin.

Museum director James Hewing said: "We have another 'money can't buy' first prize by offering a brand-new Triumph Factory Custom Thruxton 1200cc that will be

registered new to the lucky winner. This fabulous bike is one of a very special limited edition of just 750 machines". Second prize is a Sealey MC680E electro-hydraulic motorcycle lift worth more than £1600.

The draw will take place on Sunday, April 26 at The International Classic Motorcycle Show, Stafford. Tickets cost £2 each via the museum on (01675) 444123 or on-line at [www.thenmm.co.uk](http://www.thenmm.co.uk)



## CAN THE IMPERIALE CATCH THE BULLET?

BENELLI IS DUE to release its new Imperiale single in the UK this month. The classic-styled 400 single is targeted squarely at the classic market as an affordable old-styled motorcycle at a reasonable price with all the mod-cons of a modern machine.

The Imperiale seems certain to challenge Royal Enfield for that market. To attract the classic buyer, the Benelli has a teardrop tank with old-fashioned knee pads, wire wheels, 41mm telescopic forks and a long exhaust. The seating features a two-piece perch, with springs adding extra suspension to the rider's seat. Powering the Imperiale 400 is a 374cc, air-cooled, sohc, single-cylinder engine that produces 21bhp. Braking duties

are handled by a 300mm single disc with a two-piston floating caliper up front and a 240mm rear disc with standard dual-channel ABS. The Imperiale is no lightweight, tipping the scales at 205kg. The Imperiale 400 has been listed in UK dealerships at a highly competitive £3499.



## BROUGH SUPERIOR AND ASTON MARTIN TEAM UP



THE CURRENT RANGE of French-made Brough Superior bikes may ape the Broughs of the 1930s, but the company has partnered with luxury car maker Aston Martin to create a motorcycle that is as 21st century as it gets.

The AMB 001 is a track-only bike and just 100 examples will be made.

Aston Martin executive vice president and chief creative officer, Marek Reichman, said: "This is what we believe a cutting-edge motorcycle should be and we are very proud to see the Aston Martin wings on a motorcycle for the first time.

"The finished product is a truly beautiful motorcycle; a design and engineering work of art."

The AMB 001 boasts exclusive technical features, including a chassis configuration with a double wishbone front fork and structural carbon fibre body, with plenty of titanium and billet aluminium. The bike boasts a turbo-charged output of 180bhp and weighs just 180kg.

The AMB 001 is being built and hand-assembled in the Brough Superior factory in Toulouse, France. Just 100 examples will be made, each costing €108,000.

# 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

## Bristol Chrome Plating

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



### Offering:

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

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

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

Tel 0117 9532255

Email: [contact@bristolchromeplating.co.uk](mailto:contact@bristolchromeplating.co.uk)  
Website: [www.bristolchromeplating.com](http://www.bristolchromeplating.com)



classic  
magazines

# Christmas gift guide



From magazines to merchandise, show tickets to books!

We've got your Christmas covered.

Merchandise

Bookazines

Show Tickets

Books



FORGET SOCKS, WE HAVE A GIFT FOR EVERYONE! [www.classicmagazines.co.uk/xmas1919](http://www.classicmagazines.co.uk/xmas1919) EXPIRES: 31/12/19



# CBG goes clubbing at autumn Classic Mechanics show

## ARE YOU NOT ENTERTAINED?

**T**HIS AUTUMN'S CAROLE NASH Classic Motorcycle Mechanics Stafford show, was, at first glance, not unlike previous years.

While sidecar king Steve Webster and engineer Alan Millyard kept the crowds amused, the world leads us to believe that things need to change all the time, but old bikes, spare parts, enthusiasts and shiny things are what we want! The weather was iffy but that didn't stop the crowds

and a good weekend was had by all. Personally for us, it's a time to look for bikes and stories you might be interested in for future features.

This year, Oli and I decided to speak to that essential part of our world – the clubs. The large clubs are becoming like businesses and despite social changes and UK-wide members, they still manage to give superb service.

For this show we went to have a word with some of the smaller clubs – smaller, but with no less knowledge, advice and enthusiasm!



# FOLLOWING THE LEADER

THE ARIEL LEADER and Arrow Club is one of the smallest out there, with around 30 regular members.

They don't have rallies, or club nights, but they are regulars at shows up and down the country. They just like to ride their remarkable two-stroke twins as much as they can, whether that be Leader owners cruising around in all weathers protected by their all-encompassing bodywork, or reliving their teenage tearaway youth on a café-racer Arrow, or taking one to the track.

The club was started around 20 years ago by Stan Davies, after three owners met at a classic show in Oswestry and got talking. They felt there was not a great deal of enthusiasm from the Ariel Owners' Club for the 200 and 250cc twins, so a separate club seemed like a great opportunity to get together, help each other out and source rare parts.

Keith Harding, the club's information officer, said: "When we first started out it was more Leader than Arrow owners, but the ratio has changed a bit since then. I bought my first Leader in 1961 and all the older lads had them near where I lived, and I ended up buying two.

"They were so radical at the time. All you could really get otherwise, if you were learning, were BSA Bantams without suspension. A Leader was the best thing you could get for weather protection. In the early 1980s I wanted something to ride again and bought another Leader. Back then you could pick up a dozen for a tenner. People couldn't give them away."

Club member Brian Hinchliffe makes Leader and Arrow parts, including new petrol taps, workshop crank extractor and clutch locking tools, front fork



plastic suspension caps and parking light lenses. The Leader/Arrow range is small, with the Leader, Arrow, Sports Arrow and a smaller Arrow 200cc version produced to take advantage of lower road tax and insurance discounts.

The club has pioneered the use of Suzuki pistons and Mikuni carburetors to replace unobtainable original parts. Keith said: "With their 16in wheels, they're great for those of us who want a light bike and who are a bit short in the inside leg. For a while we thought things were starting to wane, but recently and especially at this show we've had a lot of young people coming up and wanting to find out more about them and it's the kind of bike you can ride well into your seventies and beyond.

The club doesn't have a website and has, until now been using a Yahoo group to keep in touch, but these have been shut down. You can now find the club on Facebook and efforts to set up an alternative method of group communication are being sourced.

One sixth of the membership of the Ariel Leader and Arrow Club

# TWO-STROKES TO THE FORE

THE BRITISH TWO-STROKE Club is one of the oldest motorcycle clubs in the country.

Founded in 1929, the club celebrates its 90th birthday this year. With around 650 members attending rallies, 17 regional sections and a fine full-colour bi-monthly magazine, the BTSC was originally formed for the owners of British two-stroke motorcycles.

When the heyday of the Villiers engine two-stroke faded, membership dropped, and the club decided that it should be opened up to the owners of any two-stroke. This has seen an increase in members owning European two-strokes, in particular more obscure makes such as Hungary's Csepel and Pannonia models and German Durköpps and Dianas. Japanese two-stroke owners are welcomed, but as they tend to have model-specific clubs to look after them, take-up is less common, though at Stafford there was one Japanese two-stroke on show, a 50cc Suzuki X1, owned by one young club member.

The club has a technical officer, several marque specialists and a dating service. Eric Hathaway, who was manning the stand at Stafford with a group of volunteers, said the display of 10 unusual two-strokes was attracting a wide range of visitors. "People are moving towards these two-strokes, especially the Villiers-engined models, because they're light, they handle well and are easy to start, as long as they've

got good crank seals. Villiers parts are easy to get from Villiers Services, but if you want a British two-stroke, make sure the cycle parts and panels are complete, or you might struggle. We've signed up a few new members and there's been lots of interest in what we do. We always like bringing a good display and occasionally we even win awards."

Find the club at: <https://btsc2t.weebly.com> ▶

Eric Hathaway with a Csepel and a Pannonia





Group members with a BMW R80RT, a Brough Superior and a Honda C50

**THE HISTORIC POLICE** Motorcycle Group brought plenty to investigate, including a Tokyo Airport Police Honda C50 and a 1938 Brough Superior SS80, which was originally used with a sidecar by Scotland Yard.

The Met owned five Broughs and all of them are still alive – one was recently sold at auction for £325,000. There were fully faired Triumph Saints and what was a stock looking at first glance BSA A10 with police kit too.

Founded in 1992, the club has members with as wide a variety of motorcycles as you can imagine. With most machines built in tiny batches to special order and with liveries changed at the whim of chief constables, or created with whatever reflective tape the workshops had to hand, and the bikes kept running with whatever equipment was in the stores, hardly any two machines are alike.

Running an ex-police machine and restoring one to police spec has its own challenges. Police radios are, for the most part, unobtainable, as police forces, understandably, destroy old radios rather than sell them on, but old MoD units can be modified to look like the same thing. Constabularies also take a dim view of machines decked out in police livery.

Group member Gerry Scott said: “They don’t like reflective blue tape, or the old ‘Battenburg’ stickers. You can even get into trouble because of copyright difficulties, as each force has registered its own design.” Owners have to be careful not to look too

The NSA team



## ON THE TWO WHEEL BEAT

much like serving officers, with sirens and blue flashing lights disabled and covered up, or fitted with cut-out switches. Ironically, the club is much in demand by police forces at open days and shows and is often encouraged to turn on the “blues and twos” for their audiences – though not on the road.

Gerry said: “We’ve got 250-300 members. We’re a group rather than a club as we don’t have a club set-up. We get together at related events organised by other people and there are no membership fees.” Gerry’s own BMW R80RT is fully decked out with lights, radio and sirens, which are fitted with a cut-out.

Ex-police machines tend to be high mileage and less expensive to buy than equivalent civilian models. Gerry explained: “They tend to come in cheaper, but they’ll be in better nick. We’ve seen more Honda ST1100 Pan Europeans recently, and there are a few Norton Rotaries too. We get approached by TV and film companies looking for period machines with the right liveries, though getting the paint to match the period can be a problem.” While the club attracts a lot of people, their memories of police bikes are slightly different to the more conventional stands. Gerry said: “The most common thing people have said to me is ‘I got nicked by a copper on one of those...’”

The group has a website, [www.policebikes.org.uk](http://www.policebikes.org.uk) for owners to keep track of what’s going on, but the sheer diversity of police vehicles means they can’t offer dating services or fleet records.



## CLUB IS GOING SOMEWHERE FAST

**GETTING A MOTORCYCLE** to go very fast over a very short distance is the primary aim of members of the National Sprint Association.

Sprinting is about covering a short straight distance, usually a quarter of a mile, from a standing start and if you turn up to a sprint you’ll see methanol-fuelled pre-unit Triumphs lined up on the start line alongside stretched and lowered Ducati twins, or a Honda CB200 take on a nine-year-old on a scooter. There are 33 classes with 12 for classic machines. Spectators can wander the paddock and get seriously close to the action. Most riders aren’t really racing the bike in the next lane, most are just racing themselves, trying to shave a few fractions of a second off their last time.

The club was formed in 1958 by George Brown, a former Vincent circuit racer and latterly of the Super Nero Vincent, and world land and water speed record holder Donald Campbell, among others. There are



many members of all ages and the oldest still riding is 84. There are two venues in the south of England and the club uses Straightliners venues in the north. With a good cross section of sprinters on display from rigid JAP-engined prewar Triumphs to an astonishing ex-sidecar racing Krauser-engined beast with a tangled mass of exhausts, there was something for everybody to check out.

Margaret Shellard said: "We've got classes for anything and everything and we have quite a big vintage section. It's very relaxed at the venues, and you get to know everybody. We've been getting a lot of younger people turning up with old bikes these days. You can start sprinting when you are nine on a 50cc automatic, a 125cc at 11, a 500cc converted road bike at 14 and from 15 you can take anything up the strip.

"As far as we know we are the longest continuously running club in UK motorsport. You can just turn up at a meeting and take part. All you need is a bike, one or two-piece leathers, normal boots and gloves and an ACU-approved helmet."

There was plenty of interest at Stafford in the club, keepers of the flame for the most accessible form of motorcycle sport there is.

Visit [www.nationalsprintassociationltd.com](http://www.nationalsprintassociationltd.com)



## SOVIET BLOCKS

Matt Woodward, Phil Inman (treasurer), Gina Inman (membership secretary) Phil Rushworth and Paul Codling (magazine editor).

**THINGS DON'T GET** much more grassroots and real in motorcycling terms than owning a Cossack. The Cossack Owners' Club is an appropriately international (or possibly Internationale) organisation, with around 300 members.

The Cossack name was given to the Soviet-made motorcycles by the import agency Satra (Soviet American Trade Association) to cover all the models they imported, which included 650 flat twins in solo and sidecar orientation, 350cc twins and singles, as well as 125 and 175 singles, which were all made in different factories in Russia, Ukraine and Belarus under Soviet central planning. Later known as Neval in the UK, the only make that survives today making motorcycles in quantity is Ural and there's a six-month waiting list if you want a new one, from F2 Motorcycles.

The Cossack Club stand had a good cross section of models, some suitably grubby as befits such a hard-working machine. For those wanting a big old-fashioned flat twin, there is a strong second-hand market, with a steady trickle of bikes coming into the UK from Russia and the Baltic states.

Phil Rushworth brought his in Lithuania in 2005 and rode it home. "I swapped it for a 1999 Triumph Adventurer,

a stack of spares and some cash," he said. "It's only broken down once, and that was when it caught fire."

Phil's flat head Dnepr outfit was on display with a Riga moped, Urals ancient and 'modern' and a few Russian two-strokes. Phil said: "They used to be family transport in Russia, but now people buy them there out of nostalgia, and they are popular in the US, despite a rocketing price that has seen the cost shoot up threefold." The club also provides a dating service for owners of private imports, and claims a 100% success rate, usually after three of four attempts.

Gina Inman, the club's membership secretary said: "We've had a fabulous weekend. The reaction of visitors has been great. People like the quirkiness of the bikes and getting back to the nuts and bolts of motorcycling and we've been generating a lot of curiosity. One chap spent an hour talking about torquing down his cylinder heads and ended up joining. We've got decades of knowledge between us. 90% of the bikes were ridden here, and the other 10% were trailered, so we could bring the stand and the gazebos, the firepit for the campsite and a certain amount of liquid refreshment!" Find the club at [www.cossackownersclub.co.uk](http://www.cossackownersclub.co.uk)



PHOTOGRAPHY COURTESY OF DAVE MANNING. THANKS DAVE!

# NATIONAL MOTORCYCLE MUSEUM LIVE 2019

Getting more people to come to a museum must sometimes seem like a tricky affair, but the National Motorcycle Museum does it brilliantly. They let you in, for one day only, for free!

**T**HIS ONE-DAY EVENT GETS BIGGER and better every year. The museum, one of the finest and most important collections of British motorcycles in the world, is almost a sideline, with biking celebrities taking centre stage.

Racers like John McGuinness, Charlie Williams and John Cooper were there to amuse us on stage this year, as well as sign books and pose for photos, while Allen Millyard was on hand to talk about his creations and TV presenters Henry Cole and Sam Lovegrove entertained on stage with their latest show, 'Shed and Buried' live. Oh, the pull of television...

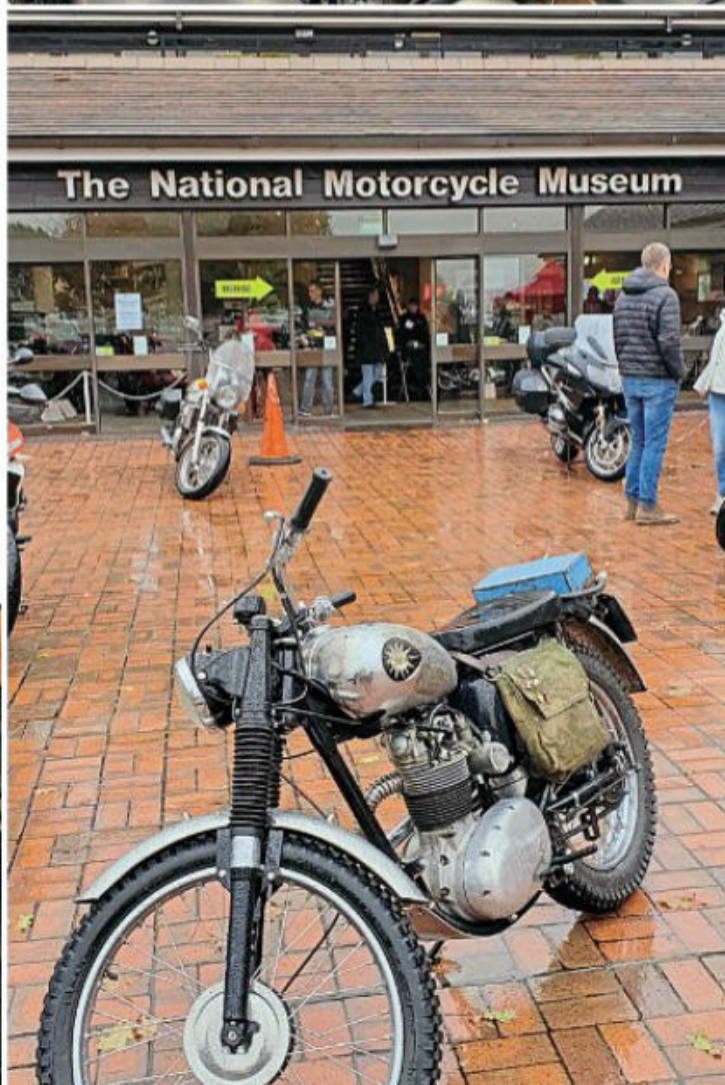
James Robinson, editor of our sister title *The Classic Motorcycle* and myself had a full day talking to visitors on our stand; it's great to get feedback as without it we just have to guess what people want! The pull of old bikes is huge and varied and several we spoke to didn't even have licences. There's some years left in our old hobby yet.

Back in the museum many people were so struck with how many immaculate bikes are there on display, that they plan

to come back in the future when it's quieter and they can spend more time taking the collection in.

I managed to be able to make some more sense of my Norton parts, after seeing several models next to each other. It is so important when restoring a British bike to be able to come to a museum and see a standard example up close.

The weather was rubbish, but it didn't stop people. Plenty of bikes turned up, as two-wheels could park for free, though their money-saving grins were somewhat damp! The whole event was so busy the only issue was finding somewhere for everyone to park. It wouldn't surprise me if it's a two-day event next year. **CBC**



# CLASSIC BIKE · GUIDE

## Christmas Gift Guide

Yes, it's that time again. Whilst we've become accustomed to Christmas carols being played in shops and on the radio since before the clocks went back, the run up to Christmas can nonetheless be an extremely stressful time. In particular, in finding ideal gifts for your nearest and dearest, and the feeling of impending doom at receiving dozens of pairs of socks, outrageous aftershaves that smell quite unlike anything else you've ever experienced and enough chocolate and salty snacks to give your doctor heart palpitations. So, we've made your life a hell of a lot easier with our exclusive Christmas Gift Guide! Check out some of these must-haves for classic bikers and leave the magazine open on these pages for all your loved ones to see...

**INISHED PRODUCTIONS** MADE IN ENGLAND  
Tel - (01384)569064

Iconic Motorcycle inspired fashion apparel  
Search - Inished Productions@etsy  
eBay - InishedProductions

[www.moto-miniatures.com](http://www.moto-miniatures.com)

Hand Built Classic Motorcycle  
Scale Model Engines

- Velocette Thruxton
- BSA Goldstar DBD34
- Triumph Tiger Cub T20
- Vincent Black Shadow
- Manx Norton
- Matchless G50
- AJS 7R
- Ducati 900SS

Approx 300mm Standing Height. Ideal Desk Ornament, Xmas Gift. All Models Come Complete with Mounting Kit and Wooden Plinth

Email: rich@moto-miniatures.com  
Tel: 07718 536672

### THE PERFECT XMAS GIFT! BIKE DRYER & HOSE SPECIAL



ONLY £99

#### 1.3HP SIDEKICK BIKE DRYER

Keep your bike rust free with the Sidekick Bike Dryer. The 900mm flexible hose is perfect for getting in all the nooks and crannies - Water has no place to hide! 100% duty cycle. 240V. CE Approved. Videos & specs on website. 4 models available. Check out our website for more great Christmas gifts. You won't be disappointed.

We have been importing Metro Dryers for over 19 years

For great service at web prices ring:  
**TEL: 020 8445 6811**

\* Peak Valid to 30/12/19

[WWW.KILLERBRANDS.CO.UK/CBG](http://WWW.KILLERBRANDS.CO.UK/CBG)

Waxed cotton      Leather Jacket

Classic Jacket £70      Pulford £149      £299

Necktubes

£22.20      £36.00      £19.99

Pin badges, buckles, proofing wax & more....

**SPEEDWEAR LTD**      0151 321 0441     

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

Speedwear Ltd, 12 Gresford Ave, Prenton, Wirral, CH43 0SX

**Lewis Leathers** **LEWIS LEATHERS LTD.** BRITAIN'S OLDEST MOTORCYCLE CLOTHIERS EST'D 1892

**SUPER SPORTSMAN** **BRONX** **DOMINATOR** **CORSAIR** **LIGHTNING** **PLAINSMAN** **STAR LIGHTNING**

Made to Measure **OUTFITTERS** Service Available **AVIAKIT**

**Tsi** The Shoe Initiative **f** comfort, protection, style

**NO LACING**

Whether riding or walking our high-top ankle boots incorporate a unique no lacing system to ensure a perfect fit along with a 'touch and close' strap for that extra adjustment. The uppers are made from full grain and PU coated leather have built-in ankle, toe and heel protection along with a removable padded insole for extra comfort. The boot has a high wear-resistant rubber sole which gives good slip resistance too.

TSI Urban Riders TS-01 TSI Urban Riders TS-02

To order call 07577 706033 or online [www.tsishoes.com](http://www.tsishoes.com)

**DAVIDA** RACING

**KOURA RACERS 2019**

John McGuinness, Ian Bain, Norton CS1 1928 own build, Davida 94 Koura, Goodwood Festival of Speed 2019. © Gareth Buddo/Davida archive.

**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 pursue 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](mailto:roybarrett69@btinternet.com)  
[www.art-of-motoring.co.uk](http://www.art-of-motoring.co.uk)

**CONGRATULATIONS 2019 SEASON TO ALL WELL DONE FROM ALL AT DAVIDA & FOUNDER & MD, FID THE LID.**

**IAN BAIN (UK)** **MIKE HOSE (UK)** **SAM CLEWS (UK)** **DUNCAN FITCHETT (UK)** **GARY BIRTWISTLE (UK)** **'TEXAS' CHRIS (UK)** **NEIL CAMPBELL (UK)**

**FIETE GIRARDET (DE)** **HANES GIRARDET (DE)** **BRITNEY OLSEN (USA)** **BILLY LANE (USA)** **SHELLY ROSSMEYER (USA)** **MATHEW OLSEN (USA)**

[www.davida-helmets.com](http://www.davida-helmets.com) **Made in England**

tel 44 (0) 151 647 2419 email [sales@davida.co.uk](mailto:sales@davida.co.uk)  
Davida (UK) Ltd, Birkenhead, England CH41 5EJ

THE ONLY MOTORCYCLE HELMET MANUFACTURER IN ENGLAND

**Lewis Leathers** **LEWIS LEATHERS LTD.** BRITAIN'S OLDEST MOTORCYCLE CLOTHIERS EST'D 1892

**GLOVES RANGE** **LEATHER CARE** **BELTS** **LEWIS LEATHERS BOOK** **191 BOOTS** **178 BOOTS** **W10 BOOTS**

**OUTFITTERS**

3-5 WHITFIELD ST. LONDON W1T 2SA TEL: 020 7636 4314

PART EXCHANGE SERVICE OFFERED FOR YOUR OLD LEWIS LEATHERS JACKET [WWW.LEWISLEATHERS.COM](http://WWW.LEWISLEATHERS.COM)

One of the most effective muscle and joint gel rubs EVER!

www.pioneertrading.co.uk



Acclaimed Best Muscle & Joint Rub by the Daily Mail.



Contains Golden Emu Oil

Ideal Christmas Gift

Free samples now available

Golden Emu Oil Omega 3, 6 & 9

Golden Emu Oil Muscle Joint & Skin Rub Rich in omega 3, 6 & 9 to help relieve all muscle, joint and skin problems.

Golden Emu Oil Day/Night Cream & Hand & Body Lotion To nourish, restore and protect skin from the elements.

Give the gift of natural health this Christmas.

01526 344971 Email: pioneer-trading@btconnect.com  
Pioneer Trading (Lincs) Company Ltd., 24 Dogdyke Road, Coningsby, Lincoln LN4 4TE

25% DISCOUNT FOR CLASSIC BIKE GUIDE READERS



Available in sizes S, M, L, XL, XXL in Khaki and 3XL in Heather Grey.

\*Postage & Packing £2.99

NOW ONLY £14.99\* WAS £19.98



Our superior quality, 100% cotton, silk-screened khaki T-Shirt features T.E. Lawrence on his beloved Brough. Commemorating the influential role played in WW1 by the enigmatic, bike-loving 'Lawrence of Arabia'. With 25% discount for Classic Bike Guide readers - making it a roaring bargain at £14.99! Order online or call 020 8972 9722, quoting CBG, to get yours delivered quickly.



www.thetstore.co.uk



★ Trustpilot



Check out our 350+ reviews!

Use code CBM19 for FREE POSTAGE until 31/12/19

Motorcycle Jackets, Gloves, Gauntlets, Boots, Leather Care Products, Lifestyle & More!

The hallmark of distinctive quality since 1951

When it comes to proper Motorcycle Clothing that not only looks good and fits great, but also comes fitted with Knox CE Armour as standard, look no further than Goldtop.

Each of our jackets are styled upon the timeless designs of the 1950s, 1960s and 1970s, with each carefully assembled and hand-finished from only the best quality 1.4 mm cowhides, premium grade zips and stainless steel buckles and fastenings.

With a Goldtop jacket, you will not only look good both on and off of the bike, but you can also ride safe in the knowledge that each jacket has passed CE Certification testing to the highest "AAA" Levels of safety and protection.



The 1959

The Scuffuf

The Bobber

The Lancer

The Cafe Racer

The Easy Rider

@goldtopengland

WWW.GOLDTOP.CO.UK

Known and Recommended Everywhere Since 1951



# Products

## Olfi one.five Black action camera

**CAN'T EXPLAIN WHY** you love riding your bike to friends? Trying to show a problem in the workshop to someone abroad? How about an easy-to-use video camera, that's the size of a matchbox?

In a previous life I thoroughly tested as many of the action cameras as possible and the Olfi came out on top. I'd never heard of it before. It does everything I have needed a camera to do, plus crucially it isn't too complicated to use. And the vertical shape seems to make fitting on your bike, and definitely on the side of your helmet, a lot easier. The one.five is an improved version, with better stabilisation, which helps your videos look less like a vomit-inducing fairground ride, and higher quality.

It can also be plugged in to your car to be used as a dashcam if you like that sort of thing, and, crucially for riding videos, it will take a microphone that you can just plug into the side. The main rivals, GoPro, will take a microphone, but you have to buy a box of tricks to plug it in, then find somewhere to put it – Americans must just like faffing.

Olfi is a British company, so if you have any issues you can phone them and talk to a real person. They're also well made as I threw one down the road at more than 70mph, not in its case and it was fine. You find yourself wanting to film more and more – before you know it you're Steve McQueen and a Hollywood director rolled into one. But crucially, the top of the range Olfi camera, this Black edition, is just £150. That's a bargain.

■ [olficamera.com](http://olficamera.com)  
■ £149.99



## Olfi boom microphone

**THIS BOOM MIC** plugs into your Olfi camera and then you can fit it into any helmet, thanks to its boom. You have to experiment where is best to fit to reduce the wind noise; I found it being higher than my mouth helped, and you can jabber away as you film! It really spices up otherwise dull footage of riding, but also surprised me how much I do talk while riding... Great fun.

■ [olficamera.com](http://olficamera.com) ■ £24.99



## Tales of Triumph Motorcycles and the Meriden factory

**SHAME ON ME**, but I'll admit I wasn't around in the days of the Meriden factory. So my knowledge of that time is all second and thirdhand. It's a little like getting politically balanced comment down the pub – there's no one to trust.

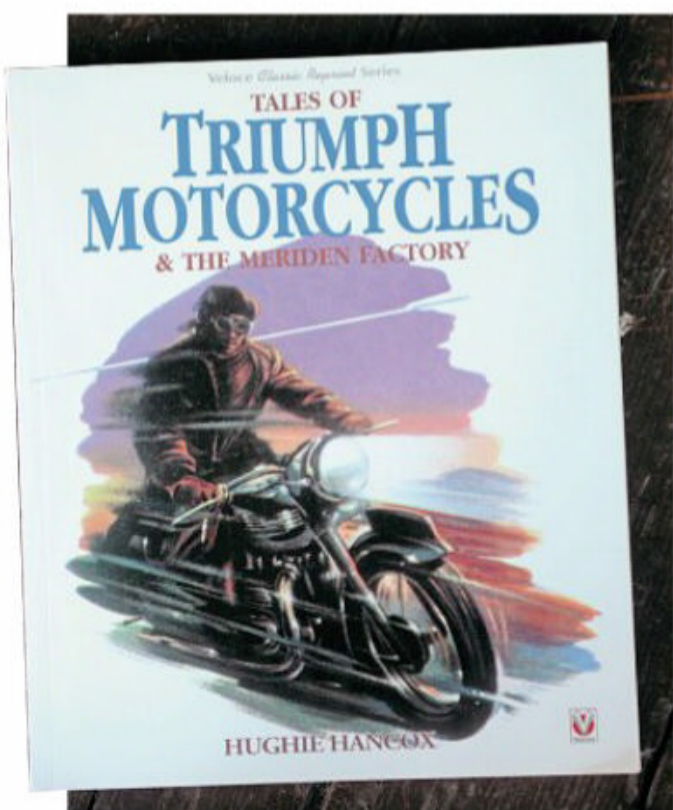
Which is why I really like Hughie Hancox's book. Hancox worked at Triumph from 1954 until 1974, when it closed, with just a break for his national service, and worked in many different roles; including the White Helmets display team while in service.

While I have no basis to trust a man I've never met, the way he writes gives me a feel of what it was like there in both the good times and bad. He has an upbeat way of describing how it all was and some funny stories, too.

I learned from this book, I have a better idea in my mind what it was like and I

understand the issues, from a man who clearly loved the marque, but was equally frustrated about how it was going. It's a good read for anyone into bikes of that era, not just Triumph.

■ **By Hughie Hancox**  
■ [Veloce.co.uk](http://Veloce.co.uk)  
■ £19.99





# Oset 16R Trials bike

**'BOY' HAS A** new toy. And 'Dad' has a new pastime – watching boy as he gets to grips with this new trials bike. And it's so much fun watching children learn what we've loved for so many years.

Before my email is clogged up with vitriolic crap about 'this isn't a classic', let me explain. I went to a local trial with boy, not to compete, but for him to play around and watch others. So many competitors came up and asked about it, how did it work, how much, and did they do smaller/bigger ones? All who came to speak to us were thinking that they could get their grandchildren into the sport they've loved for so long. And who knows; maybe their Suzuki Beamish, or BSA would now find somewhere to go in the family one day!

Oset is a British company born from one man's idea of getting his lad into trials. A battery-powered trials bike is silent, so you can practice in the garden, in the evening.

A charge lasts for hours, the suspension is very good quality and adjustable, as is the preload for height and weight. There are also controls to adjust the power, speed and response, to tailor to your little

one's experience.

Boy has fallen off it, wheeled it, jumped over pallets, ridden through ploughed fields and crashed it, with no issues apart from punctures from blackthorn bushes. Quality of manufacture seems very impressive and the more trials clubs I speak to, I realise the sport is openly encouraging younger riders to get involved, which is great news.

It takes a little time for children to get into the balance and control, but having no gears or clutch helps – it feels the same as their bicycle. When they're learning it can get a little nerve-racking watching though – I'll warn you!

Seems a weird thing to put in the product pages, but I have been constantly stopped by riders asking about it for their children, and often grandchildren. It's not cheap, but I can't get boy off it. I bought one and I'm as tight as; I wouldn't buy one if it wasn't any good. It's excellent. It fits in the boot, there's no petrol, no hot exhaust to burn legs and great spares back up and advice. Now I need a trials bike!

■ From £1600 (this model was £1760)

■ [Osetbikes.com](http://Osetbikes.com)



## All you need to know about Triumph, BSA or Norton on DVD

**AN AUSTRALIAN ARCHIVIST** has put together a series of DVDs for classic British motorcycle enthusiasts, containing an invaluable mass of information from the postwar period about well known marques. The collator Kim White started collecting the information in the mid-1990s.

Kim says: "I'm in Australia and back in 1995 I saw there was a need for classic British bike documentation to be available to enthusiasts and restorers at a reasonable price. So, I sought permission to start reproducing workshop manuals, parts lists, service sheets, and even advertising memorabilia for the major British classic marques. I started with Norton, and BSA and Triumph soon followed. I've been producing them ever since."

Kim scanned in the archives and burned them onto DVDs. Each DVD contains manuals, parts lists, and service sheets. Kim estimates that it would cost more than \$1000 to buy the original hard copies, and that's if you could find them. Many of the documents on the DVDs are simply not available anywhere else.

Originally on CD-ROM, they are now on one DVD for each marque, and each DVD holds hundreds of documents and photos in PDF format, covering almost all models of each bike from 1945, some earlier, to the point when each factory folded. The bikes are all from the classic period. Kim added: "The beauty of having all these documents on DVD is that the buyer can print out hard copy to use in the workshop and simply discard it if it gets too dirty."

The DVDs are sold by mail order. Cost is \$60 USD (around £50) which includes airmail postage anywhere in the world, and Kim only accepts payment by PayPal. To get a list of the content on each DVD email Kim at [kimthecdman@outlook.com](mailto:kimthecdman@outlook.com).

**SUBSCRIBE TO CBG TODAY**

SEE PAGE 18 FOR MORE DETAILS

# Offerings to THE GOD OF SPEED

The man who built the world's fastest Indian

WORDS: STUART BARKER PHOTOGRAPHY COURTESY OF: THE MUNRO FAMILY

**E**VERYBODY WHO'S EVER OWNED A BIKE HAS wanted to know how fast it goes. It's human nature. The only problem is that once you've ridden your bike flat out, you just know you're going to want to go even faster. That's human nature too. But while most of us are content to buy a few aftermarket parts to slightly increase the bhp of our bikes, some people feel the need to take things further. And in Burt Munro's case, it was much, much further.

In 1920, Munro bought an Indian Scout, capable of doing 50mph. After spending the next 46 years modifying it in his shed, the 67-year-old grandfather took the vintage machine to the Bonneville Salt Flats in Utah, US and clocked an unofficial speed of 212mph – more than four times the bike's original top speed. The equivalent today would be taking a stock Suzuki GSX-R1000 or Yamaha R1 and modifying it – designing and building all the parts yourself, on a shoestring budget, and without using 'cheats' like turbos or nitrous. – until it was capable of speeds exceeding 680mph!

Most people know of Munro through the 2005 film *The World's Fastest Indian*. For many cinema-goers, Sir Anthony Hopkins' portrayal of the New Zealander was so convincing that, in their minds at least, he is Munro. But what was the real Munro like? And why did he devote his life to the pursuit of speed? What

possessed him to live and sleep in his shed for half a century, only taking half a day off for Christmas, so he could achieve that one perfect run through the Bonneville timing lights? We tracked down Munro's son, John, in New Zealand, to find out what his father was really like and why he dedicated his life to making offerings to the God of Speed. The pictures published here are from the Munro family's private collection and most have never been seen before.

Herbert J. 'Burt' Munro was born in Invercargill in the southern extremities of New Zealand's South Island. "It was originally spelt Bert," says John, "but the Americans decided to call him Burt, so he went along with it."

At 15 years old, Munro bought his first bike – a Douglas – and his lifelong love affair with motorcycles began. In 1911, at the age of 22, he paid £50 for a new Clyno with sidecar. After removing the chair, Munro raced the bike in local meets and started setting a few local speed records at the Fortrose circuit near Invercargill. But it wasn't until 1920 that Munro encountered the machine that would change his life. It was a 1919 Indian Scout – a 600cc, V-twin with side valves, a three-speed, hand-change gearbox and a foot-operated clutch. The engine was housed in a double downtube ▶

***"At 15 years old, Munro bought his first bike - a Douglas - and his lifelong love affair with motorcycles began"***





MUNRO  
Special

**1****2**

**1:** 1929 606cc Indian Scout as purchased

**2:** Burt and his sister, Rita, at Elston Lea in 1923

**3:** It's 1924 and Burt is giving speedway a go...

**3**

cradle frame that had no rear suspension but there was about two inches of travel at the front thanks to a leaf spring. Munro fell in love with the machine and bought it from a small dealership in Invercargill. To this day, the bike has been referred to as a 1920 model (Burt even had this painted on the bodywork) but John can now correct this universal misconception. “The Indian was actually a 1919 model,” he admits, “but Burt bought it in 1920 so he always called it a 1920 model.”

The first major modifications to the bike were made in 1926 when Munro designed and built his own four-cam system to replace the standard two-cam set-up and converted the bike to run with overhead valves. Over the years, Munro would make his own barrels, pistons, flywheels, cams and followers, and even his own lubrication system. Impressive as all this was, it was Munro’s unorthodox methods and the fact he was forced to operate on a shoestring budget that made his engineering feats so remarkable. For instance, he made barrels from pieces of cast iron gas pipe he scrounged from the local gas company after they’d been dug up for replacement. Munro believed that after spending so long underground, the iron would be ‘well-seasoned’ and therefore ideal for the job. He hand-carved con-rods from an old tractor axle, carved the tread off normal tyres with a kitchen knife to make high speed slick tyres, and one report even had him casting pistons in holes dug on the local beach! This, like so many stories surrounding Munro, is a myth, as his son reveals: “Someone must have heard about the technique of sand-casting and come up with that one. It’s not true. There are so many myths about my dad. When we were filming at Bonneville people kept coming up to me and asking if all these weird stories were true. It happens here in New Zealand too.”

For Munro, time spent on even the most laborious jobs was always time well spent. “It is almost impossible for me to give you a true picture of the time I have spent on my cycles,” Munro wrote to a fellow enthusiast in 1970. “The last 22 years have been full time and for one stretch of 10 years I put in 16 hours every day, but on Christmas Day I only took the afternoon off.”

Wayne Alexander, of Britten Motorcycles – who built two replicas of the Munro Special for the movie – is amazed at the time and effort Munro put into his project. He says: “Burt would spend 40 hours hand-filing a piece that could have been done on a mill in 30 minutes.” Alexander also marvels at Munro’s skill in designing and building complex working parts without technical drawings to guide him. “He was remarkable in that he didn’t do a lot of drawings,” he says. “He could hold huge images in his head.”

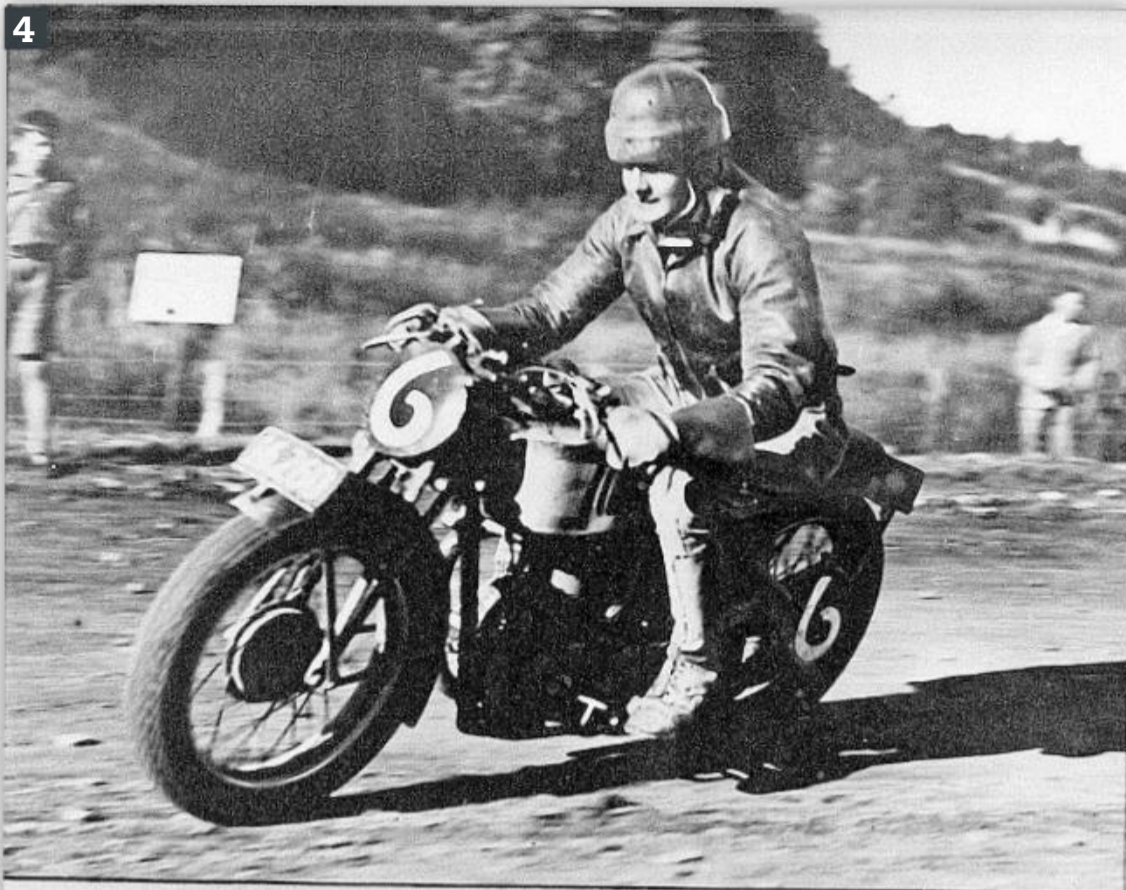
According to John, Munro’s engineering talents were innate. “His engineering skills were all self-taught. There’s a bit of a mechanical bent in the family. One of his uncles invented some agricultural machinery that was sold around the world and I’ve inherited it to some degree – I’ve invented things and patented them.”

Munro became so obsessed with his quest for speed that he split from his family and worked full time on his bike. His son recalls: “My mum and dad separated in late 1945. About five years after that dad sold the family house and I went to live with my mum and sisters. After selling the house, dad bought a plot on the other side of town and built a concrete shed where he worked on his bikes, slept and lived.”

John remembers helping his father out in that shed and even riding pillion on what would become the world's fastest Indian. "I used to help my dad work on his bikes, particularly just prior to and during the war years. Occasionally, if I was lucky and dad was home at the time, I'd get taken to school on the Indian or whatever bike was around at the time."

Although reluctant to speak on behalf of his mother – Burt's widow – John concedes that she may never really have forgiven Burt for spending so much time – and precious money – on his bikes. "I can't really answer for my mother, but obviously when you're living through a depression and money is being spent on other things, then I'm quite sure there was some resentment about the time and money Burt was spending on bikes."

John, however, was delighted with the Hollywood film made about his dad. "Myself and my sisters were absolutely thrilled when we saw the movie for the first time. I don't think my dad would have believed they'd make a movie about him. I met Roger Donaldson in 1971 when he made a documentary about my dad called 'Offerings to the God of Speed'. Roger said then that he hadn't done my dad justice and that he wanted to make a feature movie about him. I told him he was nuts. Dad just sort of shrugged in his usual way and said "suit yourself fella." ▶



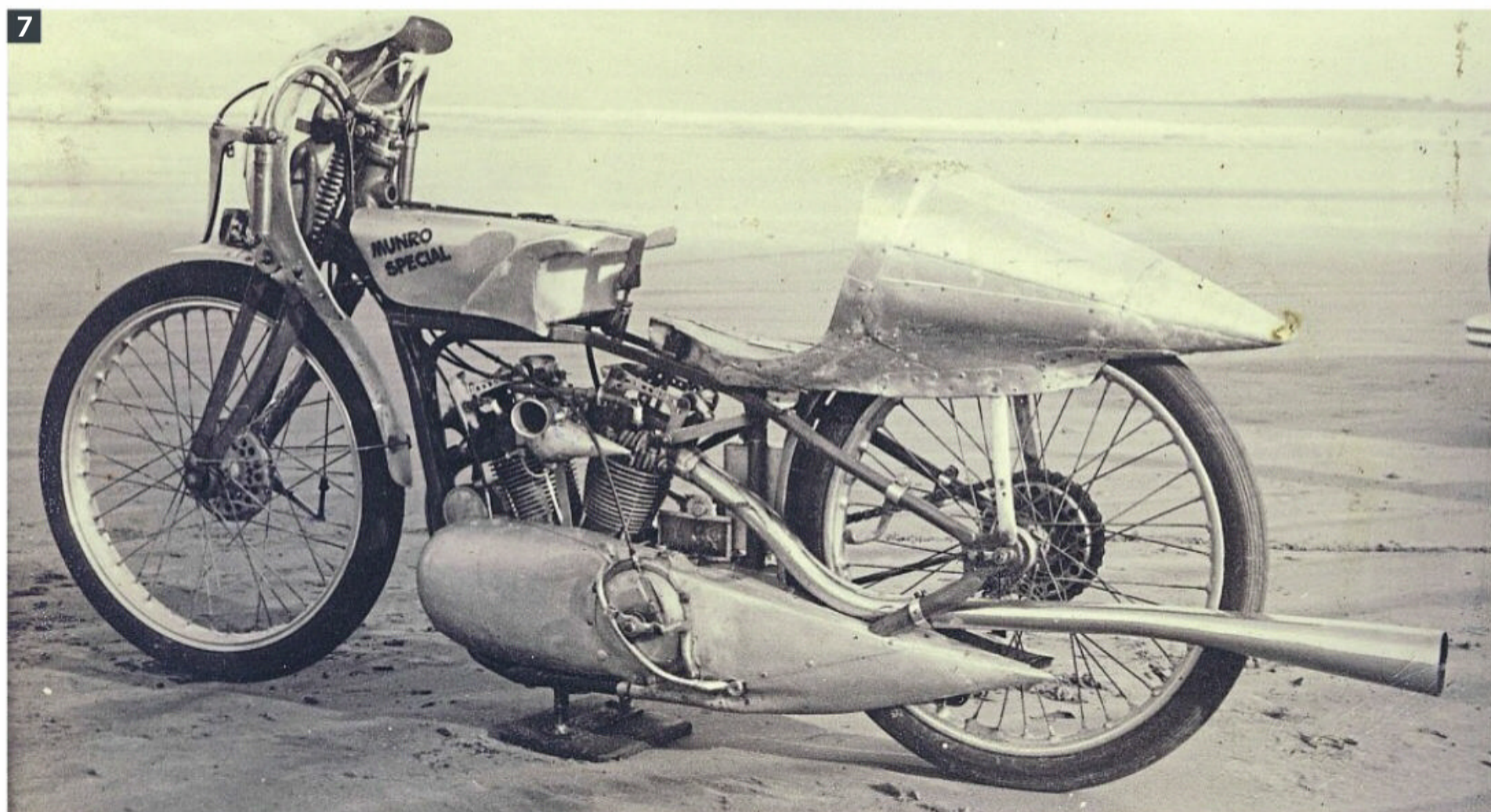
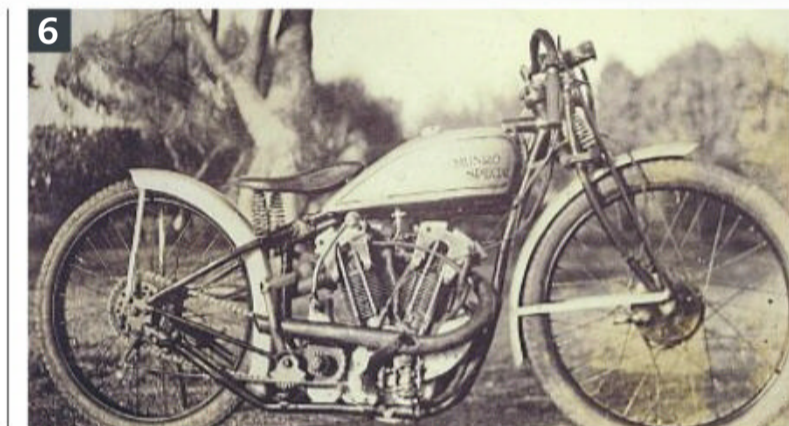
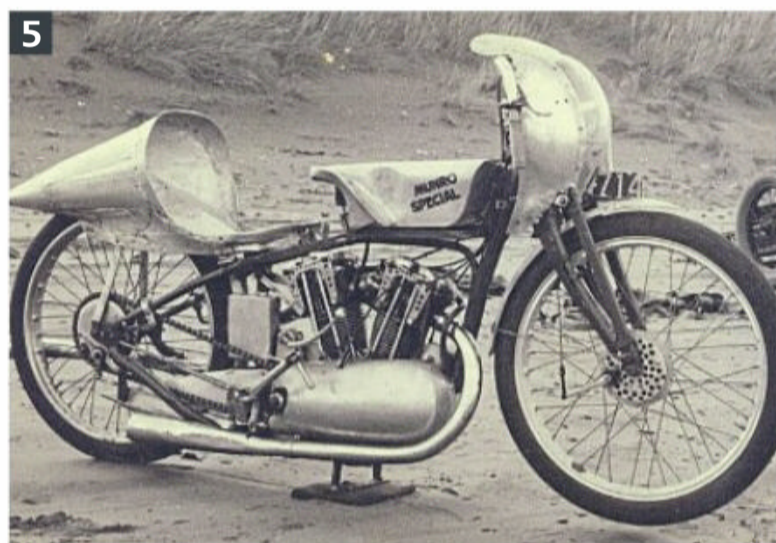
**H.J. (Bert) Munro.**  
 Riding a Standard model 500 MSS Velocette  
 Taking a Corner at Speed and to  
 Come Second Place in the NZ. Grand Prix.  
 Held at Cust 1938.

**4:** His 'other' bike, a 1938 Velocette at the NZ Grand Prix

**5:** 1953 and Burt reaches 123.831mph, on the beach

**6:** 1940 and the replacement tank

**7:** 1953 and Burt was thinking about aerodynamics

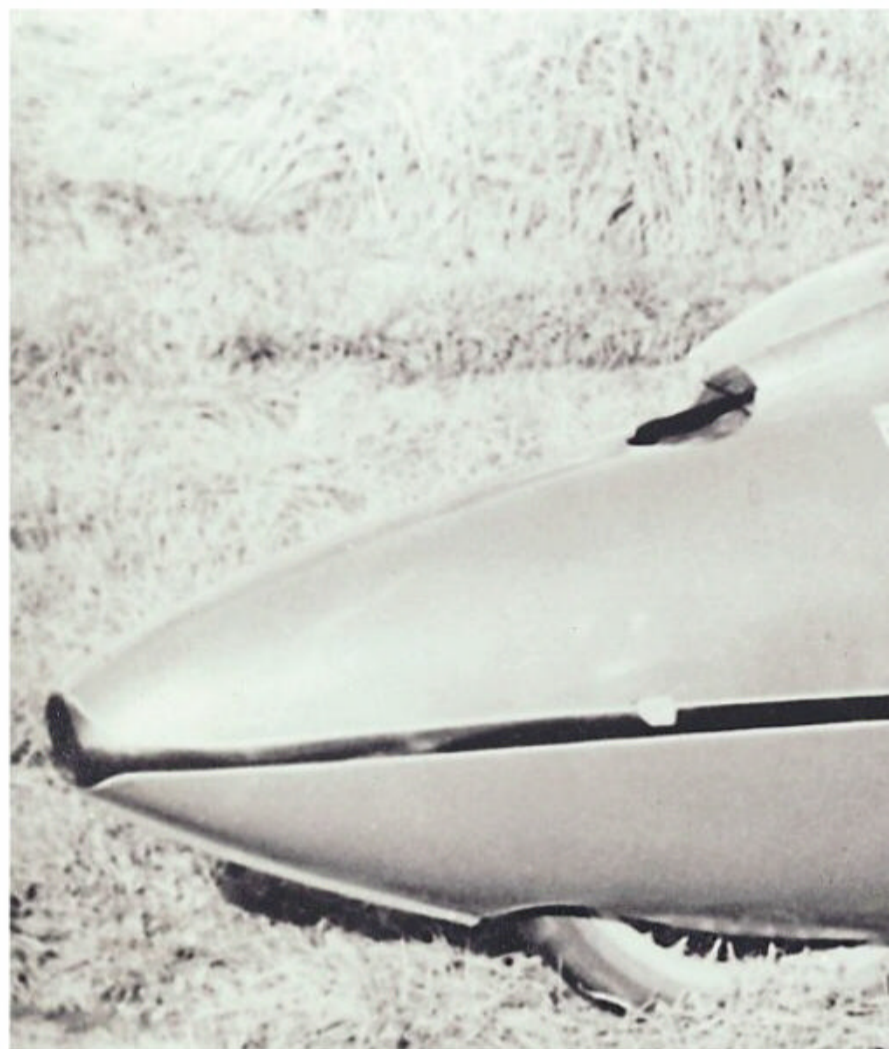




Presented with several hundred dollar 1962 Bob Knightley Starler R + Jim Lindsay official

**Above:** It's 1962 and the Americans welcome Burt to Bonneville, presenting him with his award

**Right:** Making his own cams



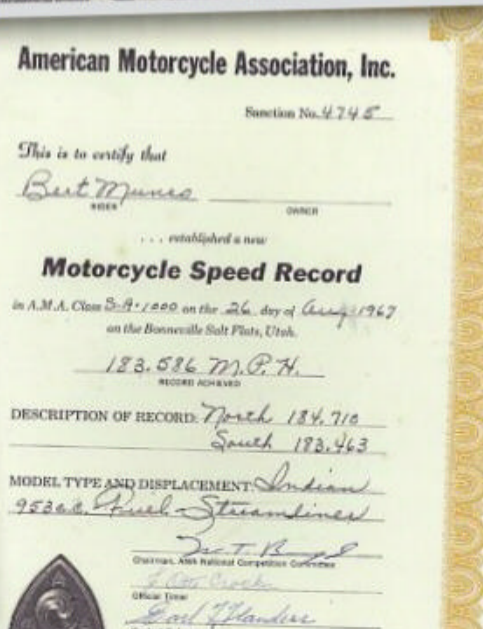
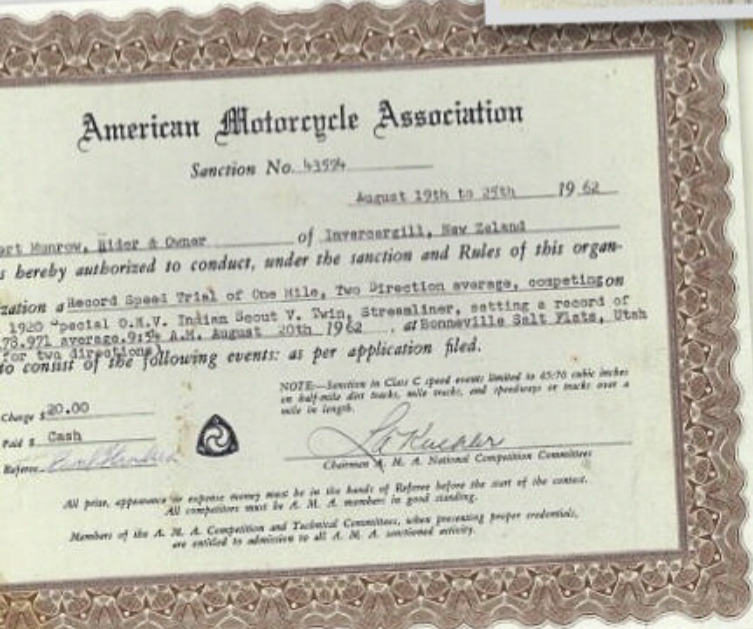
Once he began attempting speed records, Munro soon realised he needed a bigger engine so, in incremental stages, he gradually bored the bike out to 850cc, 920cc, 953cc and, ultimately, 1000cc. It may sound pretty straightforward, but simply keeping an engine running with almost double its original displacement is a feat in itself – imagine the stresses that would be put on an S1000RR bored out to 2000cc!

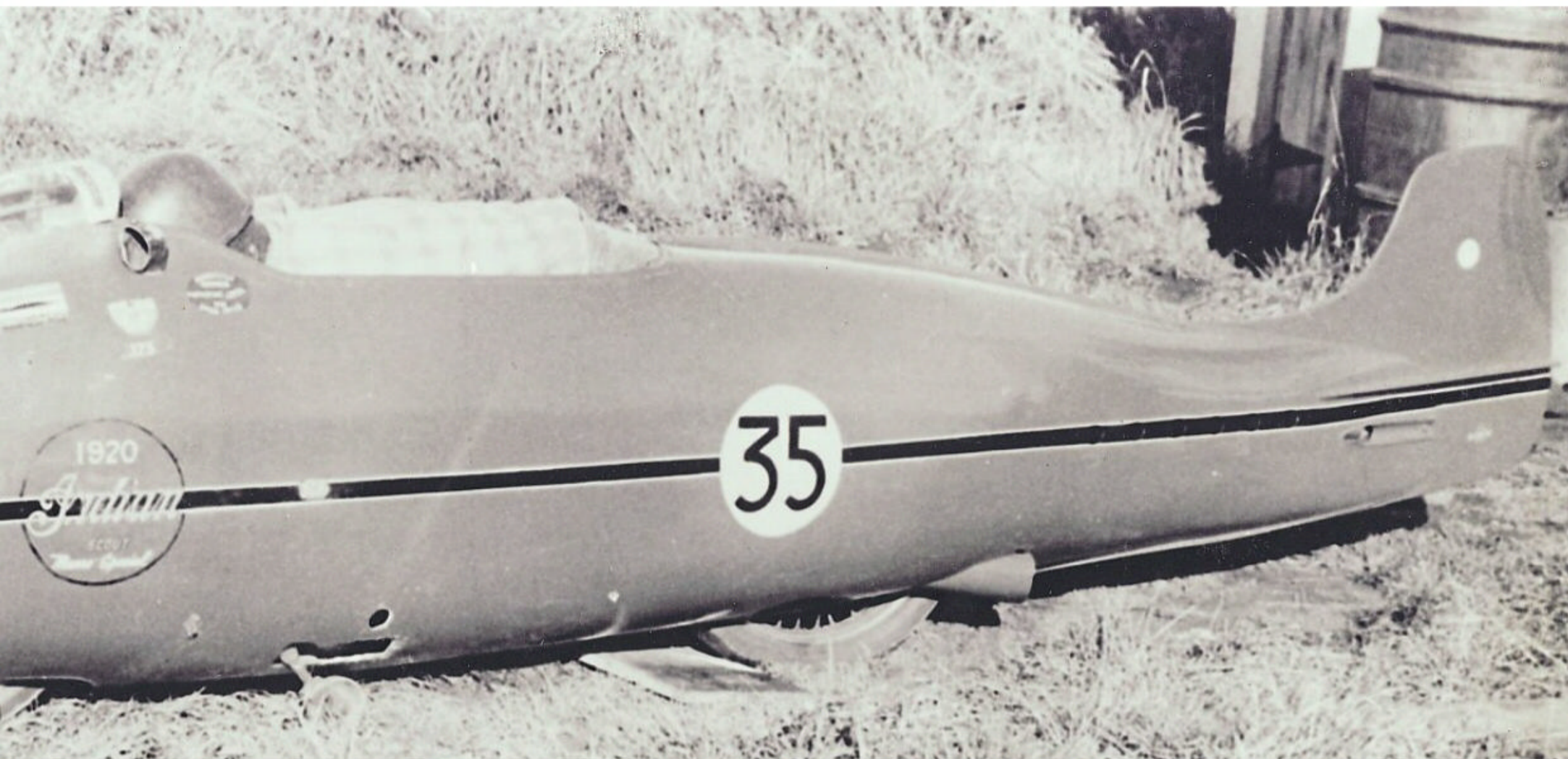
So why didn't he simply buy a more modern bike with a larger capacity and save himself a whole load of trouble? "He just liked the personal challenge of making an old bike go faster," says John. "He liked to confound the experts – if someone told him it couldn't be done, he liked to prove otherwise. It was just the challenge of seeing what he could do with it. I don't know exactly what he paid for the Indian, but it was somewhere in the order of £130 to £150."

On top of boring the bike out to twice its size, Munro had also successfully converted the Scout from a flat-head to a push-rod, OHV configuration. Inevitably, there was a price to pay for asking so much from an ancient machine. As the movie depicts, Munro had the legend 'Offerings to the God of Speed' painted on the inside of his shed. Below it were stacked hundreds of failed and broken parts, usually due to con-rods and cylinder sleeves not being able to hack the pace Munro demanded of them. Over a 50-year period, Burt estimated he had suffered 250 engine blow-ups.

But however many setbacks he had, Munro never gave up and his motto remained the same: 'If it's broken, fix it and try again.' After breaking 50 standard connecting rods, he spent five months making his own out of an old Ford truck axle. The man simply didn't know how to quit.

Munro had a long history in motorcycle sport before attempting world speed records at Bonneville. In the 1920s he rode speedway in Australia before returning to New Zealand with his young family when the Great Depression struck. He sold bikes for a living and raced in many local events, but his real obsession was outright top speed. In 1948, Munro





packed in his day job and dedicated the rest of his life to speed. His early achievements included setting the New Zealand record in 1940 with a speed of 120.8mph – a record which stood until 1952. He set a further six records in his home country – including a flying half-mile at 143.6mph in 1957 – before taking up the challenge at ‘the Salt’ as he called Bonneville.

In 1962 Burt shipped his Munro Special over to the other side of the world, bought a station wagon for \$90, which acted as Team Indian HQ and, on a shoestring budget, took on the fastest ‘streamliner’ motorcycles in the world on his 42-year-old home-brewed Special – now bored out to 850cc. He was 63 years old during that first attempt and already a grandfather. Yet he still astounded everyone present by establishing a new world record at a speed of 178.971mph.

For most other people, it should have been the fulfilment of a lifelong ambition but to Munro it was just all the more reason to go faster still. Naturally, danger was never far away when travelling at such speeds on hard-packed salt flats that feel like sandpaper to the touch – and like a grinder when you skid along them at 170mph, but Munro didn’t let it bother him. His account of one particular high speed tumble shows his remarkable spirit. “At the Salt in 1967 we were going like a bomb,” he later recalled. “Then she got the wobbles just over halfway through the run. To slow her down I sat up. The wind tore my goggles off and the blast forced my eyeballs back into my head – I couldn’t see a thing. We were so far off the black line (the line marked in the flats riders at Bonneville are supposed to follow) that we missed a steel marker stake by inches. I put her down – a few scratches all round but nothing much else.” At the time Munro was travelling at close to 200mph – and he was 67 years old. On another occasion, a con rod broke while he was pushing 195mph. Again, Munro was unfazed.

In a letter to fellow American V-twin enthusiast John Andrews in England, Munro wrote: “I had some of the worst out-of-control rides on record. The worst was in 1962 when in an effort to stop wheel-spin at

160 I built a 60lb lead brick and bolted it in front of the rear wheel. By the time I got to the three-mile marker, the top of the shell was swerving five feet and the wheel marks were five inches wide and snaking 30in every 200 yards. Well, when you figure you can only die during your next skid, you try anything, so I wound it all on for another one-and-a-half miles and when I found out it would go on that way forever, I rolled it back and got it stopped. When the gang arrived and found me laughing and asked me what the joke was, I said I was happy to still be alive.”

In 1967 Munro set the speed that officially made his bike the world’s fastest Indian. To qualify to take part in the annual Speed Week at Bonneville, riders must set a one-way timed run at a respectable speed. For Munro, that speed was an unthinkable 190.07mph. It was then, and still is now, the fastest speed ever officially recorded by any Indian motorcycle, but what made his achievements even more remarkable was

**Above:** In 1967 the Indian had a new bodyshell for Bonneville

**Below:** One man and his bike in 1962



that he was the only man who rode a 'streamliner' bike (fully-enclosed motorcycles that are designed specifically for tackling speed records) in the conventional manner – all other entrants had feet-first machines. And while Burt had heavily modified the Indian's frame over the years, it was still the only one that still resembled a traditional motorcycle frame.

As Munro's health deteriorated in the late Sixties so his trips to Bonneville lessened and in 1975 he finally lost his competition licence. "When dad realised that he wasn't going to be able to ride anymore, he wanted me to take over the Indian," says John. "I didn't have the facilities or the money, so one of dad's motorcycling friends, Irving Hayes, who had a large hardware store in Invercargill, bought the bike and put it on display in the store. Irving's grandson now runs the store and Burt's bike is still on display there, along with one of the replicas from the movie."

Up until 1968, Munro worked out that he had achieved an average speed increase of 3.5mph every year for the previous 20 years. By the end of the bike's development, Munro had coaxed around 100bhp out of a machine that originally made just 18bhp.

On January 6, 1978, Burt Munro finally succumbed to the heart condition that had troubled him for many years. He was 78 years old. Yet he had never let his health problems stand in the way of achieving his goals and fulfilling his ambitions.

In October of 2006, Burt was posthumously inducted into the AMA hall of fame for his achievements on the Bonneville Salt Flats.

The Burt Munro Challenge has been held in Southland, New Zealand, every year since 2006 and is now the largest motorcycle rally in the Southern Hemisphere, with hundreds of riders turning out to take part in beach races, speedway, road racing, sprint racing and hill climbs. It's the ultimate tribute to a man who lived for motorcycles and never gave up trying to go faster. [GIBG](#)

**Right:** Under repair in 1969 at Wendover

**Below:** And here she lies today, at the local shop

**Bottom:** The 1:1 bronze memorial to Burt in his home town



***"Burt wrote: 'I had some of the worst out-of-control rides on record. The worst was in 1962 when, in an effort to stop wheel-spin at 160, I built a 60lb lead brick and bolted it in front of the rear wheel'"***





## 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.



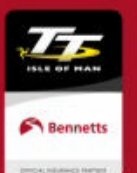
- Optional agreed value
- Insure classic and modern bikes on one multi-bike policy
- Salvage retention options available
- Show and events cover
- No admin fee for additional modifications

GET A QUOTE TO ENTER  
VISIT [BENNETTS.CO.UK](https://www.bennetts.co.uk) OR  
CALL 0330 018 5943



**Bennetts**  
Insurance for classic bikes

Proud sponsors of



\*Competition ends on December 31st 2019.

Full terms and conditions can be found by visiting <https://www.bennetts.co.uk/motorbike-insurance/classic-bikes>

# AERMACCHI HARLEY-DAVIDSON

**V**ARESE IN NORTHERN ITALY HAS AN impressive history when it comes to motorcycles. It has been home to MV Agusta, Aermacchi, Cagiva, SWM and, briefly, Husqvarna and BMW. The glacial Lake Varese is encircled by a fine motorcycling road that's certain to bring out the best in those lightweight motorcycles the Italians do best. It is a perfect track on which to test the limits of handling on the edge of the stunning Italian Alps.

One reason for this concentration of precision engineering efforts at Varese was the use of the lake by aircraft manufacturers building seaplanes, flying boats, military aircraft and Schneider Trophy racers until the end of the Second World War. The primary aircraft company was Macchi, founded in 1912. In the late 1940s the company renamed itself Aermacchi and branched out from aircraft, first into vans and trucks and then started building motorcycles in 1951.

**AERMACCHI MOTORCYCLES ARE BORN**  
THE FIRST AERMACCHI bikes were large-wheeled scooters. These were of an unusual design, and

featured leading link forks, 17 inch wheels and 125cc two-stroke engines. In 1956 they produced their first overhead valve four-stroke engine. This 175cc powerplant developed by Aermacchi's designer, Alfredo Bianchi, was fitted into the radical, space age-styled Chimera, which had the engine cylinder sticking out of the front horizontally. Moto Guzzi also used the flat-single concept on its Falcone models, and Motobi built a horizontal single too.

Using the flat single layout had many benefits and became the standard engine for Aermacchi into the 1970s. The biggest advantages in using the flat single were compactness and a low centre of gravity, which made the handling something to write home about when mated with top-notch Italian suspension from Ceriani or Marzocchi. Sticking the single cylinder out in the open made for better engine cooling, too. The first Chimera had a 172cc ohv engine that knocked out 13bhp. It had a roller bearing bottom end, alloy head, a generator, coil ignition, wet sump lubrication, a four-speed gearbox, multiplate clutch and helical gear primary drive. Not a bad specification for 1956.

By 1958 the Chimera was available in a 250cc



#### WHAT IS IT?

A blend of Italian engineering and US styling in a compact package



#### GOOD POINTS?

The handling and the performance



#### BAD POINTS?

Spares availability and finish.

#### COST?

**Basket case:**

£1500 plus

**Runner:** £3000-5000

**Concours:** £7000 plus

version. The steering on both models was praised by road testers, being described as light and positive with a “conscious desire for bends and corners”. The Chimera wowed the crowds at shows and the press gushed over the design, but the Chimera sold poorly, even when expanded to a 250.

Facing the failure of his creation, designer Alfredo Bianchi was sent back to the drawing board. Despite all the favourable coverage, the Chimera struggled in the marketplace and just 177 250s were sold, with a similar quantity of 175s leaving the factory.

In 1957 Aermacchi built two more conventionally styled machines to sell alongside it. These sporty models were powered by the same single-cylinder ohv engines as the Chimera, the 175 being dubbed the Ala Rossa and the 250 Ala Verde.

#### HARLEY'S ITALIAN JOB

IN THE HISTORY of motorcycle manufacturing there have been some curious partnerships. Rikou built Harley-Davidsons in Japan in the 1930s, Meguro and Kawasaki built the BSA A7 and A10 under licence and Douglas built Vespa scooters. But there can be few

partnerships as odd (and as successful) as that which took place in 1960, when Harley-Davidson paid just under \$250,000 for a half share in Aermacchi.

Harley had decided it needed smaller capacity bikes for its US customers. Rejecting a UK partnership as British manufacturers already had strong bases in the US and were selling big bikes that competed with Harley's V-twins, Willie G Davidson went instead to Italy. He considered Ducati, Parilla, Benelli and Gilera, but as they had US importers already, they were dismissed. After deciding Moto Guzzi designs were too dated, he plumped for Aermacchi. The first product of the partnership was a touring version of the 250 Ala Verde, sold as the Ala Bianca in Italy and rebadged as the Wisconsin for US buyers. This proved popular as a street scrambler too, badged the Sprint H. The 250s went through slight stylistic changes through the 1960s and were joined in 1964 by a long stroke 350cc single, also called the Sprint.

In 1972 AMF (American Machine and Foundry) was the owner of Harley-Davidson and bought the other half of Aermacchi. It promptly dropped the Italian brand name, badging all the Varese offerings as AMF Harley-Davidsons. The singles, particularly the 350 version, continued in development. The 350 gained an extra gear, 12v electrics, a dry clutch and an electric start. They also redesigned the perfectly serviceable frame, fitting it with an ungainly front cradle that served little practical purpose other than getting in the way. Harley had financed a successful racing team based at Varese, at first using a highly-tuned version of the four-stroke single and later with a series of excellent two-stroke racers that competed on equal terms with the Japanese, winning the 250cc world championship in 1974, 1975 and 1976 and the 350cc world championship in 1976.

The flat singles were expensive to make and were pricey as a result. AMF launched a range of basic, cheap-to-produce two-stroke singles, from 90cc to 250cc. However, the build quality was poor and although the US styling was popular in Italy, elsewhere they were less enthusiastically received.

In 1977 the Varese factory developed a 350cc two-stroke single to replace the 350 four-strokes which had gone out of production in 1975. This never made it into production as a Harley-Davidson, and AMF pulled the plug in 1978 while the factory was on a summer shut down. Newly established firm Cagiva bought the factory and the rights to the model range.

It started out rebadging the two-strokes as Cagiva HD, including the 350. A single prototype using a 350 four-stroke engine Cagiva found in the factory was produced. This looked a lot smarter than the Harley offerings, but sadly it never went into production.

The site of the old Aermacchi factory is still the home of a motorcycle manufacturer. Nowadays it is owned by a Chinese-Italian partnership making SWM models. ▶

**“Rejecting a UK partnership as British manufacturers already had strong bases in the US and were selling big bikes that competed with Harley’s V-twins, Willie G Davidson went instead to Italy”**

### A SINGLE-MINDED OBSESSION

IN THE HEART of Nottinghamshire there's a shed full of Aermacchi Harley-Davidsons. The bikes in Alex and Rob Maulson's possession aren't perfect, though some come close, and others are at the earliest possible states of restoration – Alex and Rob would rather they got them running well than looking perfect and never seeing the road. Parts for Aermacchis are in short supply in the UK, which means that some of the stable are robbed of parts to get others running.

They all have names and are thought of as part of the family. Alex says: "Everybody has a bit of somebody else on." Some bits have been sourced through the Aermacchi club in Varese. Why did they end up with so many Aermacchis? It's because Rob wanted a Harley-Davidson. He explains: "My mum had a Harley when I was 15 and she was a member of the Riders' Club. They had a rule that if they held a rally, you could only go on the field if you had a Harley-Davidson or an Indian, and I would work the gate. At one event a red and white Sprint turned up and I told the owner he couldn't come in, because it wasn't a Harley, and it was quickly pointed out that the Aermacchi Sprint really was a Harley-Davidson and he should be let in. Five years later, I'd bought that very bike and we've been collecting them ever since."

### THE GHIBLI

THE GHIBLI SCOOTER is the oldest and smallest machine in their collection. Launched in the early 1950s, this had a 123cc two-stroke engine with a three-speed gearbox. It would do 47mph on its 17 inch wheels. The frame was open, not unlike the later Honda Cub. The forks have a leading link layout, but the suspension works backwards – the shock absorber is a sprung

unit behind the front mudguard, and this is stretched rather than compressed to provide suspension.

At the back the whole engine and swing arm, which uses the silencer as one of the members, bounces about on a single pivot, and a pair of small undamped springs dangle from the back of the frame. These rest loosely on the swinging fork to provide a modicum of rear suspension. The picnic basket is Alex's addition, because she thought it looked right.

Later the 125 had trailing link front forks and subsequently was fitted with telescopic units and cantilever rear suspension. It was renamed the Zeffiro, and it was also turned into a goods carrying trike, attached to a rear axle by a shaft drive.

### CHIMERA 250

THE LATEST ADDITION to the Maulson collection is a 250cc Chimera, and it needs a lot of work over the winter to get it going again.

In Italian, Chimera means dream, but in English has also gained the definition "a thing which is hoped for but is illusory or impossible to achieve". The Chimera wowed the motorcycle press when it was unveiled in 1956 as a 175cc four-stroke single. It was astoundingly well made. The cylinder is enclosed by two light alloy die-cast casings, which can be easily removed by undoing four bolts. The casings run into pressed steel panels and there is a further panel that encloses the swing arm.

The swing arm arrangement was years ahead of its time, using a horizontal monoshock hidden under the petrol tank. This lies above the rear end of the frame spine and is operated by an arm welded to the bridge of the swing arm. Above the engine casings is more bodywork, which has been replaced on the Maulson

BELOW: Ghibli scooter... the basket is Alex's addition.





ABOVE: Ala Verde is a 250cc; the Ala Rossa is the 175cc version.

machine with one-off glass fibre replicas made using original pressings as a template. Above them were more pressings for the rear mudguard, a seat and a petrol tank. The engine is suspended from a steel tube spine frame and there are telescopic forks. Rob describes it as: "An Aermacchi with a posh frock on."

#### ALA VERDE

THE 250CC ALA VERDE (Green Wing) and its sister machine the 175cc Ala Rossa (Red Wing) were the machines that emerged when the dream of the Chimera went sour.

Bianchi stripped the space age bodywork off the Chimera and fitted a pair of shock absorbers to the rear. There were clip-ons, a racey tank and a shorter seat. The transformation was spectacular. From being a curious oddity, the Aermacchi became a cobby little street racer, with low bars and nippy handling. The 175 came first, with the 250 arriving in 1958. Italians preferred the smaller machine. The low centre of gravity combined with the bars, 17 inch wheels and 28.5 inch seat height to provide handling that would do credit to a racer, and the Ala Verde was a miserly mount only sipping a gallon in 90 miles, plus it had a 75mph top speed. Helped by its long stroke that stopped it running out of breath, it swept the board in both versions when entered in production races. When Harley-Davidson bought a half share in Aermacchi in 1960, it was a touring version of the 250cc model which was marketed as the Ala Bianco in Europe that it went for first, rebranding it as the Wisconsin, and it was a big seller across the Atlantic.

On Rob's bike the front brake may be the wrong item for an Ala Verde, and sourcing the correct

exhaust has been problematic. For a while after the original restoration there were major issues keeping the engine running for more than a few miles and after weeks of work inspecting the carbs, gaskets, wiring loom and other areas the problem turned out to be a failing coil. Despite their substantial collection of later 350 singles, the Ala Verde is the favourite mount of the Maulsons, having been taken to the Isle of Man twice, by both. Rob took it round the Mountain Circuit, and says the experience was one of the greatest of his life. "It's a very spicy little bike," he says.

#### ALA D'ORO RACE REPLICA

ROB'S CAFÉ RACER replica is something of a bitza. The original Ala d'Oro was a highly competitive over the counter racer, made as a 250 and a 350 from 1961-1972. It used top quality components, including a large down-draught Dell'Orto carb with the bellmouth fed with air through a mesh cover over a hole on the left-hand side of the petrol tank.

Rob's replica has a late model SS350 engine in an SX350 frame, which can be identified by the use of cast rear frame sections rather than tubes. The SS350 engine has an electric start and was chosen as it has a high compression piston and the late dry clutch. The tank, seat and fairing are racer originals. The carb is a more conventional Dell'Orto, as the downdraught unit is extremely hard to find.

#### THE AERMACCHI HARLEY-DAVIDSON SPRINT

THE WISCONSIN WAS ahead of most of the competition in the style and performance stakes when it arrived in the US, though the quality of the

Aermacchi Harley-Davidson's equipment was quickly outstripped by the Japanese. In 1963 Aermacchi launched the 250cc Sprint H, styled to suit American tastes. It came in sports trim with a Harley-style petrol tank and as a Street Scrambler with high-level exhaust and mudguards.

The Sprint H was no slouch, chucking out 25bhp. The 250 was joined in 1969 by a 350cc version that lasted until 1974, while the 250 was discontinued in 1970. The 350s were even more American in style, with brasher paint jobs and twin exhausts coming out of the single cylinder on the road models. For a few years a heavily finned rocker cover replaced the intricate curves of the original, but in 1973 they reverted to the old-style cover. There were also European versions, the touring GTS and sporty TV. These had a look that went back to the original Ala Verde and are very desirable. The last 350s were supplied with a frame that appeared to have a cradle, but this only served to protect the cylinder head and would get in the way if you wanted to work on it.

### 1972 350 SPRINT

THE MAULSON collection contains four Sprints, including the original 1972 red and white Sprint 350 Rob bought in 1996. This bike is the one that started their Aermacchi obsession, the very machine that a 15-year-old Rob tried to deny entry to the Riders' Club rally. It's been in regular use ever since, despite blowing the big end on a ride to Yorkshire.

It has, like all the 350s, a dry clutch. Getting to grips with the Sprint H after years on more conventional motorcycles was a challenge for Rob. The Italians have always been a bit odd when it comes to design and like to go their own way. The side stand is on the 'wrong' side, being fitted to the right-hand lower frame tubes. The gearshift too was on the right until the early 1970s, and the changes were one-up, three-down. Meanwhile the kickstart was on the left, which

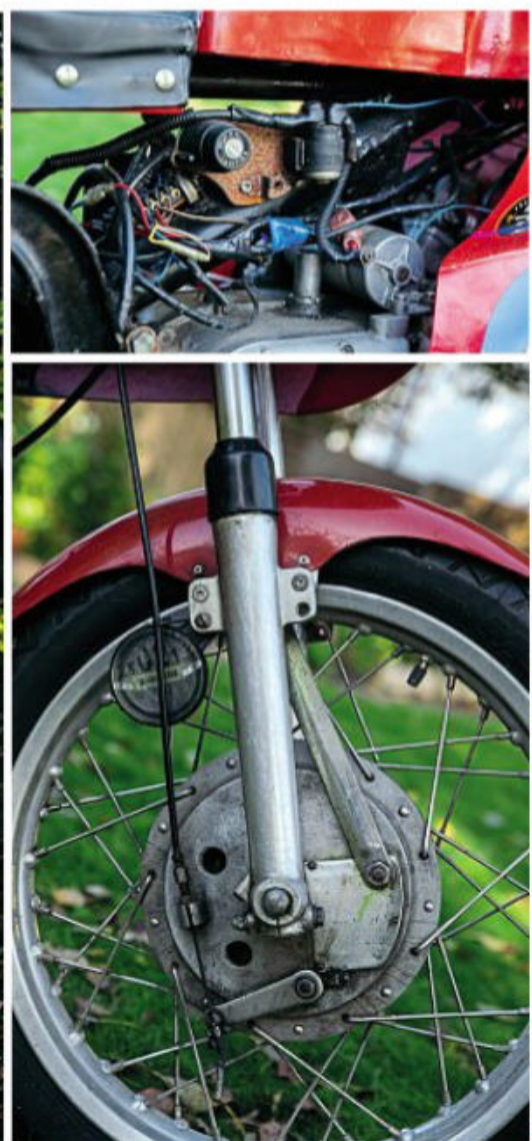


ABOVE: The 350 Sprint that started it all.

BELOW: Ala D'Oro race replica.

### SPECIFICATION 1970 SPRINT 350

**ENGINE:** 344cc air-cooled OHV single-cylinder **COMPRESSION RATIO:** 9:1 **POWER:** 26bhp @ 7,000rpm **GEARBOX:** Four-speed **FINAL DRIVE:** Chain **FRAME:** Steel-tubed and pressed steel spine **SUSPENSION:** 35mm Ceriani telescopic forks, twin shock rear **BRAKES:** 190mm twin leading shoe drum (front), 190mm single leading shoe drum (rear) **TYRES:** 3.00x19 3.50x18 **SEAT HEIGHT:** 30.5in/774mm **WHEELBASE:** 53ins/1350mm **GROUND CLEARANCE:** 5.5ins/139mm **DRY WEIGHT:** 308lb/140kg **FUEL CAPACITY:** 2.6gallons/12 litres **TOP SPEED:** 83mph



makes kicking it into life from the seat problematic, and you don't want to stall it in traffic.

### 1973 350 SPRINT

ALEX HAS two Sprints, her first being a black and gold 350 model. This bike has a later five-speed engine fitted with an electric start. This engine came from one of the last AMF Harley singles and had a redesigned spine with space for the electric start, which was mounted on top of the crankcases. Having a starter meant it was fitted with 12v electrics.

To make it fit the older frame, Rob cut a hole in the original frame, and there have been no ill effects resulting from this modification. Later Aermacchis had a gearbox shaft that ran through the casings so a shift could be fitted on the left, a design later copied by Bridgestone and the shift pattern was reversed to a more conventional set up. The hard-to-find twin silencers have been replaced by a home-brewed single pipe. The bike is still much loved, despite making a concerted effort to do Alex serious harm when the back tyre blew out at 70mph at a motorway junction.

### 1966 250 BOBBER

ALEX'S 250 Bobber is the motorcycle that causes the most interest among passers-by. It's another bitza and has a standard 250 frame, the petrol tank is original, while the exhaust stem isn't. The seat is custom-made, the rear mudguard is a chopped about one from a Sportster. The headlight is original Aermacchi, with an aftermarket Harley grille on the front.

The interchangeability of parts is useful when bits are so hard to come across and the bobber currently sports the tappet covers from her 350. The gearing is a challenge, as the ratios are very close at the top end. Alex wants to fit a different front sprocket to make it more rideable. Customising an Italian motorcycle is fraught with the danger that you might attract derision, or outrage, and this has been the case with

the bobber. "The Italian fans hate it, but the Harley lot love it," she says.

### 1971 SX350

THE MOST modern looking machine in the stable is the 1971 SX350 trail bike, built shortly after AMF took over the company and missing the Aermacchi branding.

Originally it would have had an ugly black painted high-level exhaust, but this has been replaced on this machine by a custom-made pipe running into British style silencer, a £10 autojumble find. It has the huge finned rocker cover used for a few years, cast rear frame struts and decent scattering of componentry as fitted to Italian motorcycles of the period. There's CEV lighting, Ceriani forks and Veglia instrumentation.

There's an unusual metal tube running down the outside of the rear mudguard, protecting the wires to the rear light. It was a good idea at the time but threading new wires into it is a bit of a challenge. It's that dayglo yellow paint job that's the most striking thing about it. It screams America in the 1970s.

### FLAIR AND RUGGEDNESS

IF YOU are tempted by the idea of an Aermacchi Harley, you'll need a lot of patience. A few turn up in specialist UK-based Italian dealers. A smattering of Italian wouldn't go amiss either as sourcing a good one might be easier on the continent. Looking across the Atlantic is also worth it – but be prepared for import duties and the vagaries of re-registering a buy. Parts are hard to find in the UK, while US, Italian or Dutch sources are your best hope

Aermacchi Harley-Davidson motorcycles are curious beasts, a mixture of Italian flair and stylish American ruggedness. Writer John Nutting described the Aermacchi Harley-Davidsons as: "Chianti with cheeseburgers." And what's not to enjoy about a dish like that? ▶

### OWNERS' CLUBS

Harley-Davidson  
Riders' Club Great  
Britain

<http://www.harley-davidson-hangout.com>

Italian Motorcycle  
Owners' Club

Information (Italian  
website)

Aermacchi  
Motorcycles  
Historical Registry  
Association of Italy  
[www.aermacchimoto.com](http://www.aermacchimoto.com)

### SPECIALISTS (HOLLAND)

J W Boon  
[www.jwboon.com](http://www.jwboon.com)

BELOW: 250 Bobber  
special - it gets  
some attention!





Chimera 250 is the latest addition

## Why not also consider:

### DUCATI 350 SCRAMBLER

They're beautiful, certainly more classically attractive than the Aermacchi. They're better handling, more sought-after and much more expensive. You'll also find it easier to get parts for them. The Ducati Scrambler was already one of the Italian bike maker's most popular models in the 1970s. It had the 340cc bevel drive cam wide-case single engine with a five-speed gearbox. They're easier to find than an Aermacchi and you'll pay a lot more for one too, with prices for restored 350s currently touching £10,000 and continuing to rise.



### MOTO GUZZI NUEVO FALCONE

Slower than the Aermacchis and looking a lot more dated, the 500cc Nuevo Falcone benefits from a similar engine giving it a low centre of gravity. Gearing is much lower, and the massive flywheel makes it nigh-on impossible to stall. An updated version of Guzzi's earlier Falcone, it was bought in large numbers by the Italian government for the army and the police to keep the factory going. Former public service machines are often low mileage and will happily cover huge distances without needing attention. The handling is as Italian as it should be and the build quality rather better. You can pick up an ex-police Nuevo Falcone for less than £4000.



### BSA B44 VICTOR/SHOOTING STAR

Another single built to attract the mighty dollar, the B44 was a development of the C15 and B40 singles. The B44 had an updated chassis and better engine components. It had a simple ohv 441cc engine, striking styling in the road version and purposeful looks as an off roader. Although it was more powerful than the 250cc Starfire it was based on, it wasn't much faster, but was much softer and easier to ride because it wasn't tuned to the limit. As they were less highly stressed, they last longer and are less prone to having had a hard life over the past five decades. Spares are easy to get and there are plenty of spares about. A determined hunt will find one for around £3000. **CBG**



**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

# Take a turn for the better

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

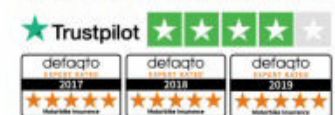


## The Carole Nash Difference

- ✓ UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers
- ✓ Up to £100,000 legal expenses cover - in the event of an accident which is not your fault
- ✓ Help deter thieves - FREE Carole Nash DNA+ protection system worth £30
- ✓ Multi-bike savings available



**CAROLE NASH**  
The care it deserves



**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.



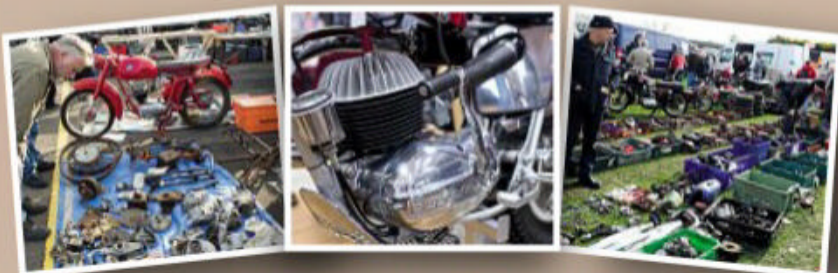
**KEMPTON PARK**  
**MOTORCYCLE SHOWS**  
**AND AUTOJUMBLES**

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

## THE SOUTHERN OFF-ROAD & RACING SHOW

Inc. the Kempton Park Motorcycle Autojumble  
Saturday, December 7, 2019

IN ASSOCIATION WITH ACE CAFE LONDON  
& LONDON MOTORCYCLE MUSEUM



**ADMISSION: Adult £7 Child/OAP £6**

Gates open 9.30am Free Parking.

**Selling your bike? Why not try our bike mart?**

EVENT PLANNER: Andy Kitchen TEL: 01507 529435 MOB: 07887 051652

SALES: Kyle Curtis TEL: 01507 529432

EMAIL: booking@kemptonparkautojumble.co.uk

**www.kemptonparkautojumble.co.uk**



## STEVE COOPER

### Know your facts

Steve finds the interweb is full of knowledge – but only some of that knowledge is true...

*“As the saying goes – every day is a school day...but only if you have the ability to shut up occasionally and listen to others!”*

**M**ANY WHO ARE LONG-TIME PLAYERS IN THE arcane world of classic motorcycles tend to absorb information and data. It's something we do and is, arguably, almost unavoidable; random facts become absorbed almost by osmosis as the years tick over.

Inevitably those thus blessed (or is that cursed?) become founts of knowledge and frequently end up as the go-to guys for specific marques, or even models.

Having such sources can be amazingly helpful when it comes to sorting out old bikes for whatever genre and digs many of us out of potentially large, and sometimes, self-dug holes.

Numerous classic clubs will hold these people up as marque or model experts and, providing you've paid your subs, you can have access to vast levels of expertise built up over a veritable lifetime of fettling and research. The people who hold such knowledge are generally worth their weight in gold but occasionally a small fraction of this cognoscenti seem to become blinded by the reflected light of their own aura.

No one knows everything about their pet subject – there's always something new to learn however apparently inconsequential it might appear to be. As the saying goes – every day is a school day...but only if you have the ability to shut up occasionally and listen to others!

A perfect example of not knowing your subject matter thoroughly occurred recently and made one rather vociferous pundit look incredibly stupid. However, the upshot of the diatribe saw a remarkably rare motorcycle rehomed for sensible money to a genuine enthusiast. Yamaha's seminal tiny terror, aka the AS1, was sold stateside 1968 through to 1971 and became hugely popular in both its road guise, and as an AS1C street scrambler.

Other than low or high pipes and faux off-road fittings, the main difference between the two was the use of chrome tank panels for the road bike and pearl white tank panels for the street scrambler. This is all well documented and proven so when an AS1C appeared for sale with black tank panels over a pearl white and silver headlight and brackets it caused a lot of interest and piqued the ire of a self-appointed 'expert'.

The seller was bombarded by said specialist and his acolytes to the effect that the bike was

a back-yard special at best and an abomination at worst. One or two brave souls hesitantly ventured support for the poor vendor but were similarly harangued. All rather unpleasant and unnecessary to be honest, but help was standing in the wings. A gent of advancing years responded that his father had run a Yamaha dealership back in the day and had indeed sold an identical model in 1968. It was apparently part of a sales drive by Yamaha's American importer aimed at capturing the eye of potential buyers. Sold only in the USA as the AS1C 'Pearl', just 200 were made by the factory and painted in that unusual livery.

The self-proclaimed specialist was left eating humble pie!

And still on the Yamaha AS1 theme, who knew that these little 125cc twins were ever sold in anything other than candy blue, candy red or solid black? Yet they were marketed in a wide range of colours across SE Asia where candy orange, candy mid-green and even candy gold apparently. Try rolling an AS1 out of a van at a show in any of those shades and watch the anoraks ignite!

And heaven help the poor sap who owns an AS1 with satin silver mudguards because 'everyone and his wife' knows they were sold with chrome plated blades front and rear – wrong!

A now long-retired former employee of Yamaha N.V. saw those self-same AS1s being built at the factory in Japan with painted mudguards. The story goes that the demand for the bikes was so high Yamaha struggled to keep up and took a novel approach to freeing up machines that would otherwise be rejected by the Quality Control teams.

One of the biggest issues was damage to the incoming mudguards. Dented chrome shows up instantly so the factory took a novel approach to the supply chain issue. Instead of allowing the dented guards to be chromed and then rejected they were taken away, most of the dents swiftly beaten out then sent to the Paint Shop for a quick blast of satin silver. This equipped the AS1s with painted guards and were sold directly into the home market where few even batted an eyelid.

Model experts are only experts if they're prepared to acknowledge that they don't know everything! **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!

# Specialists for Shocks and Wheels



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

## HOOD MOTORCYCLE JEANS

CE tested & certified  
 FREE - Leg lengths altered to size  
 FREE - Delivery & exchange  
 AA/A options



FROM £129.99

Only available direct from  
[hoodjeans.co.uk](http://hoodjeans.co.uk)

For enquiries call us 01953 888811



### Machine Mart

#### Clarke GARAGES/WORKSHOPS

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

ZIP CLOSE DOOR

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

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020	6.1 x 3 x 2.4M	£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

FROM ONLY £229.00 EXC. VAT  
 £274.80 INC. VAT  
\*was £346.80 inc. VAT

LENGTH UP TO 24'  
 MODEL SHOWN CIG81220 (20'X12'X8'2")

4 EASY WAYS TO BUY...  
 IN-STORE SUPERSTORES NATIONWIDE  
 ONLINE [machinemart.co.uk](http://machinemart.co.uk)

TELESALES 0115 956 5555  
 CLICK & COLLECT OVER 10,000 LOCATIONS

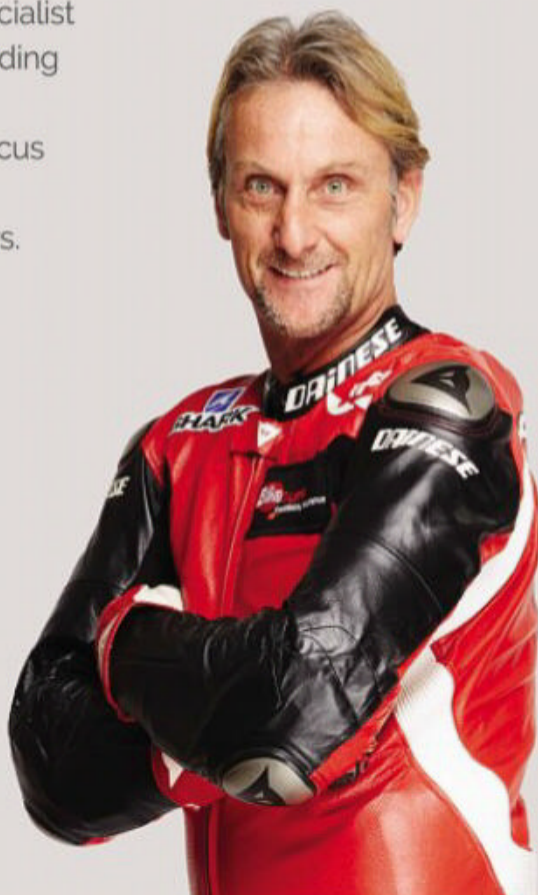
# INSURANCE CHAMPIONS

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 AVAILABLE INCLUDE:

- Free Legal Expenses
- Great Value Multi-Bike Rates
- Cover for Convicted Riders
- Limited Mileage Discounts
- Laid-up Cover
- Modifications Cover

**CARL FOGARTY**  
 Four-time World Superbike Champion, backs Bikesure for great value insurance.



SEE US AT

[WWW.MOTORCYCLELIVE.CO.UK](http://WWW.MOTORCYCLELIVE.CO.UK)

MOTORCYCLELIVE

IN ASSOCIATION WITH

**Bikesure**  
 freethinking insurance

16-24 NOVEMBER NEC, BIRMINGHAM



CALL US TODAY FOR A FREE QUOTE  
 0800 032 5350  
[BIKESURE.CO.UK](http://BIKESURE.CO.UK)

AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY



## PAUL MILES

### Shiny bike syndrome

Paul has only gone and bought another motorcycle – a new one!

*“A couple were just horridly uncomfortable and some just plain ugly. So I bought a Honda. Again. I always seem to end up with a Honda.”*

**A** NEW BIKE HAS JUST JOINED THE ECLECTIC shed. Huzzah! Is it yet another girder rigid monstrosity, you may well ask? Well, no, it's a new bike, as in shiny and with little booklets in an equally lustrous plastic wallet. It even has a key! It's all terribly exciting.

The reason is rather more mundane, of course. I prefer riding bikes to driving cars or hitchhiking and sometimes need to go somewhere that's far enough away to make me question my sanity by using a 15bhp rigid-framed single with gas lighting and bulb horn; hence the...Honda.

Now, I'm pretty active on social media, especially Twitter (@classicrider as you ask) and enquired of my twitmates what sort of modern bike should I buy that matches my requirements – 300 miles per day maximum, not too tall or wide, quite comfortable and will only be used on main roads as goat tracks are for goats.

I had all sorts of suggestions, including older bikes that still cut the mustard (such as the Gpz900) and entirely unsuitable choices (Goldwings, from my American followers) but it gradually filtered down to a selection of machines in the 700-900cc category. These were thought to be sufficiently nimble, yet robust enough to cope with motorway speeds.

Armed with knowledge, it's like power only more cerebral; I went to showrooms and bounced on lots of bikes. Several just seemed... unnecessary, either in height, technology or performance, others perhaps less well constructed than I might have expected. A couple were just horridly uncomfortable and some just plain ugly. So I bought a Honda. Again. I always seem to end up with a Honda.

It was delivered to my house and sat in the driveway looking very red. Turning the key (such a novelty!) and pressing the button results in a whoosh from the V-four engine, for it is a VFR800. I go out for a ride, it's stupidly quick and capable of more than double the national speed limit; how much faster could you realistically require? It's also comfy and fulfils my brief perfectly, another victory for Honda and a timely boost for Japan's stuttering economy. Cheers all round etc.

I share my good news with Twitter. The response is, I won't lie, a little mixed. Although many twitmates approve of my choice, the VFR is condemned as being a bit of an old-fashioned, underpowered, middleweight sports-tourer; an old man's bike, if you like. Am I not an old man, though? Surely, I fit the customer profile perfectly.

The Honda isn't sporty enough, apparently. Quite what this means I'm not certain, as it makes 106bhp, pretty much the same as the original CBX1000, which we marvelled at back in the day.

Nope, I need 175bhp and 195+mph to be sporty these days, which is weird as I've just read a much-publicised report from a rural police force out on a speeding motorcycles initiative. One rider was caught at 94mph and condemned by many respondents as being reckless and crazy (the majority were in the 36-40mph in a 30 category), yet a proper sports bike needs to be capable of twice that?

We also need to sacrifice any form of comfort in order to cope with these high speeds, spending all our days riding machines that ape the race bikes our heroes ride for half an hour. Somewhere along the line, we've managed to get our wires crossed.

My Gold Star, now nearly 60 years old, is quite able to exceed this 'dangerous and crazy' 94mph threshold and is every bit as uncomfortable to ride as any modern race replica. Why, even my 80-year-old Rudge could give it a crack and in some style. In the interests of transparency I should reveal I've recently attended a driving awareness course as a consequence of being caught speeding, doing 36mph in a 30 zone – on a 1928 AJS!

Speeding is now rising fast as public enemy number one, followed by excessive noise, so perhaps the time of the ultra-fast and noisy road bike has come to an end. Retro bikes, which, lets be honest, offer no real performance advantage over their classic inspirations, are more popular than ever, so I can see a time when the prospective sports bike buyer looks instead at something fun from the 1950-80s and thinks that, if they can rope a few mates into the concept, riding older bikes might be even more fun than something new. Going straight to the prewar stuff may be a step too far, I'll grant you, but once the seed is sown...

The future garage may well be comprised of a electric tin box for trips to the shopping mall, a modern yet bland two wheeler, complete with anti-crash technology and speed-limiter for commuting and longer journeys, plus the fun bike for weekends – a classic motorcycle!

The future is bright, but certainly, it's not only red.

Ride safe. 

**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.

# CLASSIC BIKE · GUIDE

## Christmas Gift Guide

Yes, it's that time again. Whilst we've become accustomed to Christmas carols being played in shops and on the radio since before the clocks went back, the run up to Christmas can nonetheless be an extremely stressful time. In particular, in finding ideal gifts for your nearest and dearest, and the feeling of impending doom at receiving dozens of pairs of socks, outrageous aftershaves that smell quite unlike anything else you've ever experienced and enough chocolate and salty snacks to give your doctor heart palpitations. So, we've made your life a hell of a lot easier with our exclusive Christmas Gift Guide! Check out some of these must-haves for classic bikers and leave the magazine open on these pages for all your loved ones to see...

CLEAN MYRIDE £11.99

0203 946 4444

AN EFFORTLESS CLEANER THAT'S NOT JUST FOR CHRISTMAS

Whether you tuck your loved ones away over winter or ride them all year round, make sure you add Clean MyRide to your Christmas list for an all year long super-clean machine!

Our combined bike wash degreaser is a carefully crafted blend of premium quality degreaser and traffic film removers, cleaning agents and softeners combined to create a highly effective 5 star reviewed cleaner that's tough on grime yet gentle on paintwork.

Ideal for removing tar, bugs, traffic film and road muck along with oil, grease and chain lubricants, our non-caustic, non-streak formula delivers superb results without damaging surfaces.

With no salts, waxes or silicones, Clean MyRide leaves a stunning finish and is safe on paintwork, plastics, rubbers, alloys and metals including aluminium, chrome and anodised.

Clean MyRide cleans even the most awkward places with an environmentally friendly and biodegradable squirt, a little agitation if needed and a simple wipe or wash off. Yes, it can be used waterless too!

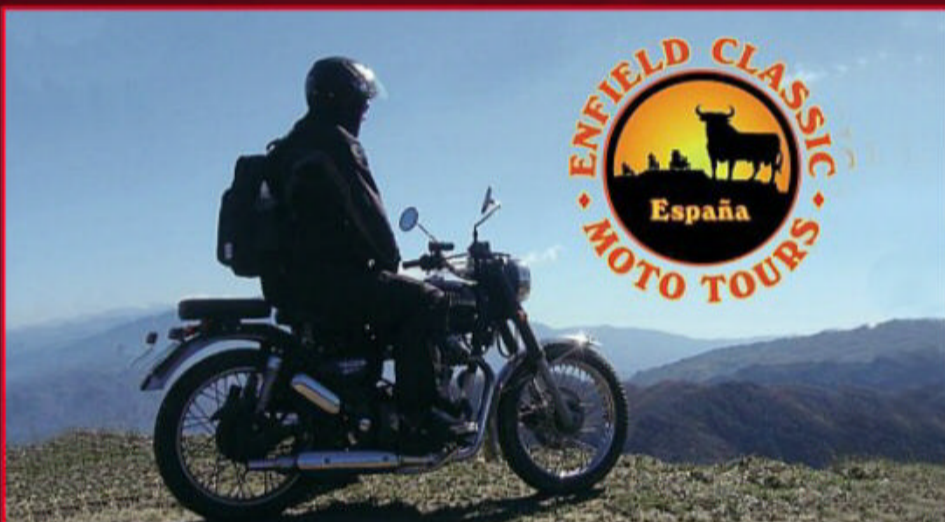
Season's Greetings to all, make sure that shiny side stays up... and shiny! Ride safe!

Order online using an exclusive FREE P&P Code 'CBG19'

FREE P&P CODE CBG19



ORDER AT CLEAN-MYRIDE.COM



Give someone special the ultimate gift... a motorcycle adventure of a lifetime



Are you looking for the perfect gift for the biker in your life, then look no further, we have the solution - Enfield Classic Moto Tours gift vouchers. This year why not treat someone to an extra special gift, the unforgettable experience of a motorcycle tour on a Royal Enfield

[www.enfieldclassicmototours.com/gift-vouchers/](http://www.enfieldclassicmototours.com/gift-vouchers/)



020 8698 4273

Opening Hours:  
9:00-18:00 Mon-Fri. 10:00-18:00 Saturday.

### Ace Classics For All Your Motorcycle Christmas Gifts



The Ace Classics 2020 Calendar  
With 12 Beautiful Classic Triumphs, it's the gift that keeps on giving for the whole year.



The T-shirt Collection  
100% COTTON. 100% COOL!



Classic Motorcycle Mugs

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

99-103 St. Mildreds Road, Lee, London, United Kingdom SE12 0RL



## PAUL D'ORLÉANS

**To keep or not to keep, that is the question**  
Paul has some difficult choices ahead

*“But, is allowing a slew of machines to sit for years, unridden but rideable, noble in any way?”*

**W**HETHER 'TIS NOBLER IN THE MIND TO suffer the slings and arrows of outrageous fortunes spent on motorcycle ownership, or to take arms against a sea of troubles, and by selling, end them. To collect no more, and end the heartache, and the thousand natural shocks that motorcycles are heir to; 'tis a consolation devoutly to be wished. To keep is perchance to dream, of bikes to come, but conscience does make cowards of us all, and thus the native hue of seller's resolution, is sicklied o'er.

There's a baker's dozen of motorcycles in my name: most live in my warehouse, but three await ministrations at professional workshops. My 1973 Triumph TR5T seized solid 250 miles after a total engine rebuild, and my 1970 MZ ISDT Replica probably hasn't run in 48 years. Repair is a noble task, to retrieve a thing of beauty from the 'undiscovered country' where no motorcycles run. But, is allowing a slew of machines to sit for years, unridden but rideable, noble in any way?

I have a further three moribund machines, only one of which I care about, my 1933 Velocette KTT Mk4, the Mule, propped on wooden blocks since its camshaft was worn to a nubbin on the 2012 Cannonball. The dozens of hours spent that year, labouring under orange sodium haze in midnight motel parking lots, massaging the rockers and cam to give one more day of service, are etched in my soul as unhealed trauma. I can't sell it, but the 1968 BSA chopper, fabulous in 1970s fuchsia paint, is not a keeper.

Nor is the one-owner 1974 Yamaha SR500 found in Sturgis with less than 3000 miles, which hundreds of thousands of Harley-Davidson riders thundered past without a glance. Its solitary owner drained the brake fluids (!?), which ensured the calipers and master cylinders were seized solid, junk. Even if it ran, would I keep it? No.

The Mule is accompanied by two other KTTs: a 1929 Mk1 and a 1949 Mk8, both of which are restored and in supposedly running condition. Amazingly, I've never thrown a leg over either one, because Veloce did not make their engines – they're replicas. I did find a genuine Mk8 engine with racing history (even a win at the 1950 Dutch TT), but have yet to install it. And I'm negotiating

for a genuine Mk1 motor. So there you are: two coveted, world-class racing machines from my favourite marque, collecting dust in a warehouse in a dodgy part of town.

Plus, there's a 1928 Sunbeam TT90 sitting in Austin, waiting for a new tank. I must be mad. To keep, or not to keep?

My green 1965 Velocette Thruxton sits in pieces since 2008, when I presciently dismantled it a year before divorce forced the big sell-off. I got to keep Courgette, but 28 other bikes found new homes. There's a Mk1 KSS in boxes too, plus enough spares to build a swingarm Velo, and keep it running forever.

Keeping (some) spares is okay, as I still have a reliably running 1960 Velocette Clubman. The Thruxton, which will be resurrected, will need spares too, and will never be sold. My 1965 Triumph Bonneville is another daily rider, as is a 1964 Honda CL72, which is soon emigrating to Baja, its spiritual home as the first machine to blaze the Tijuana-La Paz trail back in 1961.

The 1933 Brough Superior 11.50 is a saga, and was bought "restored", but was more like DaVinci's quote on a work of art: never finished, only abandoned. It's still being sorted to make it reliable and smooth as a Brough should be, and is the same model I rode across the USA on the 2014 Cannonball, with no drama and lots of fun. The 11.50 tromped over the rest of the 100 bikes on the Cannonball, out-handling, out-accelerating and out-cruising them all: sorry Harley.

It was also the bike responsible for tripling 11.50 prices, which had languished for years in the Brough backwater, but became suddenly hot after that successful cross-country ride. That made buying mine three years ago fairly painful, as I'd sold my previous 11.50 back in 2000. I got a great deal buying this one, but am paying the balance in suffering.

The Brough is off the table for the next big sell-off, as are the Mule and Courgette. The other 10 or so? Some have got to go, but which? And how many? I grit my teeth and moan, cursing the gods for not carving a cozy envelope of time for me to labour over my machines in quiet hours, and ride them on the many pleasant San Francisco days – when our backroads aren't on fire. The hardest part is not parting, but choosing. **CBG**

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

# AUTO ELECTRIC SUPPLIES LTD



Fast Mail Order Service  
Order Online or by Phone

01584 819552



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

FREE 130 PAGE CATALOGUE AVAILABLE



# THE 40<sup>TH</sup> CAROLE NASH BRISTOL 2020

CLASSIC MOTORCYCLE SHOW

**1ST-2ND  
FEBRUARY,  
2020**

THE ROYAL BATH &  
WEST SHOWGROUND,  
BA4 6QN

GET  
YOUR  
TICKETS  
NOW!

[WWW.CLASSICBIKESHOWS.COM](http://WWW.CLASSICBIKESHOWS.COM)

CLASSICBIKESHOWS CLASSICBIKESHOW

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

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

PARTS FOR HONDA PARTS FOR HONDA



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

# SPECIALISTS IN PARTS FOR HONDA

ALL AT DISCOUNTED PRICES

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

### EXACT REPLICHA 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](http://www.davidsilverspares.co.uk)

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

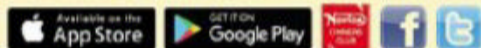
PARTS FOR HONDA PARTS FOR HONDA



[www.NortonOwnersClub.org](http://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!



Sadly the museum is now closed ~ Last entry was 4.00pm 7th October 2019  
We would like to thank all our visitors, volunteers, those who have loaned their bikes for display and anyone who has supported us over the last 20 years.  
Keep a lookout on Facebook, Twitter and Instagram for the date of our sale of Stuff at the museum site.



EST. 1958  
Closed 2018

The Reg. Allen shop is no longer trading but you can buy ex-Reg Allen stock on-line from our new email address

[regallen19@outlook.com](mailto:regallen19@outlook.com)

# The Monthly Motorbike



MONTHLY NEWS

Authorised and Regulated by the Financial Conduct Authority

2d

\* Competitive rates

\* 'Agreed Value'

\* Discounts for restricted drivers & mileage limits

\* Multi Bike Discount

\* Discounts for club members

\* Free European Use

\* Approved rallies and events covered free

\* Salvage 'buy back' option

\* Family Fleet facility

\* Excellent claims service

\* Personal service no call centres

## INSURANCE THE OLD FASHIONED WAY

# PETER S. TAYLOR & Co

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

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



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

01273 820303 or 01273 329307

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

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

Sketchbook Travels:

# STOCK

## Motor Cycles



## 1966 BSA LIGHTNING

Illustrations and Words by Martin Squires

### History

Up until the early 1960s BSA was the largest producer of motorcycles in the world. The 1950s had been a good decade for the marque; with the success of the Gold Star as well as having developed the well-respected pre-unit, vertical twin engines the A7 and A10. Not only was BSA a giant in producing motorcycles, they also manufactured other goods such as buses, agricultural equipment, bicycles and, of course, weapons. With the money this empire generated BSA also bought up other motorcycle marques, such as Triumph and Ariel among others making it a true empire.

For any business to survive it needs to be constantly ahead of the competition, on the look-out for the next big thing to make their product stand out. By the early 1960s the trend in motorcycles was a more simplified and enclosed look, more akin to automotive design. The 1966 A65 Lightning on the following pages shows the initial leanings towards more simplified design choices; a clear indication that BSA was fairly conservative with design ideas. Holding on to the success of their 1950s machines, possibly feeling that totally redesigning the bike to come into line with a more simplified look may alienate their audience. The mid 1960s BSAs are great examples of the transition between the more established British bike look and a more forward looking 1970s style.

The BSA Lightning appeared in film and television on a few occasions, the most notable being the James Bond film *Thunderball*. SPECTRE agent, Fiona Volpe,

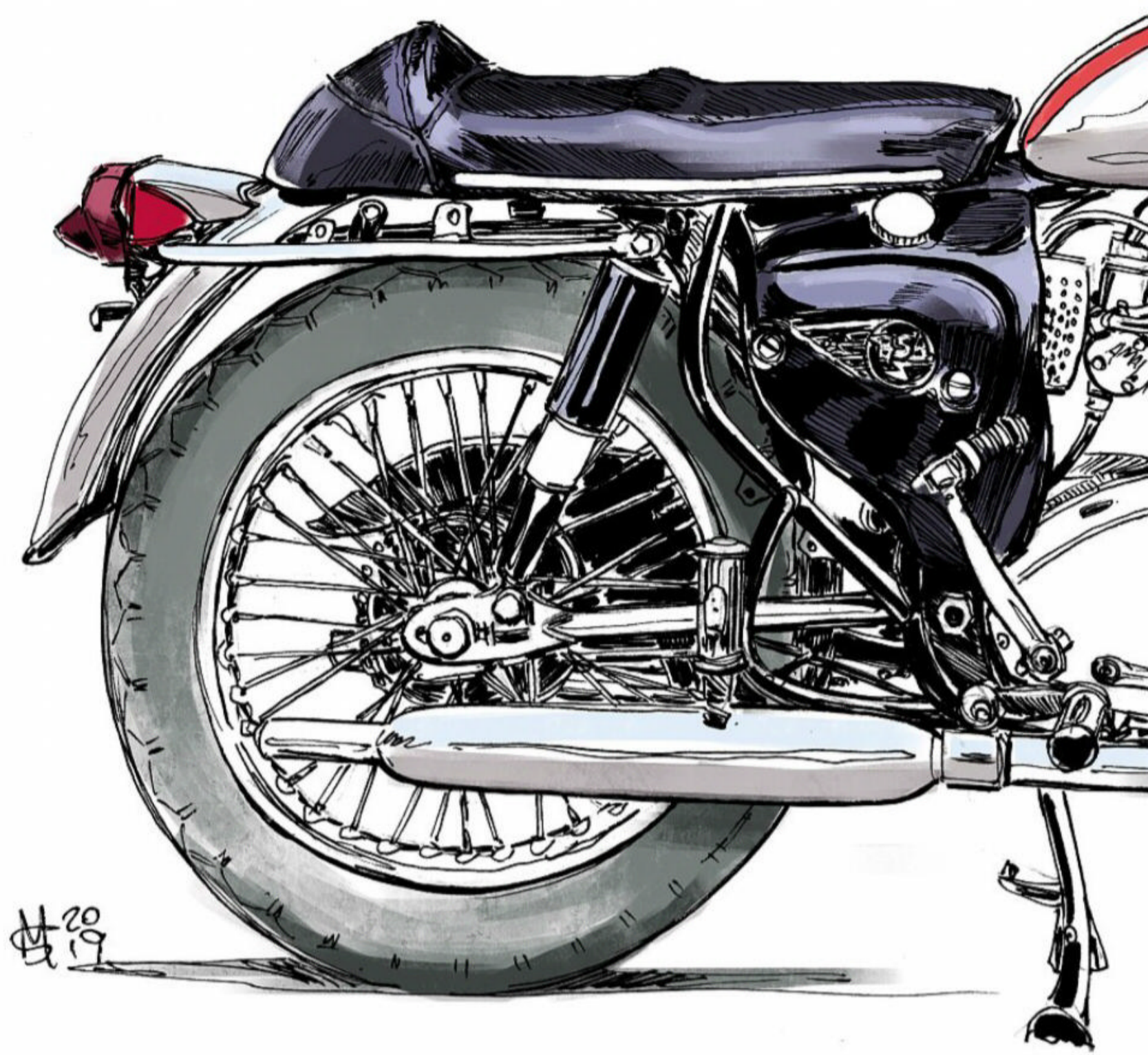
played by Italian actress Luciana Paluzzi, rides a fully faired gold Lightning armed with rocket launchers. In the famous scene, Volpe uses the rockets to blow up a black car chasing Bond's Aston Martin DB5, a scene that is etched into many people's minds. Filmed at Silverstone racetrack, the Lightning was actually ridden by motorcycle champion Bill Ivy in a blonde wig!

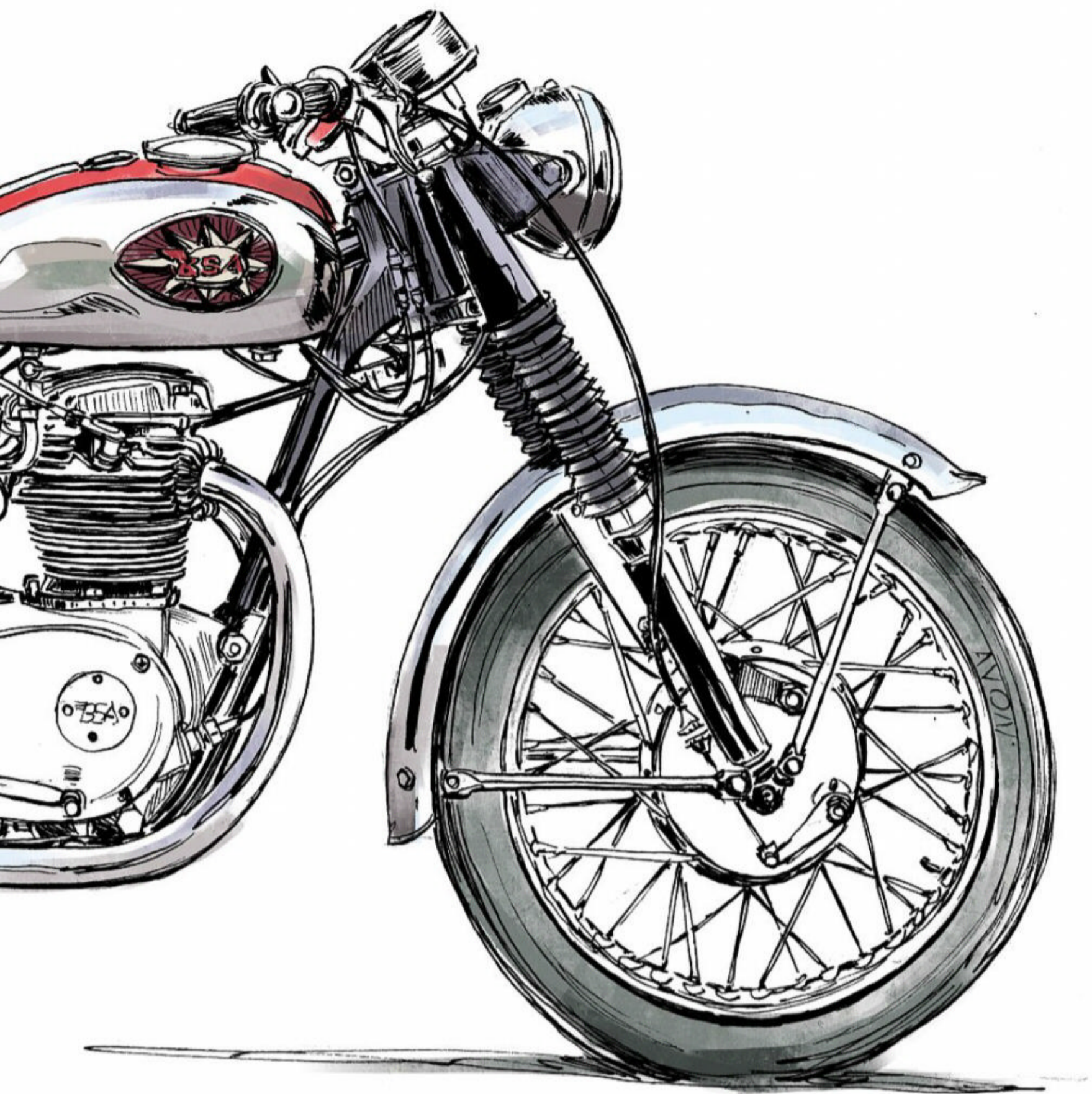
### When Two Become One

Designed as an all-round sports machine, the Lightning was one of various A65 models designed to be sold predominantly to the US market, such as the Thunderbolt, Rocket, Spitfire and Hornet models along with sub variants such as the Lightning Rocket and Lightning Clubman. The Lightning was made between 1965 and 1972, so the lightning featured is an earlier example. At the time it was a top of the range machine; the first to use 12-volt electrics. BSA had developed it to compete with the Triumph Bonneville. Some say it was the styling of the Lightning verses the Bonneville that let it down as the performance and handling were certainly competitive.

As mentioned, the centrefold illustration shows that there are a few elements of the design that are distinctly traditional, namely the front and rear ends and even the fuel tank to a certain extent are not too radically different from the BSA A10 of which the Lightning is an evolution. It is the design of the engine and the oil tank that distinguish this machine from its forerunner.

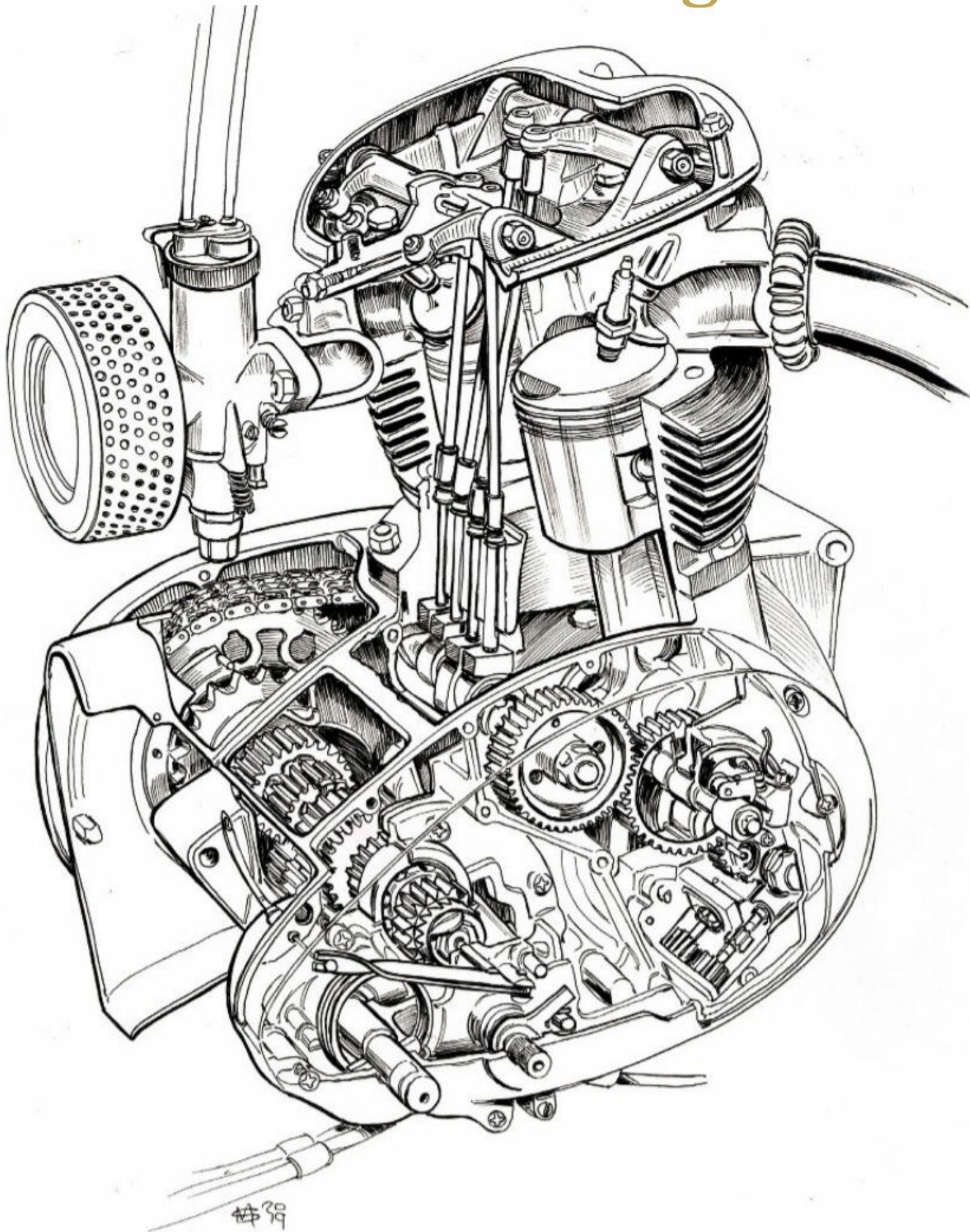






References: BSAA65_001	Sketchbook Travels: <b>STOCK</b> Motor Cycles BSA A65 Lightning	Drawing No: 005
Artist: MARTIN SQUIRES Date: March 2019		Amendment: 0

# The BSA A65 Engine



In the late 1950's Lucas switched their production of motorcycle electronic components from magneto and dynamo to alternator and coil systems. This change instigated a major change in British motorcycle engine design. BSA and Triumph (at this time owned by BSA) took the opportunity to completely redesign their engine ranges moving away from pre-unit (separate gearbox and engine) and semi-unit construction to full unit construction. Unit construction meant fully combining the engine and gearbox into one complete unit. The A65 engine was the result of this, taking lessons learnt from the A10 engine. Managing Director and General Manager of BSA Bob Fearon worked with Bert Perrigo, chief development engineer, to develop the new vertical twins.

When it came to designing the unit construction of the A65, the outer cases were very minimal in their sculpting with a very simple domed oval shape; this became known as "The Power Egg". Due to the investment in not only redesigning but having production and tooling take on the design, "The Power Egg" stuck with BSA until its demise in 1972.

As well as the more simplified design the design brief for the A65 engine requested that it be quieter, more reliable

and less prone to oil leaks. These changes are very logical, especially when you take into account that by 1969 80% of BSAs production was going to the States. It was here that reliability over longer distances as well as quieter running for more urban environments were key selling points, for both customers and the authorities. Later styling changes to the Lightning range also took American customers into consideration with high rise handlebars and more streamlined fuel tanks to help drive sales.

The A65 and its smaller variant, the A50, both proved to be good engines. Both engines were continually developed throughout the late 1960s; some say the peak of the A65 was the 1970 model. Various problems during this time included oil pump issues and oiling in general, at the time these were never fully resolved, however with modern solutions these engines are still very usable within the classic motorcycle world.

The standard A65 engine was slightly modified for the Lightning, featuring a close-ratio gear box and a high lift camshaft. The lightning had lively acceleration characteristics and performance at higher rpm, though the close-ratio 'box with its tall first gear meant that the rider would have to slip the clutch up to 10 mph.





# 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  
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](http://www.villiersservices.co.uk) for Villiers parts

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



*British Only Austria* Fahrzeughandel GmbH

## SPECIALIST IN ENGLISH SPARE PARTS

[www.vintage-motorcycle.com](http://www.vintage-motorcycle.com)

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

**You pay today - we ship today**

**The specialist for BROUGH SUPERIOR | VINCENT | VELOCETTE**

**Huge stocks of TRIUMPH | BSA | NORTON spares**

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

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

**LOW COST POSTAGE**

**British Only Austria**

**Puehret 1 A-4643 Pettenbach**

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

**Dealers welcome - terms available**



Owner  
Mark Upham



All personnel  
English speaking





Classic Racing Motorcycle Club Ltd

Dedicated to the Preservation and use of Postwar Racing and Sporting Machines

## The CRMC'S Foundation **FROM SMALL ACORNS GROW...**

As the CRMC/Classic Racing Motorcycle Club celebrates the 40<sup>th</sup> anniversary of its foundation meeting at Redgate Lodge, Donington Park in November 1979 - an event which will be celebrated at the Classic Race of the Year at Snetterton over the September 7/8 weekend - many readers may be curious as to how the club got started. Well, here's how, and why...

WORDS AND PHOTOGRAPHY BY ALAN CATHCART

*“Spare parts were already quite a problem, though the G50/7R were better off than equivalent Manx Nortons, thanks to Colin Seeley's late-Sixties efforts”*



**T**HE BIKE THAT WAS THE CATALYST FOR founding the CRMC was my original 1962 Matchless G50 which, when I bought it in 1974, was just 12 years old. But while it was quite uncompetitive against the RG500 Suzukis, overbored TZ350 Yamahas and suchlike, which would come to dominate National 500cc racing in the late 1970s, it was also too young for the Vintage Club/VMCC, with their 25-year cut-off date. The only places to compete with the bike were the single-cylinder races at Brands Hatch and Snetterton, run by Bemsee and the Newmarket Club, the last resort of an endangered British and Italian species.

Spare parts were already quite a problem, though the G50/7R were better off than equivalent Manx Nortons, thanks to Colin Seeley's late-Sixties efforts. But I, and others, loved the bikes of what we termed the Classic era – newer and more practical, as well as faster than Vintage, but not as young as the diminishing number of then-current four-stroke mounts. There were enough of us who still wanted to race our original 7R, G50 or Seeley/Métisse derivatives, Petty Manx, Aermacchi, Ducati, or any other of the dozens of desirable denizens from all our recent yesterdays, to make up full grids and provide gripping racing. Too bad if you owned a Linto, Paton, Domiracer or Triumph twin, though – it was Singles only and no Twins allowed.

The Vintage Club had an annual Brands Hatch meeting which, for some reason, was lighter each year on entries than their meetings at other circuits, so in 1978 – as a VMCC member – together with Brands ace and later NGK plug rep, Martyn Ashwood, I arranged with their Racing Section to lay on a couple of parades at the Vintage Race of the South for what we now call Classic bikes. Most of them came from my own burgeoning collection and were ridden by my friends – bikes like my CR93 Honda (yes, running a Japanese bike at a VMCC meeting was heady stuff back then!), 350 Aermacchi, ex-works F750 BSA-3, the ex-Pasolini XR750-TT Harley, my Matchless G50, about which I'd just written my first ever racer test article for a fledgling magazine called *Classic Bike*, and so on. These were motorcycles I'd acquired simply because I liked them, representing an era on which the two-stroke revolution had recently turned the page. And yes, because they were affordable, too: I still have the 1974 receipt from Vin Duckett Motorcycles in Blackpool for my Matchless G50, fresh from earning a finisher's award in the Senior Manx GP for its previous owner: all mine for £500...

That first VMCC Brands demo was pretty successful, and although there was a purist faction in the Vintage Club that reckoned the bikes were unsuitable to appear at their meetings because they were too new, we were invited back again in 1979, together with a band of Dutch riders with bikes of a similar era. This

time, though, the secretary of the meeting was a gentleman named Jack Walton, and it was evident that he was not a fan of our kind of bikes, and he didn't want us there. Maybe he had a thing about Hondas – but anyway, while I can't remember the final straw that broke this camel's back, I do remember being accused of 'cheating' because I'd brought along my 1962 G50 and had tried to pretend it was a Vintage bike. I'd done nothing of the kind, of course – and anyway, how could you 'cheat' in a parade? Pausing only to note that there were several alleged pre-1955 Manx Nortons racing that day, which looked exactly like the much later ones my G50 had dead-heated in birth with, I was told that I'd be reported to the VMCC Club Committee for ungentlemanly conduct, with the recommendation that my membership be terminated – as indeed happened. I remember as clear as yesterday uttering the fateful words: 'Suits me – we'll go and start our own Classic Motorcycle club for this kind of bike,' a statement that was met with ribald laughter and the comment: "Good luck – you ▶

**Below:** John Page on a 1956 BSA 350 Gold Star

**Bottom:** Malc Wheeler receives 350cc Classic Race of the Year from Aermacchi importer and ex-works Norton rider Syd Lawton, with Stella Cathcart on the left



***"I remember as clear as yesterday uttering the fateful words: 'Suits me - we'll go and start our own Classic Motorcycle club for this kind of bike'"***

won't last a year"! Well, here we are, just racking up 40 of them...

But it's one thing to say you're going to do something as momentous as that, and quite another thing to see it through, and here I was lucky on a number of counts. Firstly, my wife Stella stepped in to do the vast amount of paperwork and organisation in making it all possible – even more onerous after the arrival of No.1 child in July 1981, but no less demanding when combined with her full-time job, especially as I was away abroad a lot through my work back then in the travel industry, during which she had to hold the fort. Secondly, my good friend Dick Linton, who I'd teamed up with to race in the Isle of Man in the Formula 3 TT aboard our Aermacchis under the 250cc two-stroke/400cc four-stroke equivalency rule, and who then, as now, was making the spares to keep Aermacchis around the world still racing, had been supposed to ride my 'cheater' Matchless G50 at Brands Hatch, and he'd been just as put out as I was at Mr Walton's behaviour.

Dick and I worked out the framework of an organisation I decided to call the Classic Racing Motorcycle Club/CRMC and we opted to cater for all postwar racing and sporting motorcycles that had been built until the 1972 watershed year, when the mainly Japanese-led two-stroke revolution finally took hold. Remember – this was just seven years previous, so we hoped that there'd still be enough of these bikes that hadn't reached the scrapheap to make the CRMC viable – and it's also important to stress this wasn't ever meant to be an anti-stroker club.

We already enjoyed racing against early two-stroke singles from Bultaco, Montesa, Greeves, and suchlike in Singles races, and I personally owned the ex-Chas Mortimer 125cc Villa among other two-stroke classics. However, the arrival of the liquid-cooled TZ Yamahas,

RR250/350 Harley-Davidsons etc had changed the face of road racing forever, so we also wanted to cater for the surviving air-cooled Japanese twins, like the TD/TR Yamahas and TR250/500 Suzukis.

In the bigger classes a similar thing had also happened around the same time with the arrival of the Japanese fours, which is why we decided to cater only for bikes with three cylinders or less, unless specially invited – so a four-cylinder 500cc Benelli or MV Agusta GP racer was very welcome (we could only dream!), but 750cc Honda fours and Z1 Kawasakis were modern items of hardware we didn't envisage including – I'd raced my P&M Kawasaki in the Formula 1 TT that year, and I certainly didn't see a place for that in the club, even if its engine dated back to 1972!

The third stroke of good fortune was that someone else had beaten us to the punch in recognising the need for such a club, even if at that stage he hadn't got any further than getting a couple of mentions in *MCN* and *Motor Cycle Weekly* (remember that?) for people to write to him if they too, were interested in the idea. His name was Steve Finch, and though not a racer himself, he'd already collected a 90-strong mailing list of people with what we'll call Post-Vintage racers, which he readily turned over to me. Steve lived in the Midlands while I was in West London, and

**Right:** Race Secretary Stella Cathcart with hubby Alan's ex-Pasolini XR750 Harley, paraded at Snetterton by John Page

**Below right:** Francis Bear in the deckchair facing was patron of the first CRMC meeting, but unable to attend owing to ill health

**Below:** Vince Gedge at the debut CRMC Snetterton meeting with Malc Wheeler's laurel wreath – Vince went on to be a top Aermacchi runner himself in CRMC 1990s events





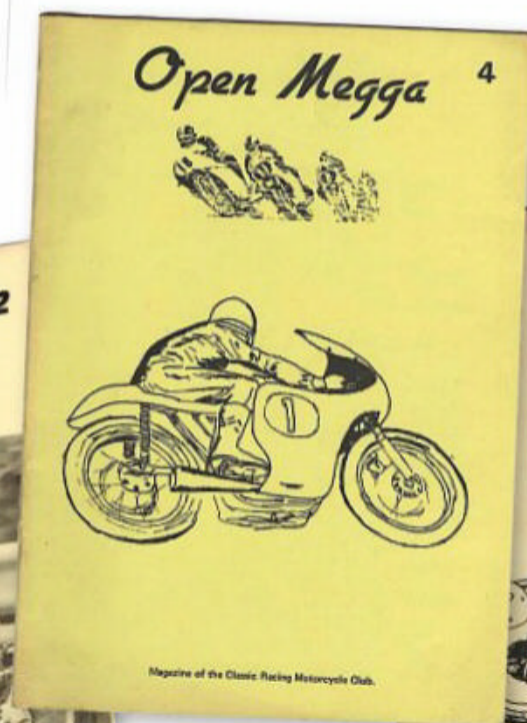
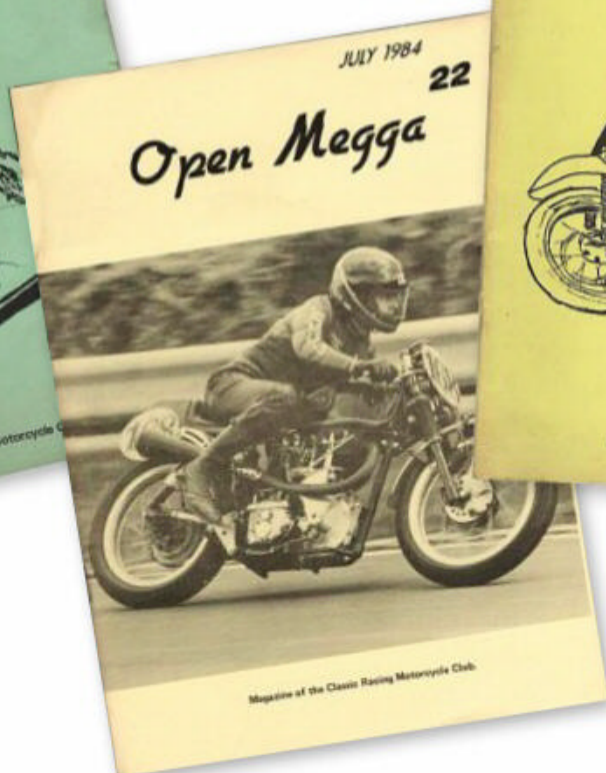
though we spoke on the phone a few times, we never met before he was tragically killed on the Isle of Man on his road bike in a head-on collision with a German tourist who'd forgotten he was supposed to ride on the left. RIP Steve – I hope you're pleased with the way we took up your idea and ran with it.

Having done our groundwork, the next thing for Stella, Dick and I to do was to see if there were enough like-minded souls beyond the single-cylinder brigade to make the CRMC viable, so choosing the then recently re-opened Donington Park as a suitable central venue, we booked the Redgate Lodge café for a Saturday evening after the end of the racing season, placed mentions in as many bike magazines as I could persuade the editors to give us, wrote to Steve Finch's mailing list and anyone else we could think of who had the 'right' kind of bike – and then drove up to Donington on November 10, 1979, desperately hoping that we hadn't organised a party that nobody would bother coming to. Well, anyone who was there that evening will agree that under today's elf 'n' safety regime we'd have been slung out of Redgate for dangerously overcrowding the place! The support for the idea of the CRMC manifested by the huge turnout showed us we were on to a winner, even if it still made you wonder why nobody else had done it before.

However, better late than never, and having gone there with membership cards already printed up, Stella then took £6 from everyone there to join the fledgling organisation, with Aermacchi rider John Hammond, from Swindon, first with his pound notes to become CRMC member No.1 out of the 300 or so who joined that day – neither Dick nor I had thought far enough ahead to bag that for ourselves!

The meeting was not only vital as an expression of support for our concept, but it also gave us lots of ideas from the floor about how we should go about organising things, as well as offers of help that we gladly took up. Even so, I remember Stella and I driving home to London that night in a kind of stunned silence, as the enormity of what we'd taken on finally sunk in...

The first thing to do was to form a committee to ▶



run the club which, above all, had to be a national one, not just composed of people in the south east of England where Dick and I both lived. It would take up too much space to mention here by name all those who played a fundamental role in moving the club forward in those early days, but you know who you are, and you have my deepest thanks for supporting us with your time and hard work. I will mention one man, though, who's sadly no longer with us, and that's the late Allan Robinson, the voice of Classic racing and an early committee member. Vale, Allan...

So now that we had a club, we had to actually do something for the membership, and that meant organising our own race meeting. That was easier said than done, not only in the actual organisation of it, and the financial considerations, but simply getting a date at a recognised circuit was next to impossible. Then we had to grapple with the bureaucracy of the ACU, which couldn't wrap its head around the fact we were a national club unaffiliated to a regional centre, so we became a so-called 'non-territorial club'! I'd put my own racing career on standby to get the club started, but first I had to pick up a cup for winning the 1979 Bemsee 350cc single-cylinder championship, and at the club's dinner/dance in London, not even a month after the Donington Park inaugural meeting, Stella and I, by chance, found ourselves seated at the same table as Peter Stayner, the circuit manager of Snetterton. We didn't let an opportunity like that go amiss, so by the end of the evening Peter had introduced us to his boss Chris Lowe, who ran MCD which, in those days, owned Brands, Snetterton and Oulton Park.

After some fast talking, the net result was that not only were we offered a one-day race meeting of our own at Snetterton the following August, but I managed to persuade Chris to let us run invitational CRMC Parades at MCD's British National meetings

during the coming 1980 season, to let people see the kind of bikes in action that we catered for. He liked the idea of having a zero-cost programme-filler that contrasted with the modern MCN/Duckhams Superbikes, Forward Trust TT F1, Vladivar Vodka 250 etc classes that were the main events at each meeting, while we helped condition the public's mind to the kind of bike we catered for via live demos. We had some unlikely participants in these, and I remember one memorable wet Snetterton Race of Aces meeting when the irrepressible Graeme Crosby, who'd become a good mate of Stella and I since his arrival from New Zealand the year before, insisted on riding a borrowed 7R AJS, complete with right-foot gearchange, in the pouring rain, on which he lapped practically all the rest of us before pulling in early to get ready for the next race, the British TT F1 Championship, round which he won, going away on his 1000cc Heron Suzuki XR69 with left-foot shifter! What a hero...

We'd arranged with Chris Lowe to get a plug for the CRMC in each race programme, and this helped us build up awareness of the club, as well as its membership, which by the time we came to Snetterton for our first-ever race meeting on August 17, 1980, numbered 540. We'd also established several CRMC regional centres, which in due course led to clubs like the Aintree and Auto 66 running races for Classic machines, according to CRMC rules. We also had a surprising response from further afield too, where it turned out there was a similar need for such a club catering for the lost generation of racing motorcycles. We founded affiliate CRMC centres in Australia, Canada, New Zealand – where our liaison officer was none other than former world champion Hugh Anderson, soon to become one of the stars of Classic racing worldwide – and the US, which, thanks to CRMC member Will Harding in Florida, and his friends Bob and Marie Barker, was duly transformed

**Below:** John Page parades Alan Cathcart's ex-Pasolini XR750 Harley

***“We founded affiliate CRMC centres in Australia, Canada, New Zealand - where our liaison officer was none other than former world champion Hugh Anderson, soon to become one of the stars of Classic racing worldwide - and the US”***





**Right:** Percy Tair parading his works Rob North Triumph



into the basis of today's AHRMA after they first ran a Classic race at Daytona to CRMC rules in Cycle Week 1981.

But then the crunch moment arrived at Snetterton that August day in 1980, and thanks to the huge support we got from the membership, it really was the start of something good. The experienced officials of the Snetterton Combine each gave up a summer weekend to teach us how to run a race meeting, and without Dave Bailey, Colin and Marie Armes, Eddie Carter and Harry Clenshaw, it would never have happened. Val Ward had spread the word as our public relations officer, helping get a good crowd through the gate that allowed us to turn a profit, on what was frankly a risky undertaking for such a young club – though we were looked after from on high, too, with some glorious summer weather. Ron Lewis took on the unenviable task of being the first eligibility scrutineer, and while nobody was actually forbidden to start, Ron ran into a second exercise book in listing changes that were needed. Lots of people went home with lists of things to do to satisfy what, from the beginning, were quite high standards of authenticity, as expressed through the so-called eligibility 'guidelines' Dick Linton and I had dreamed up over a bottle of *vino rosso* in an Italian transport hotel restaurant, later enshrined as regulations that

winter. But the way the club took off at Snetterton showed we had it more or less right, confirmed by the full grid of 42 bikes for our first-ever race (for period 1 pre-'63 solos up to 500cc), plus four reserves, who rather unchivalrously included Ann Murden on her Ducati, our first lady racer!

Legendary tuner Francis Beart was our guest of honour for our debut meeting, donating one of the historic trophies his Norton and Aermacchi machines earned to the winner of the Classic Race of the Year, and he also wrote the foreword to the programme, noting that "the younger generation, too, will be able to examine these postwar classic racing machines and see them running – many for the first time in several seasons." That's still a key aim of the club, and today, alongside the races in our 15-event debut programme back in 1980 there were three parades – devoting track time to owners of unusual and interesting bikes who didn't have a competition licence was a first back then, but it encouraged them to bring them out on track, and many course took the inevitable next step and went racing with them.

The parades that day brought out some historic riders, as well – men like the only recently retired Percy Tait on his works Triumph-3, Arthur Wheeler on his Argentine GP-winning Moto Guzzi single, road racing and scrambles great Ron Langston on

**Above:** Right to left, Ron Lewis, Stella Cathcart and Martyn Ashwood, with Alan Cathcart on the 1961 Matchless G50, which caused the CRMC to be founded, in which all four played key roles



his 500 Manx, TT-winner John Kidson on his unique Reynolds-framed NSU Rennmax 250 twin, and others. But we had more riders of note in the races too, with 1978 British TT Formula 1 champion John Cowie on a Triumph triple leading an array of current stars whose support for what we were trying to do – provide a place to race bikes that were also ‘interesting’, rather than just past their best – gave us heart. Remember that Percy’s triple had been racing in the Transatlantic Match Races just eight years earlier, since when its glorious howl had abruptly disappeared from the race tracks. Is it worth starting a club today to cater for a 2010 Ducati 1098R or Aprilia RSV4, as opposed to a Honda Fireblade or Suzuki GSX-R1000? Discuss... But the club’s creation brought so many hidden jewels out into the sunlight, epitomised by our first Spanish member, Joaquin Folch, who was then working as a trainee banker in London, and came to our inaugural Snetterton meeting with his wife Virginia. Seeking me out, he wondered if the three John Player Nortons he had in his garage, a 1972 pannier-tank model and two 1974 spaceframes he’d acquired from the Spanish importer when Norton went under, were too modern for the CRMC to cater for. I think you can guess what I told him...

That Snetterton day’s race programme established a form of two-wheeled cuisine the CRMC is still cooking today, 40 years on. Thanks to its active and supportive current membership headed by the committee, the club continues to flourish, and I sincerely thank everyone who has played a role, however minor, in making a success out of the idea that Stella and I, Dick Linton and our small band of helpers, managed to turn into reality four decades ago.

And now, in some ways best of all, we’re friends with the Vintage Club again – two clubs with a common purpose, the preservation and use of historic motorcycles, but of different eras. **CRMC**



**'Come on ...race, parade or marshal with us in 2020, at some of the best circuits in the UK'**



For further details visit our website  
**www.crmc.co.uk**

**TRICOR ANDY**

**Triumph Twin Specialists!**

TEL- 01432 820752

FAX- 01432 851934

www.Tricor-Andy.com

Andrewsgregory65@gmail.com

Po Box 338 HR1 9LU



Tricor-Andy

-Mail Order Only - No Shop Counter

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

# 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!



1890s

1990s

Branches at Beaulieu and Bicester Heritage



**VINTAGE TYRES**

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



01590 612261

sales@vintagetyres.com

www.vintagetyres.com



*Behind the scenes heroes*  
**THE CRMC  
 SCRUTINEERS**

With a variety of machinery to check, can we learn from the CRMC scrutineers?

**WORDS AND PHOTOGRAPHY BY MATT**

MANY THANKS TO THE CRMC AND THE SCRUTINEERING TEAM FOR THEIR TIME AND PATIENCE!

**I**T'S FRIDAY EVENING, IT'S RAINING AND THE Snetterton paddock is awash with vans, caravans and awnings all fighting the battering rain and wind. Like a circus, the CRMC racers, officials and volunteers come to call another circuit home for the following two days, all centring around racing those memory-evoking bikes of yesteryear.

But Friday evening (and Saturday morning) the main job of all competitors is to get their bikes to pass scrutineering and wearing the all-important stickers to allow them on track. But unlike a modern race meeting, the technical staff have rather an eclectic mix of bikes to deal with...

Because of the ethos of the CRMC, there are a range of bikes that have to be checked. And the technical staff don't know what's coming to them next, as the competitors just line up outside the scrutineering bay as they get there. My guide, Bob Johnson, Ken, John, Graham and the other volunteers will look over a 1986 multi-cylinder Japanese bike one minute, and a methanol-burning 1920s Rudge single the next.

The CRMC hold parades, too, for bikes that may not be able, or don't want to race, but that spectators



would be interested in seeing on track. So what are they looking for?

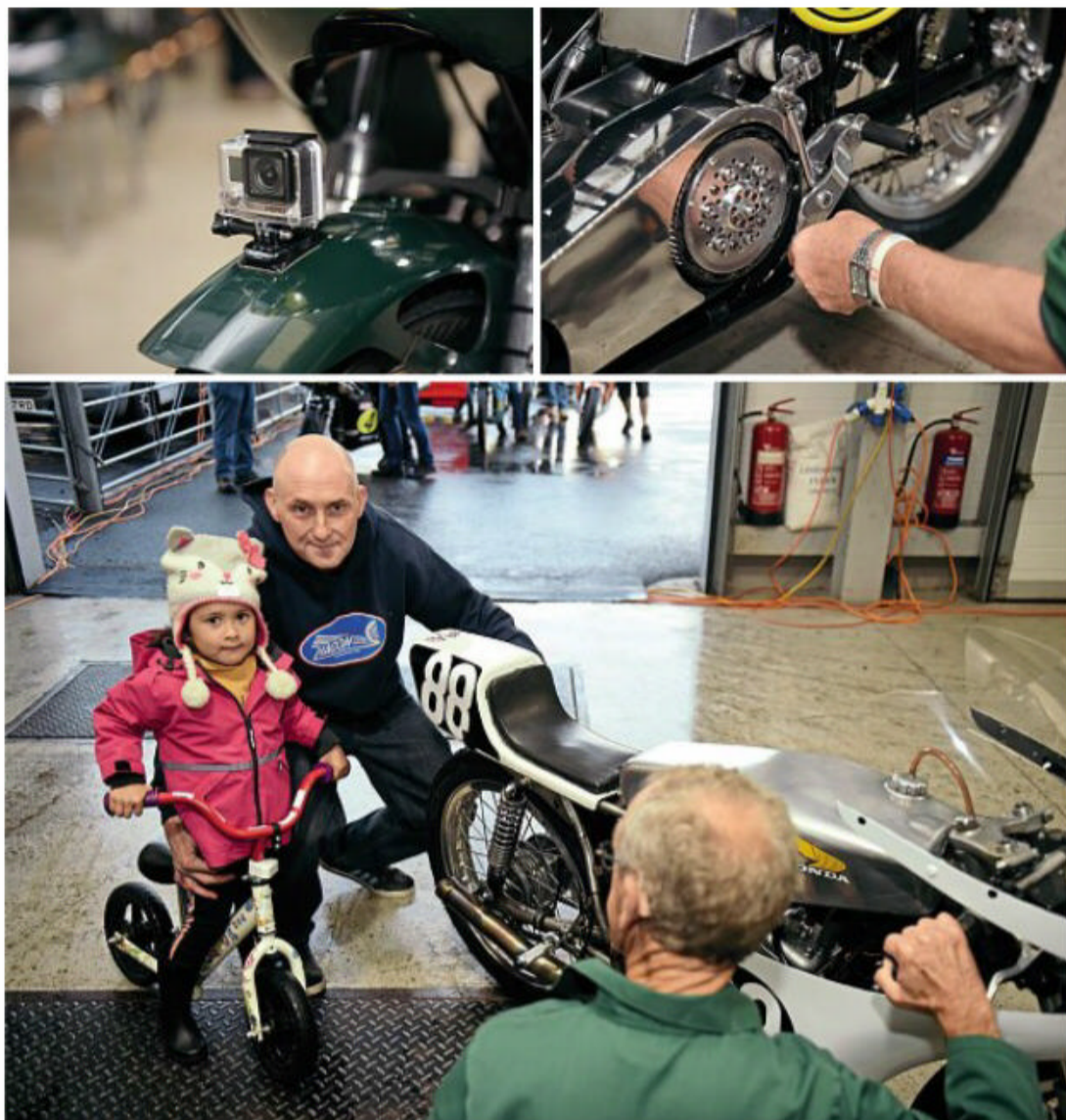
Safety, in a word. Though these are race bikes, much of these checks can relate to us road riders, especially as many of our bikes are only used occasionally. And while no competitors want to ride a bike that could hurt themselves or others, we are all human and with bikes being regularly pulled apart, things can, and do, get forgotten.

Starting from the front, are the wheels laced properly, with no loose spokes? Or if cast wheels, are there any signs of cracks – especially some of the older magnesium wheels. Do the tyres look all right and is there a metal valve cover fitted? Many racers will check their brake linings or replace pads in between races, so are all the bolts tight and are certain critical ones lock-wired? Fork oil plugs, wheel spindles and clamps, mudguards and camera mounts are all checked – and the scrutineer still hasn't got up from kneeling yet!

Moving up the steering lock is often limited on racebikes to prevent the bars 'slapping' violently. Is this okay? Most racing clip-on handlebars have no tang to keep them in place like a road bike; they're just tightened up on the forks – so are they tight? Throttles must return to off, brake levers must not have too much travel so they catch your fingers and wiring or cables to any clocks or warning lights should be well away from the steering lock. Oh, and while you're up there, check the breather to the tank – some are obvious, like a pipe, but others are hidden in the cap!

Moving to the back, is the suspension tight, bodywork secure and does the gearshift and rear brake levers foul anything when operated? Rear wheel is checked like the front and the exhaust, which is connected to the engine and frame, is subject to a lot of vibrations that could make it come loose – and no one wants that flying in their direction.

As well as what we've covered, certain safety parts need to be fitted, like oil catch trays or fairings and shark tooth, which help minimise the chances of fingers being eaten up by the chain and rear sprocket. But the scrutineers also have to keep an eye out for any untoward nut or bolt that has not been tightened, or has vibrated loose. This is why lockwire is used on racebikes, as it helps you to know that something will stay tight. It's also a good visual check – if it's wired,



***“Throttles must return to off, brake levers must not have too much travel so they catch your fingers and wiring or cables to any clocks or warning lights should be well away from the steering lock.”***

you've sorted it. But be warned – lockwire and cable ties when cut are sharp – so if you want to keep on the scrutineer's good side, make sure they are smooth, taped or heat shrunk so they don't keep cutting their hand when checking your bike!

#### **THE BIKE'S ALRIGHT - ARE YOU?**

While the bike is being checked, your safety gear is too. Helmets are checked for damage and the right EU sticker, leathers are checked for integrity, as are boots and gloves. I did see some rather old helmets going through, but they had the right stickers on and this is down to the rider.

#### **THE TEAM**

The technical team are just a small part of the CRMC race meeting, along with the many others that it takes to run a meeting, like the marshals, standing out there all day; the admin and organising people; the race officials; and many others. To some of the racers, getting you and your bike checked is time they could spend doing other things, but it was remarkable how lots of little – and large items got spotted, which the riders were most grateful for! Most, if not all the scrutineers are ex or current racers, so they know the job from both sides of the fence; and they love bikes. It was busy, it didn't stop until late into the evening and many had come straight from work, but if you like bikes, what a great way to spend your time! **CBG**





**MERRY**  
*Christmas*  
AND A  
**happy**  
**NEW YEAR**



**Collapsible Motorcycle Trailers**

*Thank you for your custom over the past year. Enjoy the festive season and Best Wishes for the New Year, from all the team at Motolug*

**Email: mail@motolug.com**  
**www.motolug.com**  
**+44 (0)1789 459234**



**BRISTOL CHROME PLATING**

*Thank you and a very Merry Christmas to all our customers*

Units 30-31, Barnack Trading Centre,  
Novershill, Bedminster, Bristol  
BS3 5QE  
Tel 0117 9532255  
contact@bristolchromeplating.co.uk  
www.bristolchromeplating.com



**DAVE COOPER**



**BIKE RACKS**

*Happy Christmas to all our past, present and future customers*

**Tel: 01732 820 082**  
**Mobile: 07860 702 112**  
**Email: info@davecooper.co.uk**  
**www.davecooper.co.uk**



**YAMBITS**

**YAMAHA PARTS SPECIALIST**

*Merry Christmas and a Happy New Year from all of the team at Yambits*

**www.yambits.co.uk**



*We wish all our customers and friends a great Christmas and New Year*



**Tel: 020 8502 6222**  
**www.hagon-shocks.co.uk**



**CJ POWDER COATINGS LTD**

*Wishing all of our customers a Merry Christmas & a Happy New Year*

Unit 8, Humberston Business Centre, Jackson Place, Grimsby, NE Lincs. DN36 4AS  
**Tel: 01472 211222**  
**www.cjpowdercoatings.co.uk**



*Merry Christmas from everyone here at Mike Ives Classic Motorcycles Ltd*

**UNIT 2, STATION YARD HALIFAX ROAD, LIVERSEDGE WEST YORKSHIRE WF15 6PS**  
**01924406135**  
**www.mikeivesmotorcycles.co.uk**



*Merry Christmas and a Happy New Year*

**www.vmcc.net**  
**01283 540 557**



**Shropshire Classic Motorcycles**

*Wishing all of our customers a Merry Christmas & a Happy New Year*



**www.triumphbonneville.com**  
**info@triumphbonneville.com**  
**Tel: 01743 860146**



*To all our customers old and new Have a Merry \*Fettling\* Christmas! Monty and Ann*

**montysclassicismotorcycleshop.co.uk**  
**01822 617010**



**Central Wheel Components**

*Wish all customers a Happy Christmas and a prosperous 2020*

8 & 9 Station Road, Coleshill, Birmingham B46 1HT

**01675 462264**  
**info@central-wheel.co.uk**  
**www.central-wheel.co.uk**

# motolug®

COLLAPSIBLE  
MOTORCYCLE TRAILERS

www.motolug.com

Single & Twin  
models available



Manufactured in the UK

+44 (0)1789 459234



## AJS & Matchless Owners Club



MONTHLY MAGAZINE  
TECHNICAL HELPLINE  
PARTS SERVICE

Telephone 01536 511532

visit us at [www.jampot.com](http://www.jampot.com)



Your battery must be ready  
to perform when you are –  
look after it properly



The new range of intelligent Battery Charger /  
Conditioners from SC-Power (formerly Batteryfighter)  
offer the product that is right for you!

They can be left connected to your vehicle and ensure that  
it is ready to start even after long periods of storage

Available from stock for immediate delivery - these units  
are fully "CE" approved and come with a 5 year warranty

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

Tel: 08448 221454



## bournes

POWDER COATERS & SHOT BLASTERS

POWDER COATING • SHOT BLASTING • PAINT STRIPPING

- Quick Turnaround
- All masking done and removed
- Vast experience in coating classic motorbike parts

All enquiries please call 0121 666 6595

32-36 Bissell Street, Highgate, Birmingham, West Midlands B5 7HP

Email [info@bournespowdercoating.co.uk](mailto:info@bournespowdercoating.co.uk)

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

## SRM

# QUALITY ENGINE REBUILDS

TRIUMPH BSA NORTON



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

01970 627771



[membership@BSAOwnersClub.co.uk](mailto:membership@BSAOwnersClub.co.uk) - [www.bsaownersclub.co.uk](http://www.bsaownersclub.co.uk)



## Electronic BT-H Magnetos

BTH Components Ltd

BT-H Delivers



We are UK distributors for  
the Alton

- Reliable sparks for easy starting and peak performance
- Electronic advance and retard built in
- Self generating, **NO BATTERY REQUIRED**
- A quality unit using the best materials and components
- A friendly service for the motor cyclists
- A full 2 year warranty with workshop back-up
- Ship worldwide.

BT-H self generating, base or flange mounted units are suitable as a new installation or replacement for the original magneto on a wide range of motor-cycles, rotation clock or anti clockwise. We can also supply versions of these magnetos for twin plugs heads.



We also stock a range of accessories 01908 550 044

Visit our website on [www.bt-h.biz](http://www.bt-h.biz) [bthcomponents@gmail.com](mailto:bthcomponents@gmail.com)



We went to

# The Bike Shed Festival

WORDS BY MATT PHOTOGRAPHY BY MARIA KNIGHTS, DREW IRVINE AND AMY SHORE

**I**T TAKES A LOT OF TIME, MONEY AND BALLS TO START A NEW event. Last year The Bike Shed, a motorcycle club based in London, put on a one-day event at Lydden Hill circuit called the Café Racer Cup, in order to see if there was any call for an event where people could take their non-racebikes onto a circuit for the day and race them.

The emphasis was on having fun and experiencing something new, not winning – though that all depends on the people taking part!







## We went to

It was a success enough for them to return again this year, for two days, with the renamed Festival. The idea being simple; give all those bikes that couldn't race anywhere somewhere to race, just for one weekend.

The Bike Shed celebrates old bikes, new, custom, café racers and anything a little different. So there was a race for 125cc bikes, one for chopper-style bikes, classics, off-road and retro-racers (think modern Hinkley Triumphs) and even one for commuter bikes – that had to indicate to overtake.

As well as the great circuit which is easy to learn, Lydden Hill is also brilliant for spectators to see all the action, while the Malle Mile chaps were utilising the surrounding hill to run off-road sprints and races. This gave even more people the chance to have a go at competing on whatever they could bring. There would be Monkey bikes up against Scrambler Gold Stars and Metisse-framed Triumphs against a modern commuter – often with surprising results!

The mix of bikes was so enthralling to see and the age of riders and spectators was equally mixed; with a lot of younger people engaging – really important for biking. The vibe was good, the racing exciting to watch and on Saturday evening the party was rocking.

Racing is expensive, you need a bespoke bike and it becomes all-consuming. The Bike Shed Festival gave that little insight into competitive racing, without the cost, without having to build a bike and enjoy it; something that racing in a championship can lose sometimes. Some lovely bikes, good people and plenty to see made it a top weekend and even the wet weather on Sunday didn't dampen spirits. Look out for dates next year if you've ever fancied a bit of racing! See [thebikeshed.cc](http://thebikeshed.cc) for more. **CBG**



# SADDLEWORTH

Email: [saddleworth7@gmail.com](mailto:saddleworth7@gmail.com) [www.saddleworthclassics.co.uk](http://www.saddleworthclassics.co.uk)

## CLASSIC TYRES

<b>AVON:</b>	
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
<b>DUNLOP:</b>	
360x19 TT100	£118.00
410x19 TT100	£121.00
425/85x18 TT100	£134.00
<b>OTHERS:</b>	
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

THE CAR & MOTORCYCLE  
**SHIPPING**  
SPECIALISTS  
[WWW.SHIPPIO.COM](http://WWW.SHIPPIO.COM)

- International collection and delivery
- Crating & container loading
- European & International transport by air, sea & road
- Customs clearances & local advice
- Depots & agents across the globe
- Insurance policies

**Shippio** CAR & MOTORCYCLE SHIPPING  
[www.shippio.com](http://www.shippio.com) Email: [info@shippio.com](mailto:info@shippio.com) Tel: +44 (0)1604 419 815

"TRULY A PROFESSIONAL ORGANISATION OF THE HIGHEST ORDER"  
JAY LENO

**AUTOJUMBLE DATES FOR YOUR DIARY!**

**Southern Classic Off Road & Racing Show**  
**SATURDAY, 7 DECEMBER**  
KEMPTON PARK AUTOJUMBLES  
[www.kemptonparkautojumble.co.uk](http://www.kemptonparkautojumble.co.uk)

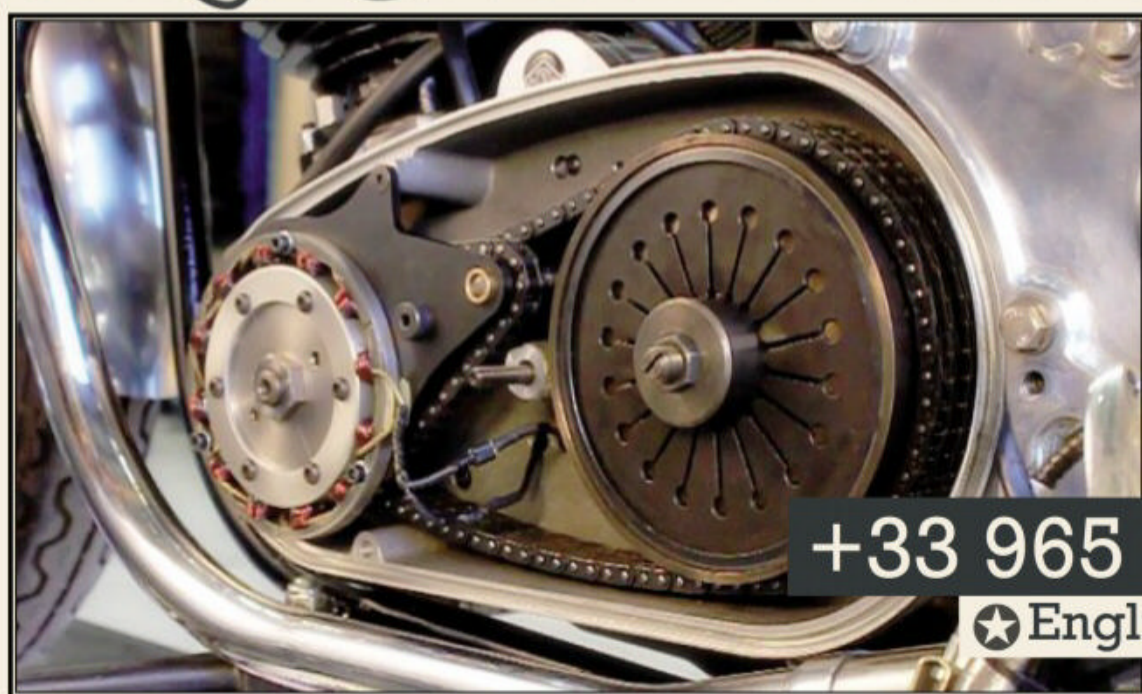
**'NORMOUS NEWARK AUTOJUMBLE'**  
**SUNDAY, 8 DECEMBER**  
**SUNDAY, 26 JANUARY 2020**  
[www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)

**STRATFORD AUTOJUMBLE**  
**STRATFORD AUTOJUMBLES 2020**  
BRAND NEW EVENT!  
• **Sunday, May 10**  
• **Sunday, June 14**  
• **Sunday, September 6**  
[www.stratfordautojumble.co.uk](http://www.stratfordautojumble.co.uk)

# ★ Electric Starter Kit ★

## ■ Norton Commando 750 & 850 MK II ■

# "La Jambé électrique"



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

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



**+33 965 373 852**

★ English spoken ★

[www.alton-france.com](http://www.alton-france.com)

Except Mk3 and 750 Fastback with distributor



# THE BIKE SHED FESTIVAL - *We Raced Too!*

WORDS BY MATT PHOTOGRAPHY BY DREW IRVINE, MARIA KNIGHTS, AMY SHORE AND TIM COCHRANE

**N**EVILLE, MARIA AND I SPEND SO MUCH TIME IN sheds fixing and building things, or covering shows and photographing other people's bikes, that it's occasionally time to have a go ourselves. And the Bike Shed Festival seemed the perfect blend of on track for me, and off-road for Maria and Nev. But what to take?

Luck intervened when the van hire company could only lend us a Luton, so we could have taken everything! Sensibly, we opted for Maria's 1978 Benelli 125 Enduro, Neville's 'Beeza', a DB34 engined, B31 framed scrambler and his 'JAP'; an Ariel Red Hunter-framed JAP LTZ, 1096cc side-valve V-twin. From a rotavator. With homemade mag, and, well, everything.

Oh, and my B31 as a reserve. And cake.

Preparation was our usual standard (minimum!), as the BSAs are in regular use and the Benelli had just been recommissioned. The JAP hadn't been used for a while and was heading on track, so Neville wiped a rag over it, , kicked the tyres, checked the oil and sprayed it with GT85. It stank.

Heading down in the van from Norfolk to deepest Kent, brought some amusing conversations and anecdotes, plus guessing how the day would pan out, as I'd been to the previous incarnation of the Bike Shed Festival, the Café Racer Cup. But who would be there and how competitive would it be? We just went with our Norfolk outlook of 'what'll be will be'.



On getting there, we had a look around and had to sort all the paperwork. NORA, who run race meetings at Lydden Hill including Supermoto races, worked with the Bike Shed crew to make sure the licence and event paperwork was all sorted and everyone had their numbers plus, for those on track, a transponder. This little red box is cable-tied to your bike and allows the timing system to keep tabs on your progress and lap times. For Maria and Neville, both playing dirty with the Malle Mile off-road sections, they just had to worry about where to go and to roost everyone behind with mud...

The Benelli was running okay for around five minutes, then would cut out. But for a bike that had been languishing in a shed for a decade or more, it was still good and Maria got the hang of kicking an old, tall enduro bike over. But she didn't feel happy competing on it, so took over photographic duties. Meanwhile Neville was enjoying the attention his 'not a Gold Star' was getting! A handy dirt rider, he kept kicking the bike into second at the start instead of up for first; as the Malle rules are to have your left hand on your helmet until the flag drops. The one time he did get it into first he flew off the line, roosting mud and sent the front wheel aiming for the moon! Part of the fun is the amusing commentators, and when Nev lined up against a rider on a Monkey-styled Honda MSX125, the duel was described as 'Father Christmas racing the Deliveroo pizza boy'.

While the other two were on the hill playing in the dirt, I was warming up the JAP for qualifying. I'd entered the Easy Rider race and the Journalist Cup,

so had two qualifying sessions. Lining up before going out I was surrounded by totally inappropriate Harleys, baggers and choppers in the first, while for the journos race I had lots of brand-new bikes around me, including one Paul Young, ex British Supersport and Superstock racer on a tricked-up Royal Enfield Interceptor GT. Oh well!

Lydden Hill circuit is easy to learn as there's really only four corners – but it takes a lot longer to get the perfect line, as turn one is long, undulating and bumpy. Plus, I was on a bike that Neville had built with an engine from a rotavator, so I needed to feel my way round, see what, if any braking I could muster from the 5in front brake and how it would corner with a rigid rear and girder front. I needn't have worried, as the JAP was faultless and provided I braked, changed down or shifted my body while upright, was superb.

Obviously power was an issue, my posterior-dyno would guess at around 35-40bhp as the engine was not designed to rev. The Burman gearbox was hardly troubled as I kept in fourth everywhere but the hairpin and I had to come off full throttle as speeds rose as the carb float couldn't keep up with demand; but it kept going and I managed to keep the Norfolk flag flying with the Easy Riders, while the Journo cup was going to be slightly more challenging...

Waiting for the first race, the Journalist Cup, I popped over to see Mr Young, who had lapped me several times in qualifying at an angle Mr Marquez would be proud of. The Royal Enfield development rider smiled as I came over, and I turned around to show him the back of my leathers. "If you smell oil ➔



***"Part of the fun is the amusing commentators, and when Nev lined up against a rider on a Monkey-styled Honda MSX125, the duel was described as 'Father Christmas racing the Deliveroo pizza boy'"***





# The Bike Shed Festival

and see these leathers in front of you I'll just keep on my line and not move around – so just go round," I laughed. He was full of admiration for the JAP/Ariel and said he'd be kind!

It's only a fun day, so I may have deliberately jumped the start, beating a couple into the first corner. But after that, I was just riding round the attributes of the bike. Ground clearance was fine to a point, front brake was non-existent, so the rear it had to be. Oh, and half way around I realised the open chain case was allowing the clutch to eat my gorgeous old Daytona boots! By the end I think we beat a 125 but otherwise came last; but the crowd and the marshalls were waving madly, so they obviously enjoyed Neville's creation amongst the other new, blagged press bikes.

As I'd come in from qualifying and the first race, the bike sounded a little rattly, so each time I let her cool down, check the oil and, well, what else is there to do? Then all too quickly the final race came. We'd been parked right at the top of the paddock, so it was incredible as I rode down to the holding area just how much attention the bike got. One lovely couple loved it as he had a Brough with a similar engine, while she had a Red Hunter. So this was a mash-up of his and hers! Neville likes what some call the oily rag look; but that's just a byproduct of all his bikes getting used. It is truly unique and while many didn't have a clue what they were looking at, they knew they liked and appreciated it. It also helped that for some reason she wouldn't idle, so I had to keep her blipping, trying to get the oil warm, but not too hot.

Out for the second race and while I tried again to cheat and jump the start, the lights were out so quickly I just got a good start naturally! Nearly all the race was spent racing with a Honda CMX500 Rebel, who I could draw alongside in the corners, but then he could pull away. It was a race-long blast, which we both laughed about at the end.

With Maria and Neville back from the dirt riding and my racing finished, we sat and had some grub. What a day. It's a shame the Benelli didn't perform, but we always thought it would be luck if the crankshaft seals hadn't dried up, which we're betting on is the problem. But the BSA performed superbly,

complete with Father Christmas in his funky boots and overalls riding, and the JAP/ Ariel was truly one of the stars of the show. A bike, made by one of the cleverest people I know, from bits in a shed in Norfolk, raced against all manner of machines and at this event, it didn't matter where you finished. The bike drew admirers near and far, rode beautifully, with an average speed of 56.9mph and completely followed the ethos of the weekend – to enjoy competition on non-competitive bikes while having a whole lot of jolly good fun. Well done, Bike Shed, for creating a weekend festival that is truly unique.

See [thebikeshed.cc](http://thebikeshed.cc) for news of next year's event **CBG**



***"It's only a fun day, so I may have deliberately jumped the start, beating a couple into the first corner."***



# Workshop Directory



## "The Chain Man"

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



Chains to suit all budgets in all sizes

Now selling all 0 Ring chains



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

You can find me at all the autojumbles



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](http://WWW.THE-CHAIN-MAN.CO.UK)

Visit our shop on [ebay](http://ebay)

## SPECIALIST CHROME AND ZINC PLATERS

Classic & Vintage Motorcycle parts welcomed

Reasonable prices and quick turnaround

Unit 6C  
Cranbourne Road Industrial Estate  
Cranbourne Road  
Gosport  
Hampshire PO12 1RL  
Tel : 01329 830000  
Mobile : 07402 976979

## CRANBOURNE CHROME LIMITED

The Specialist Metal Finishers | Vehicle and General Electro Platers

[cranbourne-chrome.com](http://cranbourne-chrome.com)  
[sales@cranbourne-chrome.com](mailto:sales@cranbourne-chrome.com)

## MALDON & POWDER COATING

### Our 5 year Anti Corrosion warranty

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

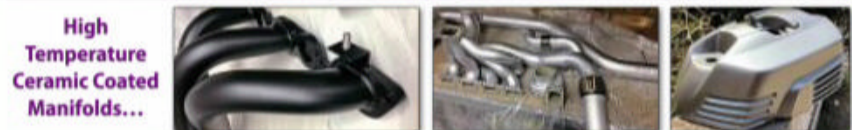
This is why in most cases we give a free five year anti corrosion warranty on our work, knowing that your items are finished to a very high quality without compromise.

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...



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



High Temperature Ceramic Coated Manifolds...

**15% Discount on all ceramic coating during December**

### 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. Metallisation 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](mailto:msbpcl@gmail.com) • [www.ctc-powder-coating.co.uk](http://www.ctc-powder-coating.co.uk)

We accept all major credit and debit cards



## 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 Ariel Dot, Royal Enfield, BSA and Triumph, both singles and twins.

Contact me on 07837 608408 or e-mail [info@gpclassicmotorcycles.co.uk](mailto:info@gpclassicmotorcycles.co.uk)

Visit my website [www.gpclassicmotorcycles.co.uk](http://www.gpclassicmotorcycles.co.uk)



## Do you have a BMW 5/6/7 Series?

I Refresh, Repair and Restore!

Other marques catered for, please ask



Call me now to discuss in further detail

Flat Twins Ltd, Tamworth Callers by appointment only  
07954 409 271 [bignose304@gmail.com](mailto:bignose304@gmail.com) [www.flattwins.co.uk](http://www.flattwins.co.uk)



A65 Special build

# An A65 as we wanted it

Jim and Liz knew just how they wanted their A65 Lightning to be





**J**IM LIGHTNING (FOR WANT OF A MORE APPROPRIATE surname) could act as a stand-in for late Quo frontman Rick Parfitt, such is his likeness to the famous rock guitarist. But what rocks Jim's silver locks these days are Small Heath unit twins; and the BSA Lightning to be more specific. This wasn't always the case however, as Jim has owned umpteen BSA, Norton, and Triton motorcycles, and recently he restored a prize-winning Velocette Venom, as well as a trophy-accurring Norton ES2.

The stunning silver and black 'Lightning' seen hereabouts was restored from the ground up by ace mechanic Jim and restyled by his 'show queen' wife Liz, who shares Jim's passion for all things glitter and chrome. However, this BSA is no trailer queen – despite its impressive haul of silverware, which Jim freely admits is credited to his wife's design input. It's actually a café racer that gets plenty of use, whether on trips to far-flung VMCC events or on back road burns to Jim's favourite haunt, The Biker's Cove in South Queensferry.

The bike once belonged to a family friend who stripped it with the intention of restoring it. However, the A65 ended up in boxes, accumulating rust and cobwebs in a farm shed over several years – hard to believe when we see it now!

Jim and Liz bought the bike around nine years ago and rebuilt it as a BSA (SRM) X65 look-alike, based on Craig Vetter's BSA Rocket 3 concept of 1969 (later rebranded as the Triumph Hurricane when a troubled BSA closed its doors). But Liz decided the X65's minute petrol tank and Seventies styling was no longer her cup of tea. So the dynamic duo spent another three months rebuilding it from scratch, with generic Triton styling as an influencing factor...

### CAFÉ RACER HEAVEN

To the team's credit they came up with one superlative café racer that boasted an impressive and salivating spec sheet. Central to the new look was a polished Spitfire (type) alloy petrol tank, complete with modern centrally-positioned fuel cap, specially commissioned by creative guru Liz. Other distinguishing features are the bespoke café racer-style seat, Dunlop flanged alloy rims and a genuine late Fifties 4LS Robinson front brake (identified by 40 spokes according to Liz – modern copies have only 36).

### SRM ENGINE MODS

I was amazed to learn that the BSA unit-construction

engine has had a change of heart – namely a lightened and polished (alternator) A10 dynamically-balanced crankshaft that benefits from SRM's renowned needle roller bearing and oil feed quill conversion – so quite a crank-full! Also present is a modern SRM barrel, resulting in a whopping 840cc to play with – hence this unique BSA's 840cc side panel transfers. Top spec Omega op111 H/C BSA B44 type pistons are also fitted and mounted to steel cap racing con rods, the bore and stroke being 79.5 x 84mm (approx).

Following on, a high-capacity SRM oil pump keeps the engine happy and ticking, while a Nourish Spitfire type Z profile camshaft and chro-moly pushrods help to boost the BSA's impressive power delivery well beyond factory imposed limits.

The high-spec continues: A gas-flowed cylinder head, polished and ported to within an inch of its life, 34mm inlets with SRM big inlet 43.5mm valves cosseted by Colsibro valve guides and lead-free compatible valve seats. The cylinder head also sports highly polished rockers and has an identical combustion chamber profile and piston crown as a V12 Jaguar. Much of the early head work was by SRM but all the later work was carried out by Jim and an auto-engineer friend. Twin Amal Mk2 34mm carburetors complete the remarkable top end.

The unit gearbox now houses a close-ratio gear cluster that Jim removed from another Beeza more than 30 years ago. Also fitted is a larger 23-tooth gear sprocket for improved top end power and a cleverly engineered drive chain tensioner in the interests of low maintenance, but long chain life.

An excellent competition Bob Newby clutch with belt drive and three ball actuator joined the list of expensive upgrades. Creative Liz came up with the eye-catching primary cover's triple perforated air vents and clutch cooling air scoops (ingenious use of bathroom accessories I'll wager), and the BSA rubber bung is perfectly positioned to allow easy adjustment of the inner six spring clutch screws without having to remove the outer casing.

### FRAME & WHEELS

Jim had both the frame and swinging arm finished in durable gloss black by Covanhill Powder Coatings of north Lanarkshire. Most other cycle parts were painted by Jim himself. Taper head bearings were fitted along with a new damper unit, plus a hoard of NOS fork parts Jim had kept from the late Eighties; including stanchions, fork bottoms, rubbers, springs and other ▶



## A65 Special build

useful cycle parts. A pair of bespoke torque arms hold both front brake cables in situ and a friend's lathe was utilised to modify a stainless wheel spindle to match the Robinson 4LS brake. The Robinson brake and rear hub were laced to (refurbished) Dunlop flanged rims using stainless spokes – all expert work carried out by local wheelman Barrie Brown, of Windygates in Fife. New rim tapes, inner tubes and Avon Road rider tyres keep the wheels in perfect rolling condition.

### METICULOUS ATTENTION TO DETAIL

No corners were cut in realising this stunning motorcycle and, as with the bespoke petrol tank, much team thought went into styling the single racing seat Jim fabricated and welded up himself using foam blocks and an old A65 seat base. He then fashioned a rear hump from steel before passing it to Hurley Custom Seats of Livingston to be professionally covered. I hope you agree that the meticulously designed alloy petrol tank and matching seat give the couple's BSA café racer a unique look that only the very best Triton could match.

Continuing the impressive spec is a set of Racing Cuppini alloy levers mounted to adjustable clip-ons. Custom rear view mirrors and a beautifully-crafted alloy steering damper sit in close proximity. Original Lucas-style switchgear and slim Amal handgrips are familiar additions, as are the period grey-faced Smiths instruments and after-market chrome clock that complete the pilot's view of the splendid cockpit. Another subtle touch is the mini oil temperature gauge that is seamlessly grafted to the topside of the BSA Lightning side cover/oil tank cap. The cover also hides a mini oil breather catch tank that vents the engine via an extra breather pipe exiting from the rocker box cover.

Other eye-catching details are the stainless front exhaust's locking bar (sourced from a yacht chandler), plus the use of an alloy footrest bolted adjacent to the top rear shock mount and gainfully employed as



a lifting handle for propping Jim's P&J on to its centre stand. Below the racing clip-ons, bespoke chrome shrouds are used in partnership with separate alloy headlamp/fork brackets and rubber gaiters to impart a neat factory finish to the exposed BSA fork stanchions. The critical eye will note that all nuts, bolts, studs and washers were replaced by quality stainless.

Another traditional café racer signature are the chrome front exhaust pipes that lead down to a pair of upswept, short, reverse cone Megaton alloy silencers. Continuing the theme is a long, folding kick-start. Once you clock the side panel's 840cc silver transfers, you'll soon appreciate the requirement for a beefy kick-starter! Hagon classic rear shocks and progressive fork springs up front help to endow this caffeine chariot with faultless road manners.

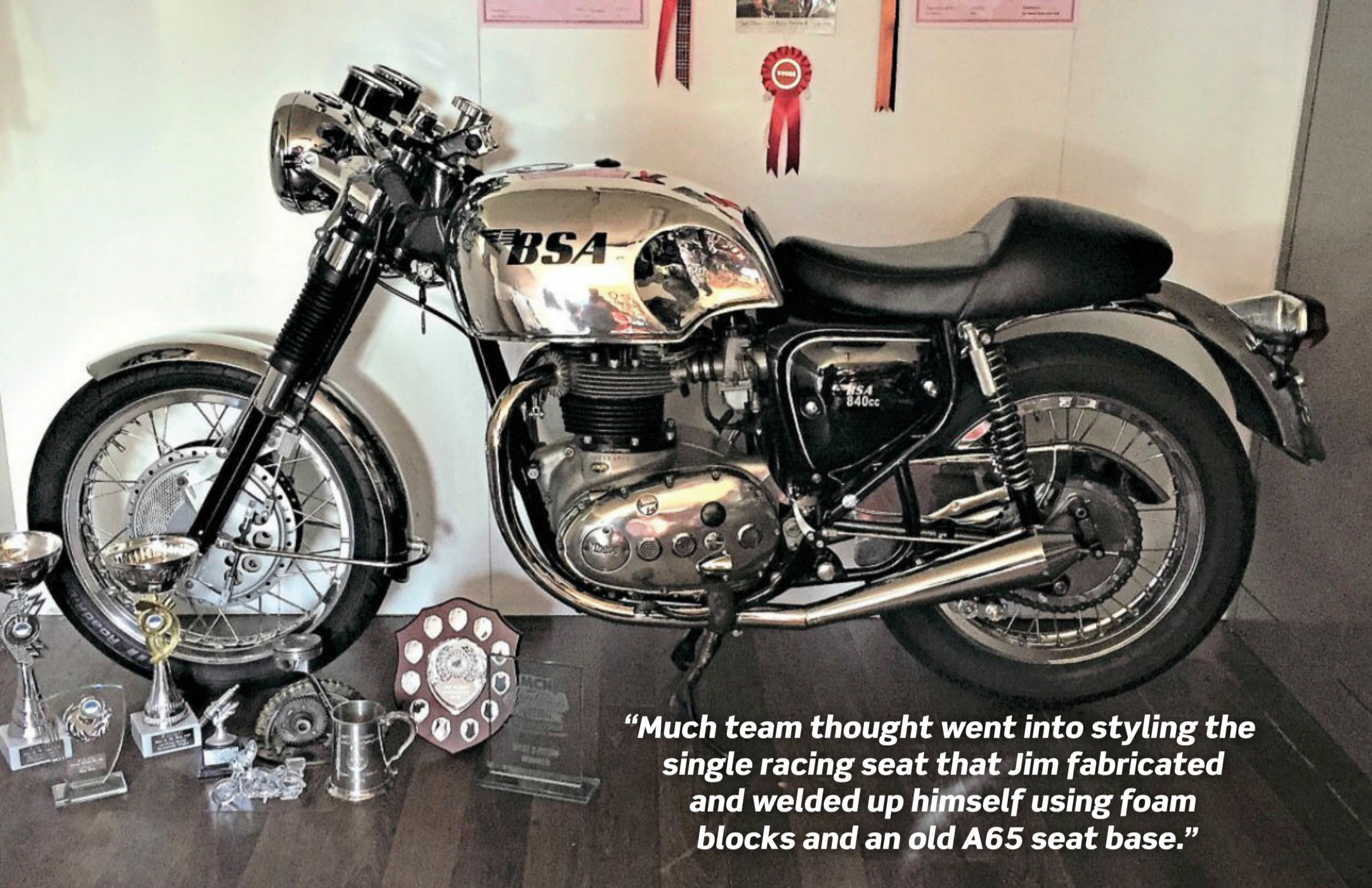
### ELECTRICKERY

Jim, I learned, is also a bit of a whizz with electrics and made up his own wiring harness. He then skilfully located all the major electrical components to a private compartment within the BSA tool box, including a Boyer power box, Pazon Surefire ignition module, fuses and an (externally) mounted Dyna Green twin output coil. Jim has also fitted LED pilot and tail-light bulbs along with triple LED running lights located on the port and starboard sides of the chrome headlight.

### THE SOUTH QUEENSFERRY PROMS

Jim's café racer – or 'The Sleeper Bike' as wittingly christened by his mates – can be surely counted among the UK's highest-tuned A65 specials. The twittering exhaust note from the Megatons is just sublime, and the throttle pick-up from the twin Mk2 Amal carbs is instant and fluid. The engine sounds crisp, sweet and menacing. Tappet noise or transmission whine are non-existent.

Infinitely pleasing to the ear was the 840's



**“Much team thought went into styling the single racing seat that Jim fabricated and welded up himself using foam blocks and an old A65 seat base.”**

symphonic exhaust experience as I followed Jim around South Queensferry searching for a suitable location to capture café racer and iconic Forth bridges for this feature. We made several stops during our recce, and I was surprised at how easily Jim fired up the big Beeza again and again, first kick, every time.

### **LIFE WITH AN EVERYDAY TWIN**

Sipping coffee back at The Biker's Cove in the shadow of the famous Rail Bridge, I asked Jim about living with his muscular 840, and how well it actually suited him: “I’m an old hand with café racers and have owned many down the years, especially Tritons. I also have a 1950s 750cc Domi-racer that currently competes with the Beeza for ‘walkies’, chuckled Jim.

“Starting the 840 from cold is easy, thanks to the manual chokes and Surefire electronic ignition. Even considering its compression of 10.5:1 and 840cc capacity, she usually fires first or second kick! I’m well acquainted with the start-up procedure, as she is well used and often abused!” winked Jim.

“Enormous torque and power is no laughing matter in the wrong hands, so I’m choosy about who rides the 840. On the track, for example, she easily pulls wheelies and can rapidly reach 60mph in first and 100mph in third.

“A few years ago the 840 was timed at 100mph from a standing quarter-mile start. I’m not sure what she’ll pull nowadays – as I’ve altered the gearing – but the 840 could prove quite a handful for the inexperienced rider. I try and keep the free-revving engine below 8000rpm so the front wheel remains firmly planted on terra firma!” I have no reason to doubt Jim’s claims, given his vast experience, enthusiasm and dedication to his art.

Jim also confided that the Newby clutch – with its HD torque-absorbing clutch springs – could prove tricky for novice riders in conjunction with the

close ratio box. Apparently, the 840’s professionally balanced crank irons out any unwanted engine vibration, although Jim confessed that fierce acceleration can raise an occasional tingle through the pegs when careering around the track... and then rolled his eyes in mock-disgust!

“She does, however, handle better than my Domi Racer,” announced a chuffed Jim. “I would go further to say this BSA 840 handles as well as any of the featherbed Nortons I owned as a young member of the Scottish Classic Racing Club during my formative years! Fortunately, the Robinson 4LS is up with the best and a one-digit squeeze is all that’s required to rein in the stomping Beeza. The rear anchor provides adequate braking too – being good enough on its own for country back road touring or pottering around in town. Now that I’m an OAP and a great grandparent, I’ve substituted the rear sets for normal footrests – comfort has become more important these days than stonking good looks!” Jim laughed.

Summing up, Jim freely admits he’s addicted to ‘power, handling and innovative engineering’ – three goals Jim feels he’s achieved with the realisation of this fabulous BSA 840 café racer. Liz, who ‘imagineered’ the 840, is also very pleased with the end result – especially as their ‘baby’ has already netted its share of silverware – it was voted Best British Bike at the 2019 MCN Carol Nash show at Ingliston (Edinburgh), Best in Show & Class at the Ayr Classic Club show and it was a double prize-winner at this year’s Kirkcaldy show – extraordinary!

But, as we’ve already established, it’s out on the open road that this special BSA café racer performs the best...

So much so in fact that hubby and wife are planning a 920cc BSA café racer using a Norton crank and a broken A65 that has already been sidelined for this future project. Watch this space. ▶



## Why an A65?

If Jim's P&J doesn't fire up your creative juices then perhaps a standard BSA unit twin could be your next fling? They are readily available in the small ads and spares back-up is nothing short of excellent, with specialists such as SRM, Draganfly and Burton Bike Bits catering for all models.

Launched in a wave of publicity during the early Sixties, the initial A50 (500cc) and A65 (650cc) models were BSA's attempt to stem lost sales to Triumph – especially the iconic Bonneville, which was already a huge hit on both sides of the Atlantic.

Soon after both models appeared in 1962, the A50 received glowing reports in *The Motor Cycle* and *Motor Cycle Illustrated*. Similar reports followed for the sportier A65 – although *Motor Cycle Illustrated* reckoned the smaller machine was just as capable as its larger sibling by returning excellent fuel economy and acceptable performance.

In its day, the new twin's smooth lines and 'power egg' engine (as it became affectionately known) were received with excitement – especially the Lightning and follow-up Spitfire. But, unfortunately, intrusive engine vibrations blighted some models; several reports surfaced of complete bottom end failures on A65s, which (predictably) earned BSA an undeserved reputation for poor quality control and unreliable engines. Often the crux of the problem was poor servicing by dealers, an insatiable demand for power

and cubes and the spectre of DIY home mechanics. Conversely, A50 and A65 models proved reliable in service with the police and armed forces in the UK and throughout the Commonwealth – this was attributed to regular servicing and proper maintenance!

The BSA factory did successfully address the bottom end problem on their A65/A75 competition machines by replacing the timing side plain bearing with a modified roller bearing and improved oil feed conversion. Unfortunately, Small Heath management did not approve the conversion for production models and, after 10 years in production, the A-series twins never regained their popularity. By 1972 the A65 and A75 were discontinued as BSA began to suffer serious financial losses.

So, given the A65's chequered past, the obvious question is why would you want a mouth-watering motorcycle like Jim's in your shed? Long gone are the days of fragile bottom ends or crippling engine vibes – any BSA unit twin can be successfully improved using tried and tested parts from specialists, such as SRM and Burton Bikes. Modern balanced crankshafts, reliable bearing upgrades and high capacity oil pumps are just a small part of the growing catalogue of spares and specialist services available for BSA's highly-usable unit twins. The Thunderbolt, Lightning and highly-prized Spitfire models are all catered for by SRM and other BSA specialists. **CBC**

**“She does, however, handle better than my Domi Racer’, announced a chuffed Jim.”**



# Draganfly Motorcycles



Specialists in classic motorcycle spares since 1976

It's that time of year, so take a look at our gift page for all your **Christmas gift needs!**



**Don't forget:** get an extra 10% on gift vouchers bought in December and redeemed in the new year!

**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

Please note: we will be closed on the evening of 24th December, and reopening on 2nd January 2020.

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

# Craven Equipment

Est. 1951

Vintage luggage for a modern age



01986 891096

[www.craven-equipment.co.uk](http://www.craven-equipment.co.uk)

Open Monday - Friday, 9.00 - 5.00



*Star Guest!*

WORLD  
SUPERBIKE  
AND GP HERO  
**FRANKIE CHILI!**

*The Carole Nash*

**CLASSIC**  
BIKE · GUIDE

WINTER **2020** CLASSIC

*Gates open 9am-5pm sat & 9am-4pm sun*

**JANUARY  
11-12, 2020**

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 £10 EACH • U15s GO FREE

**BACK FOR 2020!**  
HAVE A GO ON  
THE FREE  
MOTOGYMKHANA  
CIRCUIT!  
SEE WEBSITE FOR  
DETAILS ON HOW  
TO BOOK

**FREE  
PARKING**

**CLASSICBIKESHOWS.COM**

CUSTOMER SERVICES: 01507 529529



**CLASSIC**  
BIKE · GUIDE

**classicbikeshows.com**

classicbikeshows

@classicbikeshows

@classicbikeshow



# NORVIL MOTORCYCLE COMPANY

★ NORTON ★ COMMANDO ★  
★ DOMINATOR ★ SINGLE ★  
★ LIGHTWEIGHT TWIN ★

Manufacturer & Supplier of

## GENUINE NORTON SPARES

Over 14,000 product lines stocked for Norton's

We have a licence to manufacture and supply Genuine Norton spares and we own the Commando trademark (Reg No. 2128766)  
We are the only company in the world that manufactures & supplies Genuine Norton spares for Pre 1979 bikes.  
Beware of buying spares elsewhere if you want Genuine Norton spares for your bike.  
We also own the Norvil trademark too (Reg No. 2128517 UK, 1644347 USA).

### BELT DRIVE KIT WITH CLUTCH

DA20EFCBG	EASY FIT KIT FOR ALTERNATOR MODELS	<b>£399</b>
069533DACBG	FOR ALTERNATOR MODELS	<b>£415</b>
069181ACBG	FOR RACE MACHINES	<b>£475</b>



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**

40353CBG	BACK PLATE - CLUTCH - PLAIN, NO FRICTION MATERIAL	<b>£39</b>	21480CBG	PLATE - CLUTCH - PLAIN - OUTSIDE LUGS - 1959 ONWARD	<b>£7</b>
60072RSRCBG	BEARING - CLUTCH - FOR BELT DRIVE - WITH 2 RUBBER SEALS	<b>£9</b>	A2/392CBG	PLATE - CLUTCH - PLAIN - SMALL LUG - EARLY SINGLES & LAYDOWN	<b>£12</b>
067034CBG	BEARING - CLUTCH - SEALED - FOR BELT DRIVE	<b>£9</b>	NM21480CBG	PLATE - CLUTCH - PLAIN - TEETH ON OUTSIDE - 1959 ONWARDS	<b>£5</b>
A2/387CBG	CENTRE - CLUTCH BODY - ( SPIDER )	<b>£56</b>	043362CBG	PLATE - CLUTCH - PRESSURE - ALLOY TYPE-(USE 061179 ADJUSTER)	<b>£24</b>
040354CBG	CENTRE - CLUTCH SHOCK ABSORBER - AMC CLUTCH	<b>£56</b>	040365CBG	PLATE - CLUTCH - PRESSURE - REPLACES 043362	<b>£23</b>
A2/374CBG	CLUTCH - AMC - COMPLETE - WILL FIT ALL PRE-COMMANDO	<b>£386</b>	21261CBG	PLATE - CLUTCH BACKING - BONDED	<b>£44</b>
040339CBG	CLUTCH - COMPLETE ASSEMBLY - COMPLETE WITH SURFLEX PLATES	<b>£386</b>	NM21261CBG	PLATE - CLUTCH BACKING - BONDED	<b>£44</b>
23306CBG	CLUTCH - COMPLETE ASSEMBLY - WITH SURFLEX PLATES - 5 + 5	<b>£386</b>	040584CBG	PLATE - CLUTCH BACKING - BONDED	<b>£47</b>
NM23306CBG	CLUTCH - COMPLETE ASSEMBLY - WITH SURFLEX PLATES - 5+5	<b>£386</b>	050421CBG	PLATE - CLUTCH BACKING - PLAIN TYPE FOR EARLY CLUTCH	<b>£26</b>
040400CBG	CLUTCH - COMPLETE ASSEMBLY - WITH SURFLEX PLATES 4+4 PLATES	<b>£386</b>	82M7CBG	PLATE - CLUTCH FRICTION - TABS ON OUTSIDE	<b>£11</b>
040399CBG	CLUTCH-COMPLETE ASSEMBLY- INC SURFLEX PLATES - 3+3 PLATES	<b>£375</b>	040362CBG	PLATE - CLUTCH INNER RETAINING (043445)	<b>£12</b>
040366CBG	HUB - CLUTCH CENTRE - THE INNER PART PLATES FIT ONTO THIS	<b>£56</b>	23909CBG	PLATE - CLUTCH INNER RETAINING (043445)	<b>£12</b>
A2/385CBG	HUB - CLUTCH CENTRE - THE INNER PART THAT PLATES GO ON TO	<b>£56</b>	040351CBG	PLATE - CLUTCH RACE PLATE - ROLLERS RUN ON	<b>£18</b>
067424CBG	KIT - CLUTCH REFURBISHMENT - 650, ATLAS, G15 - WITH BEARING	<b>£110</b>	043445CBG	PLATE - CLUTCH SHOCK ABSORBING CENTRE - AMC CLUTCH	<b>£12</b>
82M10CBG	PLATE - CLUTCH - 1/2 PLAIN+1/2 FRICTION - SURFLEX - 1959 ON	<b>£14</b>	040361CBG	PLATE - RACE - AMC CLUTCH - ROLLERS RUN ON THIS	<b>£18</b>
82M9CBG	PLATE - CLUTCH - AMC - PLAIN - OUTER TABS - SURFLEX	<b>£7</b>	040393CBG	PRESSURE PLATE - AMC CLUTCH	<b>£23</b>
040391CBG	PLATE - CLUTCH - BONDED TYPE - OUTSIDE LUGS	<b>£11</b>	040365TCBG	PRESSURE PLATE - THIN - AMC CLUTCH - TO TAKE 11 PLATES	<b>£26</b>
82M11CBG	PLATE - CLUTCH FRICTION - AMC - OUTSIDE TABS - SURFLEX	<b>£10</b>	040386CBG	RUBBER - CLUTCH - CUSH - LARGE - 3 REQUIRED	<b>£1</b>
A2/393CBG	PLATE - CLUTCH - FRICTION - BONDED - EACH - 5 REQUIRED	<b>£11</b>	040387CBG	RUBBER - CLUTCH - CUSH - SMALL - 3 REQUIRED	<b>£1</b>
043192CBG	PLATE - CLUTCH - FRICTION - INSIDE LUG TYPE - 1959 ON-5 REQ.	<b>£10</b>	A2/389CBG	RUBBER - CUSH - SMALL - PRE-COMMANDO CLUTCH - EACH - 3 REQ	<b>£1</b>
043442PCBG	PLATE - CLUTCH - FRICTION - INSIDE LUGS - 1959 ON - PATTERN	<b>£7</b>	068844CBG	SEAL - CLUTCH ROD - LARGE -STOPS G.BOX OIL TO CLUTCH SEEPAGE	<b>£35</b>
043442CBG	PLATE - CLUTCH - FRICTION - INSIDE LUGS - 1959 ON-SURFLEX	<b>£10</b>	040386ACBG	SET - RUBBERS- CLUTCH - SET 6 - 040386 & 040387	<b>£8</b>
NM21260CBG	PLATE - CLUTCH - FRICTION - INSIDE LUGS-1959 ON-SINGLE SIDED	<b>£13</b>	040372CBG	SPIDER - CLUTCH - FITS MAINSHAFT - CHANGE IF CLUTCH DRAGS	<b>£53</b>
043193CBG	PLATE - CLUTCH - FRICTION - INSIDE LUGS-1959 ON-SINGLE SIDED	<b>£14</b>	043443CBG	SPIDER - CLUTCH - FITS MAINSHAFT - CHANGE IF CLUTCH DRAGS	<b>£53</b>
82M3WCBG	PLATE - CLUTCH - PLAIN - 3/8" WIDE INNER TAGS	<b>£7</b>	23501/ACBG	SPIDER - CLUTCH - FITS MAINSHAFT - CHANGE IF CLUTCH DRAGS	<b>£53</b>
82M3CBG	PLATE - CLUTCH - PLAIN - INNER, 9/32", TABS	<b>£7</b>	NM23501/ACBG	SPIDER - CLUTCH - FITS MAINSHAFT - CHANGE IF CLUTCH DRAGS	<b>£53</b>
040355CBG	PLATE - CLUTCH - PLAIN - INTERNAL LUGS	<b>£5</b>	040359CBG	SPROCKET - CLUTCH - AMC - PLAIN TYPE - 1963-ON	<b>£79</b>
067248CBG	PLATE - CLUTCH - PLAIN - NON-SLIP TYPE "DIMPLED"	<b>£5</b>	21249CBG	SPROCKET - CLUTCH - AMCTYPE - PLAIN - 1959 TO 1962	<b>£79</b>
043191CBG	PLATE - CLUTCH - PLAIN - OUTSIDE LUGS - 1959 ONWARD	<b>£7</b>	NM21249CBG	SPROCKET - CLUTCH - AMCTYPE - PLAIN - 1959 TO 1962	<b>£79</b>

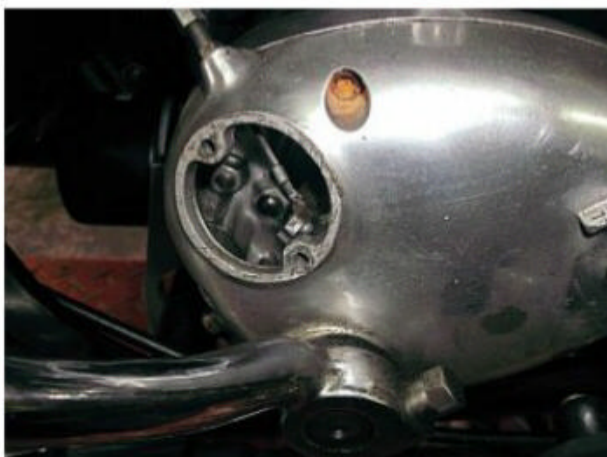
Advert prices valid to 31st January 2020

**Genuine Norton Parts Supplier**



# Norton Atlas 750

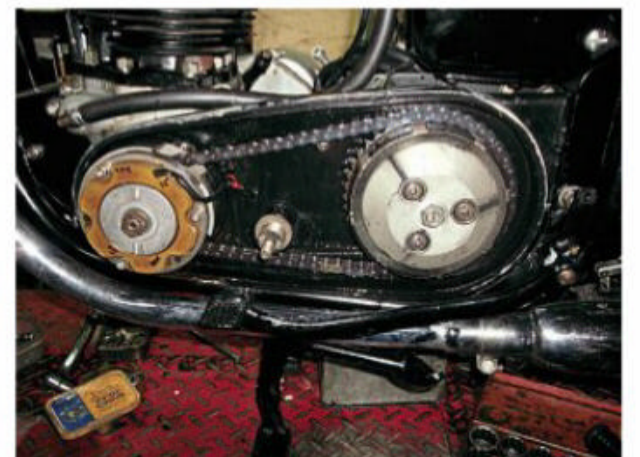
Hutch's Norton Atlas 750 has been a good, solid workhorse – until some journalist had a little go on it and the clutch broke...



At first it looks like a snapped cable



Locking ring had been loose for a while



Primary side off to adjust the clutch



Back to how it should be!

**I**T'S AMAZING HOW YOU CAN RIDE YOUR bike for ages, seemingly having got it to that reliable stage, and then when you let someone else have a go on it, it turns to poo.

Editor Matt wanted to ride my Atlas and take some pictures for an article he was planning. He turned up, late as ever, took some photos and then went for a ride on it and I followed on my T140 to watch the riding pictures being taken on a stretch of road passing through a local common.

Up and down the road went the Norton and then Matt waves his hand to me something is wrong and pulls in. "It felt like the cable was going for the last few previous uses, you know when it feels like two stages as you pull it," he explained. The clutch cable had broken – no great shakes, as I have another on the shelf – but a little investigation showed that although the nipple had come off at the gearbox end, unfortunately the clutch operating lever on the AMC box was loose and swinging around, as the locking ring was, or had, come loose. This was more than a roadside fix, unless we really had to.

Later that evening, back in the workshop with the bike on the bench, I drained the gearbox oil, marked on the inner cover where the cable came out of the outer cover with a marker pen and removed the outer gearbox cover and broken cable. Aligning the clutch operating arm with the mark on the inner cover, I tightened up the locking ring. It soon became obvious that the locking ring had been loose for a while (always a problem when you ride bikes as



Norton 'boxes are straightforward to work on

you mostly bought them) and the clutch needed adjusting at the clutch end of the pushrod. So it was off with the left-hand footpeg and primary cover.

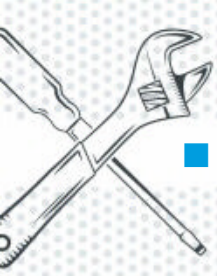
After a bit of cleaning cases and gasket faces, the outer gearbox cover was refitted, this time with a gasket (which I fortunately had in stock) instead of the 'goo' that had been previously present. Fitting the outer casing is a bit of a fiddle, lining up two shafts and the peg in the gearchange roller.


Now the new cable could finally be fitted and then adjusted at the three adjustment points, starting at the clutch, then the cable at the lower end in the gearbox casing and ending up at the bars. Some attention to cable routing helped an easier action.

All the other sundry bits that had been removed could be re-assembled and oils could be added. Then, finally, a test run just to see it was all okay. It was! Now I've just got to keep Matt away from it in the future... **CBG**



Faces cleaned and new gasket fitted





## SS50 HONDA 'Slowped' Salvage

Found by chance, laid dormant for decades, one unmolested Honda SS50 that offered much potential; providing our budget could keep up ...

WORDS & PHOTOGRAPHY: GRANT FORD

**B**ACK IN EARLY MARCH, WINTER MAY HAVE begun to release its grip, although it certainly wasn't balmy enough for a paddle as I approached Portsmouth to meet a man selling moped spares.

My purchase was mainly rusty parts, a few quid changed hands and the conversation turned to his mate's Honda SS50 – asking if I was interested. Back in the day, you were either a Fizzy fanatic or trusted in the steady SS, I was the latter. I had a later five-speed finished in bright yellow that never let me down – unfortunately it was the other way around as my neglect allowed the oil level to drop, followed by seizure; a practice usually reserved for the two-stroke brigade.

A few decades later I put on my best poker face when presented with a rather sad, but totally original 1973 four-speed example with wonky pedals and lots of corrosion. Sitting on flat rubber with rims way past their sell-by date the tank featured a huge dent. I began to lose interest when it became apparent there was no V5 and whilst I hate dancing the Swansea 'two-step' I took the reg number to check.

It seems the bike was uncovered in a locked garage

when the elderly owner passed away, and with no next of kin the SS became part of a house clearance. The engine turned over and all the gears engaged (well, it is a Honda) with suspect areas along the base of the frame proving to be solid. Conclusion, it needed everything and therefore parts may be an issue, so I walked away, although it bore heavily on my mind all the way home.

The DVLA confirmed it was a Honda with the model 'unknown' but at least they recorded something from Japan with that plate once rode the streets of Hampshire. Registered on July 9, 1973 the database states this SS 'hasn't had its first MoT' but we do know via the dealer's stickers on the forks it was supplied by Bob Gollner in nearby Waterlooville. Bob was a renowned trails rider and built bespoke off-road specials throughout the 1960s and 70s; but what happened to this Honda after it left his showroom we may never know, apart from it covered 5400 miles in 46 years.

I dug deep and the bike relocated to my shed. Its appearance didn't improve under fluorescent lighting, but the arrival of a fresh V5 showing two previous



**Above:** Pleased with a solid frame, plus the engine turned over, we have a base for restoration

owners cheered the atmosphere no end. Our plan (along with mate and fellow 'ped' restorer, Alan) wasn't to try and start the four-stroke motor but check for any signs of life; a new battery offered nothing thanks to corroded wiring from the ignition switch. Once we had a neutral light, a spark from the ancient plug followed but the carb slide was stuck fast, and the tank looked bleak inside. Fuel lines were so brittle a blade was required to remove, so the decision was taken to strip down and check the motor.

**BREAK DOWN & ASSESS**

Surprisingly, most of the fittings offered little resistance and the angle grinder became redundant as the Honda fell apart. The seat base had suffered from enthusiastic tin worm, while the foam had the texture of a crumbled biscuit.

The dented tank may well have occurred in the same instant as the kinked handlebars and bent pedal.

A sea of surface rust did allow for a wave of relief to engulf the workshop – sure, a lot of prep would be required, together with many fresh parts, but the basics were solid.

I decided to send the tank and wheels to Neil at Walton Works in Suffolk; a skilled man when it comes to respoking my new rims and enjoys more talent than me with a paint gun. One major problem struck early, our exhaust had rotted out from the inside leaving a large hole in the base, it was scrap; but regular suppliers all quoted the same line, 'out of production plus aftermarket options are unavailable'. I could chance a couple of hundred quid with some chap in Far East, who was offering a badly photographed repro, but the chances of getting something that looked period correct was zero.

The remaining parts came away with little drama, wheels and rusty mudguards before swingarm, forks and chains, until just the engine sat in the frame

*"That dent in the tank was nasty; a good 20mm deep and roughly 200mm wide"*



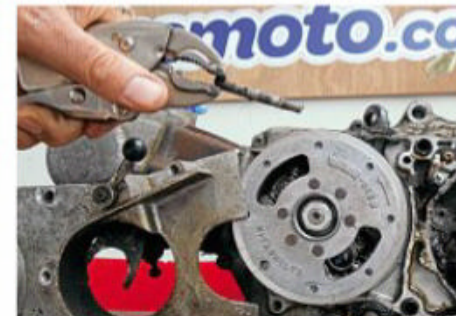
The dent in the tank had to be repaired as there was little chance of finding a replacement



Tin worm had enjoyed our seat base, the foam was salvageable whilst the cover was bin-fodder



One of five side cover screws wouldn't shift, losing its head courtesy of a size 10 drill bit



Side cover stud surrender... thanks to the power of mole grips



The frame fitted exactly to our mobile work bench and into the prep-shed it went



Original  $\frac{3}{16}$ in headrace bearings will need replacing, so the order was placed with Mopedland



Alan returned the seat base with fresh steel up front on both sides before lashings of gloss black



First task on 'dirty-day' was to depaint the frame and assess the damage; it turned out nice again



Cranbourne Chrome salvaged the majority of our brightwork, keeping the SS largely original



Minimal filler was required but the odd small chip left its mark, then five coats of primer to flat



Side cover removed, our oil filter has captured a few black lumps and the odd hair



Alan returns with the rear light and freshly painted numberplate holder



Whilst it would have saved time and money to just buy new shocks, the originals restored well



With the air filter housing removed, four coats of 'Rat Grey' dried quickly on summer's hottest day

secured by two long bolts, one of which is buried behind the casing; surely just a simple matter of releasing four screws. Three obliged with a little persuasion from the impact driver but the fourth was not for moving and the fear of snapping the screw grew as the attempts went on over a couple of days.

Eventually, in went a size 10 drill bit and after 20 minutes the casing became free and the motor was on the bench; now to get the stud out. Patience won out in this case, with the motor balanced on its side, a week of 'drip-feeding' WD before my trusty mole grips extracted the stud. With the motor released, our frame was secured to the mobile work bench, ideal for cleaning and prep. The parts washer was going to be busy as our aim was to separate the usable from the 'past it', including the chrome.

### GO TO THOSE WHO KNOW

Neil from Walton Works made light work of the wheels, fresh rims and spokes but to everyone's surprise the hubs were in perfect order; once decades of grime were removed, his verdict was 'just lacquer'. That dent in the tank was nasty; a good 20mm deep and roughly 200mm wide, so a 'pin-puller' would drag the tin back into shape. A day later, it had responded well and several light skims would finish the job, before an etch coat and high-build return the perfect shape. Neil also cuts graphics, so after a couple of tests, the white striping could be applied post paint.

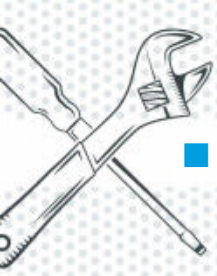
It was now June and the SS frequented five large boxes whilst we looked to break down further. I studied

the Wemoto website, mainly for engine parts, seals and service items but found they carried many of the difficult to source items; within days a large box arrived as I had got a bit carried away with my clicking. Indicators, clutch and a pair of mirrors plus wheel bearings I knew would be required, just some of the 30 items.

By this time the anxiety over the exhaust (or lack of) was dominating my search engine and I very nearly made a classic and very costly mistake. Out of the blue a message arrived offering a perfect used system, ▶

**Above:** New seals and rubbers before the refinished forks caused confusion over oil capacity





Above: Hubs flatted then lacquered, securing new rims and spokes  
Neil returned us new wheels



Left: Neil from Walton Works checks out the spoke pattern before cutting out and preparing the hub



Period-look rubber, courtesy of Wemoto. Bargain with tyres, rim tape and tubes for £50



One job that can go really well or badly wrong. Required grease, bags of bearings and patience



Rebuilt and our head stock accessorised with silver base and polished alloy



Our exhaust shield lost its black during the chroming process but VHT barrel paint did the job

complete and undamaged from a 'facebook' user in Vietnam. After receiving dozens of images showing his vast stock of small Honda parts he confirmed that for \$150 the 'Holy Grail' of SS50 parts would be mine and I will confess I was happy to transfer the funds until he refused to share his address. Further investigation amongst followers of small Honda four-strokes revealed his tactic was to befriend then scam enthusiasts and he had been successful several times previously.

This scare prompted me to contact Moto-Classic near Basingstoke, importers of rare machines and parts from across Europe and racks of NOS items, one of which was a pristine exhaust! It came to them via a collector who had purchased this system from David Silver nearly a decade previously and came in its original Honda packaging. Sure, it cost more than I would normally spend on a running moped, but needs must.

### CHROME PLATING - ANOTHER LESSON

Moto-Classic also had a used front mudguard which was in better condition than my damaged one, so with the car loaded the parts requiring replating headed south to Cranbourne Chrome in Gosport. I must confess to knowing little about the plating process apart from it being expensive; that said, a tour of the works and procedure somewhat justified the bill. My parts faced a sulphuric acid strip to remove existing plate followed by the non-facing side being blasted clean before being 'pickled' in hydrochloric acid, stripping away remaining rust. Then, prior to receiving its coating the part is 'surfaced' using a belt and brush (akin to polishing alloy) that produces a mirror finish. Contrary to my original opinion, chrome doesn't fill in any imperfections; the part must be perfectly smooth before the process can continue.

Suspended upon copper wire, another 15 minutes in a caustic hot soak clears the last of any grease before a session with a scotch pad and another rinse.

The next vat contains an electrical cleaner which is charged before another acid rinse to neutralise the previous solution. Now the process comes to life with a nickel bath, this is filtered, and the SS parts spent



Above: Just two bolts secure the refinished 49cc motor - swing arm, shocks and carb slid into position



Left: Refitting forks takes some thought, using the front wheel spindle to pull the tube into position



Alan reconnects the loom; several connectors were sacrificed before everything lit up

a good hour bathed in this bubbling cauldron before another rinse.

The final part which applies that unblemished finish we desire takes just a few minutes in the chrome bath. Once removed the parts are inspected, if it's not perfect the whole process is repeated; this goes a long way to explaining why chrome plate is not cheap.

One part that I had to source was the front mudguard, both the items I asked Cranbourne to plate had suffered severely where the support bracket mounts and unfortunately there just wasn't enough metal to restore; so, it was back to the interweb for me. As for the remaining 'bling', well the results speak for themselves and like most things in life you get what you pay for and with my budget discarded quite some time ago we continued to chase perfection and Cranbourne Chrome delivered. Nick Warner from Tewkesbury rescued the front mudguard situation with a German supplied copy; now it was time to face the frame again.

### THE GREY AREAS

The early Honda SS50 enjoyed a 'Rat Grey' finish to the frame, swing arm and a multitude of small items. Our rear shocks could have been replaced for a small fee but Alan carefully stripped the old units. The springs responded well to plating and the covers were prepared using 'Finissage', an ultralight filler that doesn't require hardener.

During the hot spell in July I chose the early hours to beat the insects and mixed half a litre which offered



The dent at its deepest point was 20mm, causing distortion elsewhere



Neil's pin-puller and hammers worked overtime to restore some shape



In the booth with lacquer just applied you would never know the crash-damage conquered

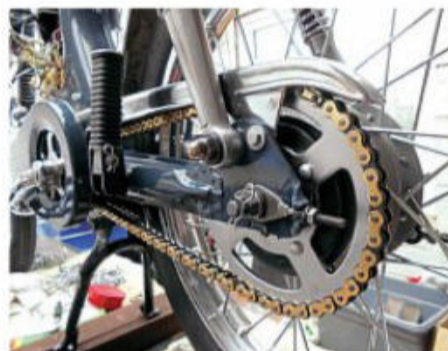
*"Did it come in on budget? No; way over. Are we pleased with the result? Yes, overjoyed"*



Fitting new wheel bearings proved easier than removing those installed 46 years ago



Time to transfer the SS from the mobile bench; it required three family members and two neighbours



Back on its wheels with centrestand installed, the chain and guard should be straightforward?



With several shades of red removed, Neil from Walton Works considered whether our tank was retrievable.

three healthy coats on the frame. As the temperature increased in the old tin shed, so did the amount of 'Rat Grey' and in just over two hours the job was complete; minus any runs and with a few specks in the finish that would need a flat and polish. The smaller items including one headlight bowl took no time at all, so both engine cases enjoyed three coats of silver plus several of (petrol resistant) lacquer before a few days to harden.

Both fork legs were relieved of the brown mud that was once oil and with a couple of swift tugs the seals gave up; the silver bases also benefited from some light filling to eliminate small scratches before painting. Flat 'n' polish time wasn't much, a good sign my spraying is getting better but the tank and wheels were quite simply stunning. Thanks Walton Works.

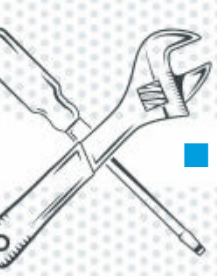
### REASSEMBLY - THE BEST BIT

Just two bolts secure the motor back into the frame. Once any wiring was reconnected it slid into place but minus the left-hand side cover, as the lower frame bolt cannot be tightened with the cover fitted. Head race bearings is always a testing time, especially if you are going 'old skool' and going straight to Mopedland for the correctly sized balls; then all you need is a pot of grease. I took my time and reaped rewards; no ball bearings lost and a movement as smooth as the finest brandy.

Late August and Alan returned our Keihin carburettor that now enjoyed new innards, courtesy of a rebuild kit from Wemoto and after spending an hour installing an original Honda air filter, we were able to fit our carb with new gaskets.

One part that did present a major problem was the crank rubber cover that fits onto the right-hand pedal assembly; almost impossible to locate with the odd UK supplier wanting fifty quid!! Luckily, a deal was struck with Fourstrokebarn in Holland; delivered for £30 and it fitted perfectly.

Unlike the pedal crank with its over engineered locking system that took



## ■ CBG Workshop

poor Alan several hours to master; we took pictures on removal but trying to refit without scratching something proved a challenge. I decided it was time to refit the forks, first problem was how much oil to tip in. The book says 'just refill'. I overfilled and half a litre of oil shot out the top, coating the workshop ceiling plus my barnet; I have since confirmed each leg requires just 100cc. Slinky Glide wheel bearings proved an exact fit, but the old (original) examples put up a fight!

We noticed a crack in the centrestand several months previously and Alan returned with it welded and painted perfectly, once that was in place our SS stood on its own rubber again. Whilst my mate fiddled with the wiring, constantly checking the photos we took back in May, I grabbed several glory jobs such as indicators and a new DID Gold & Black chain. The original chainguard came from chroming with too many pit marks, so an aftermarket option was sought in a hurry. The finish was fine the fit wasn't, it took over an hour of 'fettling' before happy.

### TUNNEL LIGHT END?

After replacing several areas of foam, our seat base accepted the cover with relative ease, certainly some swear words were involved but overall the fit was exact and that's even more pleasing when they produced it at short notice. An eBay supplier took my special order and delivered in two weeks; Old School Covers – worth remembering.

Our exhaust required small mods to the bolt holes, proving it's not always aftermarket parts that want a fettle; but this only held us back an hour, while the wiring took nearly a day to get right. Aged connections that either broke or failed to allow current meant plenty of testing with a multimeter before we had lights and neutral light; the indicators just 'buzzed', so we removed the flasher relay to test. We wasted most of one Saturday chasing wiring issues and it was by accident we found our problem revolved around a poor earth. Three blown fuses and two 6-volt bulbs later,



**Above:** Alan always nabs first test ride. That works for me, if they both come back in one piece I'll have a go

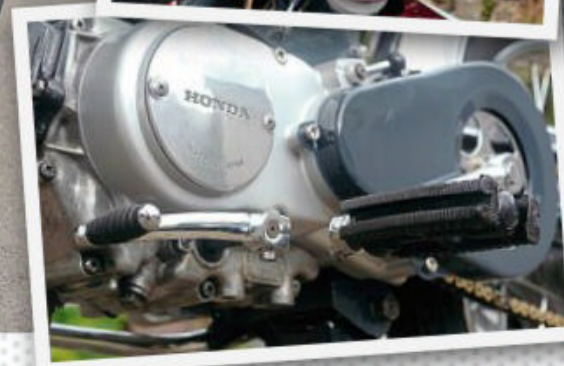
Alan proclaimed it fixed, just in time to notice we had now lost the spark. Another hour followed before we rigged up a fuel line into the carb; this promptly leaked fuel from several places around the bowl. We removed, stripped and refitted the carb several times before the repositioned floats shut off the supply.

The moment had arrived, would it start? Of course, it's a Honda, the engine ticked over happily, if a little rich but after some adjustment we tested for gears, four of those and the clutch operated as it should.

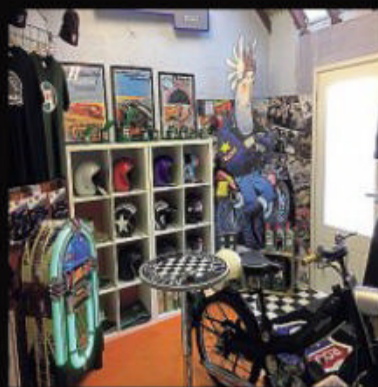
The SS was pushed out for its test ride; my first thoughts being 'my word that's a lot smaller than I remember' but then weren't we all back in the 1970s?

Alan enjoys his role as crash test dummy, and he went wobbling off up the road whilst I tried to capture the moment on camera. Then followed much back slapping as we admired our work with a cold one, sure there were plenty of minor tasks still to complete, but our six-month saga finally concluded just as October came.

The obvious questions: would we take on another Honda SS50? No, quality parts are difficult to find and too expensive. Did it come in on budget? No; way over. Are we pleased with the result? Yes, overjoyed. The SS50: certainly the 'sloped' of my youth but constructed with such bullet-proof engineering that even after 40 years in a damp shed will fire up with just a sniff of unleaded. God bless Mr Honda. **CBG**



# Midlife Classics



Our new shop at  
the Chateau Impney  
now open

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

07791 021675 / 01905 384266

www.midlifeclassics.co.uk tim@midlifeclassics.co.uk

# 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



# Vintage Japanese Motorcycle Club



"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

Email: vjmcmembershipuk@gmail.com

www.vjmc.com

Mon-Thurs 10am - 4pm



# MORGO



## CELEBRATING 50 YEARS

PRODUCT SHOWN - MORGO 750CC BIG BORE KIT

### STILL OWNED AND RUN BY THE ORIGINAL FAMILY

CALL FOR A QUOTE

+44 (0) 1274 614 424

## Autovalues<sup>®</sup> Engineering

CNC Machining Specialists

VISIT OUR WEBSITE

WWW.MORGO.CO.UK

ALBION ROAD - IDLE - BRADFORD - WEST YORKSHIRE - BD10 9LZ - ENGLAND

**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



**1956 Triumph speed twin 1200** (Jet Black) 500cc, great original condition..... **£6500**



**Yamaha RD350 LC**  
347cc full nut/bolt and engine rebuild  
**£8950**



**2013 Royal Enfield Continental GT**  
Very collectable no 12 of 30 ace café show bike, Vin no. 0000012..... **£3699**



**1980 Honda CB650** All standard, good all round condition, realistically priced..... **£3550**



**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**



**2003 BMW R1100S** Absolutely as new condition ..... **£4950**



**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**



**1959 Royal Enfield 250 Crusader** Stunning nut and bolt restoration, over £4000 spent .... **£3899**



**2008 Royal Enfield 350 Bullet** Stunning cond, all books and keys, nice retro exhaust & screen . **£2699**



**1976 Yamaha FS1**  
Just stunning. Full nut and bolt restoration. All correct matching numbers. Original owners handbook, two original keys. And only three owners from 1976. A UK bike. Must see in our showroom **£5995**



**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**

Upload your free advert today – [www.classicbikeguide.com](http://www.classicbikeguide.com)

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

**All private adverts are FREE!**

- Upload your advert at [www.classicbikeguide.com](http://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.



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.**

**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](http://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
- Wanted
- Spares
- Miscellaneous
- OBM cheque enclosed
- 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**



**BMW R100RS**, 1983, 45,000 miles, very good condition, only four owners, £3500 Tel. 07436 007531. Durham.



**AMBASSADOR** 1958, 197cc classic, has been rebuilt to a high standard with many new parts, £3000 ono Tel. 01787 279168 Suffolk



**ARIEL Red Hunter**, 1954, 350cc, with Steib sidecar, good condition, working order, £7000 Tel. 07933 777409 Hereford



**ARIEL LEADER** 1962, engine rebuilt by professional, matching numbers, reg no. KF0 370, many factory extras, vgc, £3350 ono Tel. 07845 902840 Glos



**ARIEL LEADER** 1960, matching numbers, a beautiful bike, £2995 Tel. 07743 370641 Staffs



**ARIEL NH** 1955, exceptionally clean, original maroon paint, great runner, own and ride an original solid bike, delivery possible, £4650 Tel. 07932 094979 Email. buckleygeoff@hotmail.com Lincs



**BIANCHI MT61** 1961, excellent and rare post war Italian military, very good original condition, with V5C, £4250 Tel. 07798 866071 Middx



**BMW R100RS** 1981, lovely bike in good condition, £58k miles, just serviced, runs and rides well, marks as expected of bike nearly 40 years old but priced accordingly, £4000 Tel. 07984 669759 Somerset



**BMW R60/6** 1975, fantastic condition and completely original, including the OE BMW panniers, 63,000 miles, runs and rides great, £4375 Tel. Adam 07801 862910 Warwickshire



**BMW R80 ST** 1984, unrestored, unmolested orig machine with larger GS tank & BMW panniers, starts and rides well, 73k, MoT, on Sorn, garaged, £3000 no offers Tel. 07505 936566 for further details N London



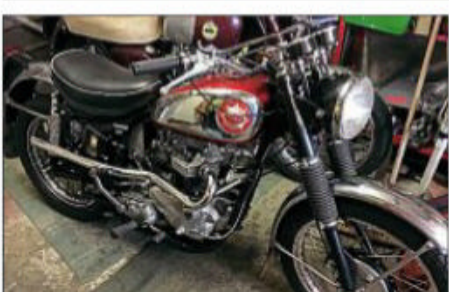
**BMW R80RT** 1992, £2500 Tel. 07956 599417 Hampshire



**BMW R80ST** 1984, unrestored, unmolested & original machine with the larger GS tank & BMW panniers, 73,000 miles, currently on Sorn, £3000 no offers Tel. 07505 936566



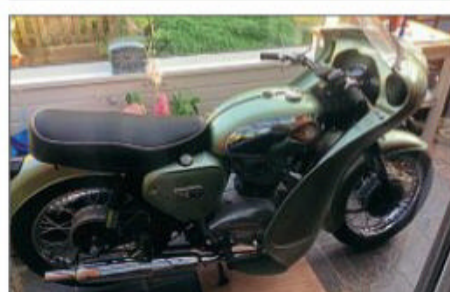
**BMW R90S** 1975, many new parts, new paint, too much to list, £10,000 Tel. 07954 409271 Lichfield



**BSA Gold Star Catalina** replica, please ring for more details Tel. 07779 742629 Cornwall



**BSA A7SS** 1954, older restoration, still vgc, fitted A7 iron cyclinder head and indicators, 12 volts electrics, £4650 no offers Tel. 01289 303077



**BSA A50** 1964, Royal Star, undergone a full restoration, immaculate condition, very low mileage, £6000 ono Tel. 07724 461447 Stoke-on-Trent



**BSA BANTAM D7**, 1964, good condition, runner, with V5C, older restoration, not used, £1600 ono Tel. 07776 284175; 01502 716875 Suffolk

PHOTOS AND REPORTS  
AVAILABLE, DELIVERY AT COST

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

CLASSIC BIKES ALWAYS  
WANTED, CASH PAID



56 Ariel VHA 500 Special..... £3,995



75 Honda C50 Cub, 4k, lovely..... £1,695

Call ANTHONY  
07866 637792  
ALISTAIR  
07794 100386  
or 01834 860505  
Viewing by Appointment



13 Ariel 500 Sports, Pioneer cert, V5  
£16,995



65 Ariel Arrow 250/Avon, fabulous.... £4,250



29 Sunbeam Mod 9 500, ride/restore... £7,995

57 AJS Mod 30, nice twin ..... £3,495  
53 AJS 350 in Comp Trim, superb..... £3,750  
59 Ariel Squ 2 Mk2, stunning..... £12,500  
74 Benelli Tornado 650, superb ..... £5,995  
72 BMW R75/5, lovely boxer ..... £5,995  
78 BMW R45, nice usable twin ..... £2,395  
57 BSA CB32 350 Gold Star..... £16,995  
70 BSA Rocket 3, low miles/original..... £12,995  
53 Cyclemaster, choice of 2 from ..... £750  
91 H/D 1200 Sportster ..... £2,795  
07 Honda C50 Super Cub..... £1,795

85 Honda XBR500/Faired ..... £1,395  
66 Lambretta J125, superb ..... £2,195  
85 Laverda SFC1000, rare/superb ..... £9,995  
59 Matchless G3 350, nice bike ..... £3,495  
70 MZ ES250/2 Trophy 250, superb ..... £3,295  
55 Norton Mod 30 Inter, nr mint ..... £19,995  
67 R/E Interceptor Mk1A, runs well ..... £7,750  
60 R/E Conny 700, quick twin..... £5,995  
01 R/E 350 Bullet, choice of 2 from ..... £1,995  
76 Suzuki TS125 Enduro, V5c ..... £1,295

75 Suzuki GT550, superb triple ..... £6,250  
72 Suzuki T500, choice of 2 from ..... £3,495  
75 Triumph X75 Hurricane, superb..... £25,000  
72 Triumph T100C, superb twin ..... £7,500  
74 Triumph TR5T Adventurer ..... £7,750  
67 Triumph T100R Daytona ..... £5,500  
71 Triumph TR5T Scrambler, V5c ..... £4,995  
94 Triumph Trophy 900, bargain ..... £1,995  
00 Triumph Legend TT 900, 10k ..... £4,250  
52 Trojan Mini Motor/Hercules ..... £795  
59 Velo Solex 1700 ..... £495  
74 Yamaha DT175, 500miles/original ..... £3,495



75 Motobecane Moby X, V5c..... £995

Lots more bikes in stock! Visit [www.pembrokeshireclassics.com](http://www.pembrokeshireclassics.com) for more bikes to ride or restore

We Sell  
CLASSIC  
BIKES



WE SELL CLASSIC BIKES

Call 07932 577377

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



1952 AJS 16MCS Competition ..... £8,950



1961 Triumph 6T Matching No ..... £5,950



1952 Norton ES2 Plunger ..... £8,450



1976 Honda CB400 Cafe Racer..... £4,950



1961 BSA R.G.S Replica 650cc..... £7,450



1973 Kawasaki Z1 900cc Original..... £18,995



1952 BSA ZM 33 500cc OHV..... £5,600



1972 Kawasaki S2 350cc UK Bike..... £5,650



1960 Velocette MSS 500cc Mint..... £8,750



1972 Kawasaki KH500 Original ..... £6500



1989 BMW R100GS Original ..... £5,450



1975 Kawasaki S3 400cc ..... £5,850



1971 Triumph Daytona Matching No ..... £5,650



1972 Suzuki GT750 J Drum Brake ..... £8,250



1980 Moto Guzzi Le Mans MK II ..... £4,600



1974 Suzuki GT250 Ram Air Head..... £3,595



1976 Yamaha RD400C Matching No ..... £6,250



1968 BSA Firebird A65 650cc ..... £6,500



1967 Greeves Anglian 250cc..... £4950



2018 Triumph Tiger 1200 XRT ..... £11,950



1982 Yamaha RD350LC Kenny Roberts..... £5,750



1931 BSA L31-6 De Luxe OHV Twin Port ..... £8,950



1977 Honda CB400 Four Great..... £4,250



1976 Kawasaki KH400 ..... £4,950

PART EXCHANGE WELCOME • See More Motorcycle Stock On Our Website

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](mailto:info@clarkesclassics.co.uk)



Norton 650SS 1965 ..... £7000



BSA A65 1963..... £5500



Triumph Bonneville 1969..... £10500



Triumph Trident T150 restored ..... £11000



Triumph TR6 1969 ..... £10500

BSA A65 1963 ..... £5500  
BSA Goldflash 1960..... £5800  
BSA Rocket Goldie Replica ..... £9000  
Matchless G80 1948..... £5000  
Norton International 1953 ..... £POA  
Norton 650SS 1965..... £7000  
Triumph TR6 1967 Restored..... £10500

Triumph TR6C 1971 Restored ..... £7750  
Triumph T120 US Spec, 1966 Restored .. £10500  
Triumph T120 US Spec, 1967 Restored .. £10500  
Triumph T120 US Spec, 1968 Restored .. £10500  
Triumph T120 US Spec, 1970 Restored .. £10500  
Triumph T140 1976 ..... £4500  
Velocette Venom 1958 ..... £8500  
Velocette Venom 1964 ..... £8500



GILERA San Remo Cora's..... £POA

Please visit: [www.clarkesclassics.co.uk](http://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.



**BSA BANTAM** 1953, rare Lucas ign, Model 125 Plunger, vgc, lots of history, correct paint colour, runs well, £2000 ono Tel. 01263 862631 Norfolk



**BSA B31** 1954, starts and rides well, everything as it should be, great mag dynamo etc, £3800 Tel. 07825 339376 Devon



**BSA C15** Trials, 1960, oil leak, £800 Tel. 07434 252460 Devon



**BSA C15** 250cc, 1965, superb condition, new clutch & cable, new valves, powder coated frame, new rims & exhaust, £2750 Tel. 07748 975241 Essex



**BSA GOLD STAR** 1954, Phil Pearson DBD34, 604cc, engine, GP carb, electric starter, oil filter, std g/box, low mileage, s/s fittings, £14,000 Tel. 07964 20050 Notts



**BSA GOLD STAR** Catalina replica, bike is in Cornwall, £9000 Tel. 07779 742629



**BSA WM20** 1940, full history, one of the first 5000 produced for war effort served in Middle East & Germany, £6000 Tel. 07563 149322 East Sussex



**CHANG JIANG** 750SV, Black Star, 1996 combination, only 5000k from new, previously used in China, good condition, French registered, €4000 Tel. 00335 53564065 japanreg@gmail.com France



**COTTON JAP** 350cc Sports, 1937, owned over 50 years, matching numbers, fitted foot change gearbox, runs & rides well, original reg no, £9000 ono Tel. Brian 0116 2880266 brimat@talktalk.net Leics



**DUCATI SPORT** 1000S, 2008, 6500 dry miles, Custom fuel map, K&N filter, Speedy moto adjustable clip-ons, £12,000 Tel. 07957 483841 Bristol



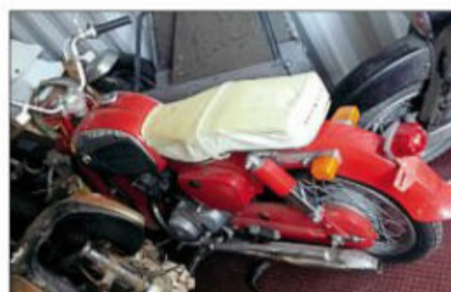
**FRANCIS-BARNETT** Falcon, 1954, 197/3, carrier, windscreen, full width hubs, improved rear suspension, new tyres, battery, £1995 firm no offers Tel. 01749 678252 Somerset



**HARLEY-DAVIDSON** Heritage Softail Anniversary model, 2003 Stage 1 tuned, £4000 worth of extras, 15,500 miles from new, vgc, £7950 p/x for R75/80 Tel. 07761 056655 South Yorkshire



**HARLEY-DAVIDSON** Heritage Softail Classic, 1995, only two previous owners, loads of accessories, low mileage, £5900 Tel. 01803 863068 Devon



**HONDA C95** Benly Dream Twin, 1963, low mileage in original standard unrestored condition, reducing collection must sell, £1500 offers Tel. 07496 583885 between 6-9pm Tyneside



**HONDA CB450DX** 1991, MoT July 2020, vgc, all original, one previous owner, low mileage, new set of tyres fitted and full service, £2250 ono Tel. 07889 799008 Yorks



**HONDA CB500T** complete engine rebuild, less than 10 miles since, 90% original, just needs original exhaust to be perfect, £2500 ono Tel. 07543 765427 South Devon



**HONDA CB750** K5, import, 8700 miles from new, good condition with alloy rims and stainless spokes, Motad four into one exhaust, £4500 Tel. 07957 483841 Bristol



**HONDA CB750F** 1980, screen carrier, top box, just serviced, carbs cleaned, brakes refurbished, fresh oil, new battery, 14k miles, year's MoT when sold, £3250 Tel. 01723 372219 North Yorks



**HONDA CBX250RS** rare bike, original condition, not a restoration except for new Avon tyres, chain & sprockets, new period indicators, fuel tank has been treated inside, 8720 miles, £3500 Tel. 07711 747873

**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.

# SADDLEWORTH

## MACHINES IN STOCK INCLUDE ...

1959 Ariel Arrow 250 .....	£2450
1952 BSA B31 plunger 350 .....	£4100
1961 BSA B40 350 (trials trim) .....	£3200
1970 BSA Bantam B175 .....	£2950
1966 DMW Deemster (ex-police) .....	£2950
1921 Excelsior ladies model .....	£6250
1956 Gilera B300 .....	£3850
1936 Sunbeam 500 .....	£9250
1963 Triumph TR6SS 650 .....	£7250
1971 Triumph Blazer SS 250 .....	£3200

### MORE BRITISH BIKES URGENTLY REQUIRED

Spares purchased and for sale - machines sold on commission  
BRITISH TYRES AT DISCOUNT PRICES

Callers Welcome, but please telephone first to avoid disappointment.

Normally open Wednesday to Saturday 9.30am to 5pm

Knarr Mill, Oldham Road, Delph, NR Oldham, Lancs OL3 5RQ.

TELEPHONE (01457) 872788

Email: [saddleworth7@gmail.com](mailto:saddleworth7@gmail.com)

Web: [www.saddleworthclassics.co.uk](http://www.saddleworthclassics.co.uk)

# Andy Tiernan

Est. 1972



1959 AJS Gordon Jackson Replica £POA



1955 Ariel VB 600cc .....£5,500



1939 BSA Silver Star 350cc ..... £8,000



1944 BSA WM20 500cc ..... £7,500



1932 BSA W6 500cc .....£8,000



1937 BSA G14 1000cc .....£18,750



1950 Matchless G3L 350cc ..... £4,500



1937 Montgomery Terrier 122cc £3,500



1955 Panther 100 600cc .....£9,250



1930 Scott Squirrel 500cc ..... £8,500



1919 Triumph H 550cc..... £12,500



1967 Velocette MSS 500cc ..... £8,750

1959 AJS Gordon Jackson replica 350cc .....	£POA
1929 AJS M5 350cc fine late vintage .....	£6000
1937 AJS 2A v-twin 990cc last ownership since 1997 both books .....	£28,000
1954/55 ARIEL NH 350cc choice of 2 .....	£5500
1958 ARIEL VH 500cc late model .....	£5350
1955 ARIEL VB 600cc late tele rigid .....	£5500
1956 ARIEL Huntmaster 650cc handsome machine .....	£5500
1954 BSA C10L 250cc pretty machine .....	£3250
1936 BSA B2 250cc OHV lovely pre war model .....	£6000
1960/62 BSA C15 250cc choice of 2 .....	£2600
1939 BSA B24 350cc Silver Star OHV .....	£8000
1947/55 BSA B31 350cc choice of 2 .....	£4150/£4250
1948 BSA A7 500cc choice of 2 .....	£6500/£7500
1955 BSA M20 500cc old wheezer! .....	£4150
1928 BSA S28 500cc desirable flat tanker .....	£9850
1930 BSA Sloper 500cc lovely machine .....	£10,350
1944 BSA WM20 500cc ex military fully kitted .....	£7500
1947 BSA B33 500cc first tele rigid .....	£5500
1952 BSA A10 Golden Flash 650cc clean bike .....	£6250
1921 BSA Model A 770cc nice old v-twin .....	£16,000
1937 BSA G14 V-twin 1000cc coming in soon .....	£18,750
1937 CARLTON 122cc unique .....	£3000
1939 COTTON 122cc very rare .....	£4250
1949 DOUGLAS T35 350cc recently refurbished lots of bills .....	£5250
1924 FAVOR 250cc unusual flat tanker .....	£3250
1937 FRANCIS BARNETT Cruiser 250cc nice bike .....	£4500
1953 MATCHLESS G3LS 350cc nice and presentable .....	£3500
1951 NIMBUS C 750cc 4 cylinder Danish machine .....	£10,000
1955 NORTON ES2 490cc nice with matching numbers .....	£6650
1957 NORTON International 30 500cc nice one! .....	£22,500
1955 PANTHER 100 600cc sought after tele rigid .....	£9250
1938 PANTHER 100 600cc good bike! .....	£15,000
1954 PANTHER 100 600cc tele rigid, bike shops hack .....	£6850
1940 ROYAL ENFIELD K 1140cc one of the last made .....	£27,500
1929 SCOTT Squirrel 500cc interesting special .....	£8500
1953/1956 SUNBEAM S7 500cc choice of 2 .....	£9350/£10,500
1950 SUNBEAM S8 500cc lots work done .....	£5000
1914 TRIUMPH 4hp beautiful example .....	£13,850
1959/66 TRIUMPH Tiger Cub 200cc choice of 2 .....	£4000/£3650
1964 TRIUMPH TRW 500cc MKIII SV in green .....	£5750
1967 TRIUMPH 500cc twin smart bike .....	£3750
1959 TRIUMPH T100 500cc nice in silver .....	£7250
1972 TRIUMPH T120R 750cc Morgo 750 top end .....	£5650
1954 VELOCETTE KSS Special 250cc lightweight Cammy .....	£7350
1967 VELOCETTE MSS 500cc nice low mileage .....	£8750

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE

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

GOOD PRICES PAID. IMMEDIATE DECISIONS. NO MESSING

TEL: Andy or Jo (01728) 724321

Old Railway Station, Station Road, Framlingham,  
Woodbridge, Suffolk IP13 9EE. Mobile 07802 896114  
email: [andybuysbikes@hotmail.com](mailto:andybuysbikes@hotmail.com)

## WWW.CLASSICBIKES.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](http://www.classicbikes.co.uk)  
or give us a call.

### Around 50 bikes in stock. SIMILAR BIKES WANTED!

#### KAWASAKI

Z1-Z900 SPECIALISTS for 35+years.	
Stock is constantly changing with usually 5 to 10 bikes available between £6000 and £16000+ and fully rebuilt to order.	
73 Z1A 900, candy brown/orange .....	£18995
75 Z1B 900, candy blue .....	£10500 approx.
75 Z1B 900, candy blue .....	£15995
75 Z1B 900, candy blue .....	£16995
76 Z900 diamond green .....	£12995
75 Z900 diamond green .....	£17995
75 Z1000A1 Sky blue .....	£11995
77 Z650B2 black .....	£4995
78 Z650B3 black .....	£4K approx
79 Z650F1 blue .....	£5995
76 H2C750, purple .....	£POA SOLD
76 KH400A4, purple .....	£6995
82 KH250B4, lime green .....	£6495
83 Z1000R white, UK bike .....	£POA
84 GPZ1100 A2 silver .....	£3995
86 GPZ750R red/blk, UK bike, superb...£6995 SOLD	

75 CB750K2, red, restored, superb .....	£14995
75 CB750K4, blue .....	£7995
75 CB750K6, red .....	£7995 SOLD
79 CX500C, blue .....	£3995

#### YAMAHA

99 R1 1000 blue, superb .....	£6995
-------------------------------	-------

#### SUZUKI

81 GS750L red .....	£2995
---------------------	-------

JAGUARS & Other Classic Cars in stock include:  
XK120, 140 & 150, E Type, XJR, Healey 3000, Volvo 121 see our website or phone.

Similar bikes & cars wanted!  
Delivery Service available globally



#### HONDA

65 CB77, black .....	£5995 SOLD
67 CL77, silver .....	£5995
72 CB450K5, green .....	£3995
70 CB750 red, 1 owner, hist...£ price to be confirmed	

BUYING or SELLING? Our website is updated daily with photos and details of all our stock, 'machine of the Month', Links and Information.

We are only "a click" away! Visit us and See all our bikes at: [www.classicbikes.co.uk](http://www.classicbikes.co.uk)



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

Tel. +44 (01630) 657156



**GREEVES SPORTS TWIN, 1963, 25DC**  
Greeves Roadster, vgc, non transferable original Ipswich reg number, engine Bateman converted to 3T, stainless spokes, luggage rack, £3995. Tel. 01473 780614. Suffolk.



**HONDA NS400R 1985**, good original standard condition, MoT July 2020, 8000km mileage, new BT45 rear tyre, good runner, £5800 ono Tel. 07799 075752 Edinburgh



**HONDA SH300 2007**, 11,500 miles, MoT Feb 2020, full s/h, all MoTs, silver, new rear tyre, £950 Tel. 01865 371094 Oxon



**HONDA SS50 1969**, in great condition, runs well, great little classic bike, lots of receipts & history Tel. 07909 953124 Berkshire



**HONDA SS50 REPLICA** as new cond, only 160 miles, (68 reg), engine upgraded to 72cc cap, new barrel, new carburettor, larger bore & free flow filter, plug, £1500 ono Tel. Pat on 07460 761779 Middx



**HONDA VFR750FH 1988**, excellent original standard condition, full Givi luggage included, reducing collection must sell, £2500 offers Tel. 07496 583885 between 6-9pm Tyneside



**HONDA XL125K 1976**, owned since 1984, newly powder coated & rechromed except wheels, new decals, £2000 or best offer Tel. 07711 020200 Leics



**HONDA XL185SA 1981**, 33k miles, MoT Jun 20, good condition Tel. 01633 882556 eavesdon@gmail.com Monmouthshire



**KAWASAKI Z1000LTD 1981**, 13,000 genuine miles, imported 8 years ago from first owner who kept it in heated garage and used it occasionally, £5500 ovno Tel. 07961 013933



**LAVERDA SF 1973** matching nos, 1000 miles since extensive work, in good order, £6250 ono Tel. 07780 650302; 01745 720483 North Wales



**MATCHLESS 1940 ex-WD 350cc**, girder fork, rigid frame G3 with V5C, dismantled, incomplete, ideal winter project, £2700 Tel. 01522 753100 Lincs



**MOBYLETTE N40VS 50cc, 1974**, running, on Sorn, fitted topbox & toolbox, some spares, £595 delivery 50 miles Thetford for petrol Tel. Richard 01842 819969 Norfolk



**MOTO GUZZI V9 Roamer, 2017**, white, red strips, engine bars, rack, screen, USB socket, immobiliser, 6550 miles, immaculate, £5895 or p/x smaller bike Tel. 07913 032864 Yorkshire



**MOTO GUZZI LE MANS Mk II**, red over green paintwork, twin headlamp conversion, Koni shocks, new battery, 37,000 miles, stunning condition, year's MoT, £6750 Tel. 01723 372219 North Yorks



**MV AGUSTA F4 AGO** exclusive registration plate, comes complete with Ltd Edition (no. 275 of 300), 2004 model, MoT, 4250 miles, Signed by Agostini, £19,995 Tel. 07974 816110



**PANTHER M120** combination, 1960, 650cc, excellent unrestored condition, nice original Watsonian single seater sidecar on a Panther chassis, £7895 Tel. 07798 866071 Middx



**ROYAL ENFIELD Continental GT535**, no expense spared, £££'s spent on Hitchcock performance parts, higher compression, superb, 3,738 miles, c/w MoT, £4500 Tel. Pat on 07460 761779 Middx

# OXFORD CLASSIC HONDA

Visit our website on: [www.classichondamotorcycles.co.uk](http://www.classichondamotorcycles.co.uk)

1963 AJS 250 vgc.....	£1895	1980 HONDA XL125S French import.....	£1250
1981 BMW R100T long MOT.....	£2850	1980 HONDA XL250S German import.....	£1995
1948 BROCKHOUSE CORGI original, runs.....	£1895	1958 JAMES COMET runs well.....	£1250
1965 BSA C15 nice looking bike.....	£2195	1984 KAWASAKI KE125 runs well.....	£1350
1972 HONDA CB175 K4 pretty bike.....	£1995	1983 KAWASAKI GPZ 750 A1, very original.....	£2250
1977 HONDA CB250T Dream, one owner, lovely.....	£2750	1974 MONTESA COTA 172 runs fine.....	£995
1977 HONDA CD175 sound, runs well.....	£1095	1979 PUCH MAXI runs.....	£450
1989 HONDA CD250U very clean, MOT.....	£1295	1978 SUZUKI GS750D Dutch import.....	£1895
1985 HONDA XL250RF runs fine.....	£1795	1986 SUZUKI GP100 tidy little bike, runs well.....	£995
1974 HONDA CB350 K4 very original.....	£2750	1968 VELOCETTE LE runs very well.....	£1750
1978 HONDA CB750F2 original, lengthy storage.....	£2695	1992 YAMAHA RXS100 vgc.....	£1295
1990 HONDA CBR1000F clean and tidy, MOT.....	£1295	1982 YAMAHA DT125 MX, nicely restored.....	£2250
1977 HONDA GL1000 Plain Jane US import.....	£2795	1985 YAMAHA RD125LC running project.....	£1395
1980 HONDA CX500 German import, fairing.....	£1395	1991 YAMAHA SRX 400 runs well, long MOT.....	£1295
1995 HONDA Magna 50 rare little bike.....	£1395	1963 YAMAHA YD3 250 rare restoration project.....	£1650
1993 HONDA CUB 90, 1 owner.....	£1350	1981 YAMAHA XS650 Maxim.....	£1895
2001 HONDA CUB 90, electric, vgc.....	£1350	1972 YAMAHA YR5 vgc.....	£3495
1981 HONDA XL100S runs well.....	£1395		

TELEPHONE: 01865 326358 MOBILE: 07790 269020  
 CLASSIC JAPANESE MOTORCYCLES BOUGHT AND SOLD  
 PX ALWAYS WELCOME, MANY JAP SPARES IN STOCK



# www.honoroakmotorcycles.co.uk



BSA A10 1959, choice of three, from.....	£4700	Norton ES2 1959, very original, immaculate.....	£6400
BSA A10 1959, Spitfire replica.....	£5550	Norton 88 Deluxe immaculate original.....	£6650
BSA A65 1963/1964, choice of two.....	£4250	Triumph Speedtwin 1955, very original and nice.....	£6350
BSA C15 1960, original.....	£2550	Triumph TR6 1961 original.....	£9500
BSA C15 FSS80 1966.....	£2950	Triumph 3TA 1959-1962, original, choice of 4 from.....	£3550
BSA Gold Star 1961, DBD, very original, immaculate, RRT2 190mm front brake.....	£19,500	Triumph 5TA 1959, original, 3 from.....	£4350
BSA B33 1957, S/A very original.....	£5900	Triumph T100 1971, nice original.....	£4850
Matchless G3 ex Fire Service, choice of two from.....	£2900	Triumph T110 1954, original, not restored.....	£7550
Norton 99 1957, mostly original.....	£5900	2 Bike Trailer.....	£150
		Triumph TR25W 1970, very clean and tidy.....	£3050

BRITISH BIKES WANTED - BRITISH MOTORCYCLE PARTS FOR SALE

01754 762927 • 07798 750191

# OWENS MOTORCYCLES

BSA Bantam B175, believed ex GPO for restoration no docs, c.1971.....	£1895	Royal Enfield Clipper 250cc restoration project, matching nos, must be seen, V5C 1955.....	£1395
BSA B31 350cc alternator model, good useable condition, must be seen, 1957..	£3295	Royal Enfield Bullet 350cc, matching no's, lovely bike, must be seen, 1956.....	£2795
BSA A65 Lightning restoration project, pre OIF, 1971 V5C.....	£2595	Royal Enfield 700cc Constellation, complete for restoration, must be seen, V5C, 1960.....	£2595
BSA C15 250cc nice little bike, runs and rides fine, must be seen, V5C 1961.....	£1795	Royal Enfield 500 Twin for restoration, must be seen, no documents c.1953.....	£1395
BSA A10 650cc Rocket/Spitfire replica, great runner, needs finishing off, V5C, 1960.....	£3895	Triumph T100P 500cc T100C spec, lovely bike, matching nos, must be seen, V5C 1973.....	£4995
Dual motorcycle trailer great condition, well looked after, tows fine, made by Trelco.....	£375	Triumph Trident T150V fantastic condition, matching no's, UK tank, must be seen 1974.....	£7495
Reliant 700cc & 750cc Regal & Robin engines, gearboxes x4, various assorted spares, must be seen, please call for more info.....	£1000	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 G3/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](mailto:eldon@owensmotorcycles.co.uk)  
 Please look at our New Website [www.owensmotorcycles.co.uk](http://www.owensmotorcycles.co.uk)  
 Tel: 01978 266087 MOBILE 078028 11803  
 New opening hours Wednesday - Saturday 9am - 5pm please phone first to avoid disappointment

# PHIL GREEN CLASSIC BIKES

www.philgreenclassicbikes.com

BSA Goldflash 1960 very original including reg.....	£4695
BSA Rocket 3 Mk2 very original, all matching.....	£10,995
Francis Barnett 1956 225cc older restoration, lovely condition.....	£1595
Matchless Typhoon scrambler 600cc 1 of only 125 made.....	£10,995
Rickman 1969 matching numbers, awesome.....	£10,500
Triumph T120C restored, matching numbers.....	£10,995
Triumph T120 TT 1967 matching numbers.....	£10,995
Triumph T140 Bonneville 1974 US spec.....	£4995
Triumph T140 Bonneville 1978 for restoration.....	£1995
Triumph Tiger 90 1968 older restoration, matching numbers.....	£3995
Triumph Trident T150T 1969 all original, matching numbers.....	£8450
Triumph TR5R 1961 restored, matching numbers, rare bike.....	£6250
Yamaha YR5 1970 all original, low miles.....	£4250

Located in Tredegar, S. Wales. Viewings by arrangement

Bikes always wanted, cash paid. Part ex considered. Delivery can be arranged at cost.

Email: [philgreenclassicbikes@hotmail.com](mailto:philgreenclassicbikes@hotmail.com)

Phone 07966 363677 or 01495 711872

# Made in Italy MOTORCYCLES

Aprilia 6.5 Stark, excellent.....	£3,950
Aprilia 6.5 Starck, low miles V good.....	£4,500
Benelli 750 Sei, restored to the highest standards and as new.....	£17,950
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 Le Mans 1 Choice.....	£9950-£14,950
Moto Guzzi V7 sport, restored, excellent.....	£14,950
Moto Guzzi 750S restored beautiful and V rare.....	£15,950
Moto Guzzi Centauro GT 600 miles from new.....	£7,490
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 750S Brutale America, full kit, under 4000 miles, stunning.....	£5,950
MV 750 America.....	£65,000



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



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](http://www.madeinitalymotorcycles.com) Email: [john@madeinitalymotorcycles.com](mailto:john@madeinitalymotorcycles.com)  
 Wednesday-Saturday 8.30am-5.00pm. Please call first if travelling any distance  
 Italian Bikes always wanted any condition. Try Us.

# 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 VH500 1955 Part restored project (Henry Coles next special may be <b>SOLD</b> ).....	£1995
BSA BANTAM B175 nice condition, 1970.....	£2395
CYCLEMASTER WHEEL 32cc restored in a period Elswick gents bicycle.....	£1295
FRANCIS BARNETT FALCON 197 choice of two from.....	£2495
HONDA CAMINO moped 50cc 1977 tidy up or restore.....	£395
HUMBER GENTS BICYCLE 1928.....	£295
MATCHLESS G9 CLUBMAN 1955 Very nice.....	£6250
MOTOBECANE 50CC MOPED 1972.....	£795
NORTON COMMANDO MK1 750 Fastback 1969 Immaculate, one of the first & best models.....	£8495
NSU QUICKLY 1963 3-speed project (easy winter project for Henry Cole 4 re-sale) coming soon be quick mate!	
RALEIGH GENTS BICYCLE 1935.....	£450
ROYAL ENFIELD 350 DELUXE 1999 many upgrades excellent condition.....	£2750
ROYAL ENFIELD MODEL G 350 1947 Part restored project.....	Call for details
ROYAL ENFIELD 500 TRIALS 2004 Nice condition 21" front wheel.....	£2995
ROYAL ENFIELD XR500 Caferacer 2006 Very rare, one of only two built in black.....	£3750
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
TROJAN MINIMOTOR on Gents Raleigh bicycle.....	£1295
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](mailto:harvey-jackson@btconnect.com)



**ROYAL ENFIELD Bullet EFI B5, 2017 '67'**, one owner, perky and light, electric and kick start, last non ABS bike, vgc, 4400 miles, £3000 Tel. 01291 641073 Chepstow



**SUZUKI BANDIT GSF 600cc, 2000**, many new parts, fork seal, new petrol tap, carbs stripped, rebuilt, serviced, MoT, brakes done, just had £1295 spent on it, 30k miles, vgc, £2500 Tel. 07375 542295 Staffs



**SUZUKI GS550 1980**, nice clean and tidy bike, rides well, new Mervin exhaust, nice respray, £2500 Tel. 07543 765427 S Devon



**SUZUKI GS650 1983 Scrambler**, 26k miles, runs & rides perfectly, brand new tyres & battery, MoT, V5 present, 'RL' Cornish plate, sensible offers, p/x considered for road legal Enduro Tel. 07800 772381 Cornwall



**SUZUKI GSXR1100K 1989**, excellent original standard condition, 24,000 miles, reducing collection must sell, £4000 offers Tel. 07496 583885 between 6-9pm Tyneside



**SUZUKI GT750M 1976**, vgc, low mileage, still has original pipes, new crank bearings and seals Nov 2018, £9500 ono Tel. 07799 785888 Cornwall



**TRIUMPH Trophy, 1971**, starts and runs well, real low mileage classic bike, great investment, £4950 Tel. 07365 297414 Hampshire



**TRIUMPH ADVENTURER 1997**, restyled as Thunderbird, vgc, 14,000 miles, owned 15 years, new battery, front pads, spare saddle, £3450 Tel. 01243 375064 Hampshire



**TRIUMPH DAYTONA 1994** Speed Triple look-a-like, new tyres, full brake reline, new spray clutch, starter & battery, recent service & oil change, 14,996 miles, £1500 Tel. 07954 122255 Tyne & Wear



**TRIUMPH T120 Bonneville, A1** condition, loads of new parts, fully sorted, ride your investment, £9995 Tel. Dot 01983 873186 Hants



**TRIUMPH T140 1981, Bonneville**, MoT, owned for nine years, £5495 Tel. 07887 818851 East Sussex



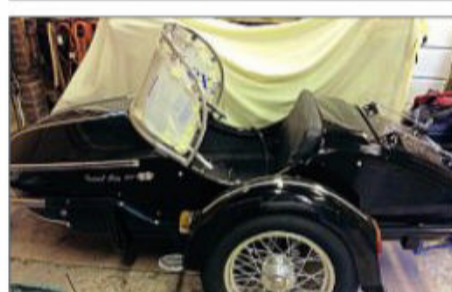
**TRIUMPH T140E Bonneville, 1979**, runs well & starts easily, needs a new dashboard & front mudguard, comes with odometer & tachometer gauge, £4950 Tel. 07365 297414 Hampshire



**TRIUMPH TROPHY 1967**, no expense spared, nut & bolt rebuild 2012, only done 1400 miles, matching nos, do a deal on Harley 45 or Shovelhead, £8000 Tel. 07732 335888 Northampton



**VELOCETTE MAC 1953**, original bike, nice bike, £4850 Tel. 07743 370641 Stoke-on-Trent



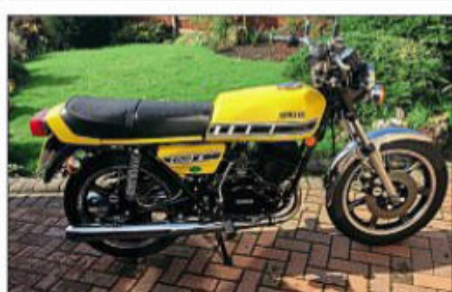
**WATSONIAN SQUIRE** sidecar Jubilee GP700, black, with chrome, has never been used, fittings for Triumph Bonneville available if required, £3500 Tel. 01252 836482 Surrey/Hampshire



**YAMAHA TDM850 1996**, two cylinder heated grips, MoT June 20202, service history, mirrors, only 11,000 miles £1850 Tel. 07599 949532 Kent



**YAMAHA RD125LC 1985, Mk2**, energy induction watercooled fitted 185cc conversion, original 125cc parts go with it, 9000 miles, garage stored, £1950 Tel. 07599 949532 Kent



**YAMAHA RD400D** in Kenny Roberts colours, recent rebore, rechromed exhausts new tronic ignition, TT100 tyres, £5500 Tel. 01246 221627 Derbyshire



**YAMAHA XS850 1980V, 4000 miles**, very good order, toolkit, MoT, oiro £2500 Tel. 07949 653017 Staffs

**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.

## 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](http://www.triumphbonneville.com)  
[info@triumphbonneville.com](mailto:info@triumphbonneville.com)  
 Tel: 01743 860146



## 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](http://www.dronfieldclassicbikes.co.uk)



# 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](http://www.bumpstop.co.uk)

tel: 01604 845050 sales@bumpstop.co.uk



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

D. R. Classic Motorcycles Ltd. (Burton-upon-Trent) Tel: 01283 536379  
 Post-war British & German Classic bike enthusiasts

Export no problem!

**WANTED!  
 WANTED!**

CLASSIC  
 MOTORCYCLES  
 ALWAYS WANTED!  
 Bikes & collections  
 bought outright for cash!  
 in all conditions.  
 Delivery & Collection Service



**D.R. Classic Motorcycles Ltd.**

VIEWING STRICTLY BY APPOINTMENT ONLY!!!

TEL 01283 536379 MOB 07889 292536 richard@drclassic.co.uk

Many more bikes!! Range of 50-60s & 70's classics always in stock -  
 Check out the website! [www.drclassic.co.uk](http://www.drclassic.co.uk)

## AMERICAN READERS!!



# CLASSIC

BIKE GUIDE

## SUBSCRIBE & SAVE

With Motorsport

**\$54/yr (12 issues)**

Save \$\$ and never miss another issue!

Great subscription prices for U.S.A. delivery:

Classic Motorcycle Mechanics, The Classic Motorcycle,  
 Classic Bike Guide, Classic Racer, RealClassic, Classic Dirt Bike,  
 Scootering, Classic Scootering, 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](mailto:Chris@ClassicBikeBooks.com)

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

## MOTORCYCLE COLLECTION & DELIVERY SERVICE

- Nationwide
- Over 20 years experience
- Fully insured
- Competitive rates
- Secure storage available
- Satellite navigation systems fitting thus ensuring a speedy delivery which can be tracked at any time.
- All vans are fully equipped to hold your item securely.

Call for details

Call **ACCELERATION**

07774 964386 or 01244 532443

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



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

Email: [info@davecooper.co.uk](mailto:info@davecooper.co.uk)

Mobile: 07860 702 112

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

Dave Cooper, Unit 7 Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH

**For Sale**

**BIANCHI MT61** 1961, rare Italian military bike, excellent original condition with a V5C, reducing my military bike collection, £4250. Tel. 07798 866071. Middx.

**BRIDGESTONE 175** Dual Power project, all parts there, V5, frame powder coated, engine needs strip down, lots vapour blasted, good wheels, some spares, open to offers £1000. Tel. 07939 502774. Cheshire.

**BSA A75** Rocket Three, 1971, project bike, matching numbers, £7995. Tel. 07488 275891. Derbyshire.

**CCM 350cc** fun bike, 1989, only 50 of this model made, rebuilt Rotax 2 stroke engine, big end, mains and all gearbox bearings, powder coated frame, new swinging arm and steering head bearings, new mudguards, seat recovered, white power shock, Marzocchi forks, very light affordable CCM not registered but all numbers present, starts and runs well, needs finishing but all hard work done, ideal Vinduro, £1850. Tel. 07876 642107. Lincs.

**DOUGLAS MK4** 1950, in black and silver, good original condition, easy starter, excellent runner, everything works as it should, transferable reg no, new gel battery fitted, £4200 ono. Tel. 01179 041333. Bristol.

**DOUGLAS MK5** 1952, polychromatic green, not run since respray, waffle box, silencer, new exhaust pipes, new wheels, tyres, handlebars, saddle, battery, original transferable reg, £4200 ono. Tel. 01179 041333. Bristol.

**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 DREAM 50** rare five speed OHC works racer, commemoration model released by Honda in 1997, this collectors machine is brand new, never been started, blue chip investment, £6500 ono. Tel. 01522 703687. Lincs.

**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 KZ440C** 1981, MoT till 12/4/2020, very good runner, new seat, new rear shocks, new diaphragms in carbs, new master cylinder and some more new parts, £750 ono or swap for Honda CB250U or Honda Benly 200. Tel. 07766 863213. Staffordshire.

**KAWASAKI Z750** B1 model, 1976, twin, £3000. Tel. 07752 543554. Birmingham.

**PANTHER** Model 100S, 1955, for re-build, mostly complete, has a few spares, old green log book, £2700. Tel. 01284 753974; 07783 277629. Suffolk.

**TRIUMPH TIGER CUB** 1963, black and silver, sympathetically restored, loads of new parts very recent engine rebuild, valuable number plate, road fund MoT exempt, £3750. Tel. Brian 07877 421828. Derbyshire.

**YAMAHA FJ1200** 1991, MoT, new front brake discs, good tyres, good C&S, under 32T/miles, V5, £1250 ono. Tel. 07989 237837. Uttroter.

**YAMAHA XT125R** 2008, with V5, great engine, great gearbox, easy project or field bike, £595 ovno. Tel. 07772 797112. Derbyshire.

**Parts For Sale**

**AMAL MONOBLOC** carbs 375/34 and 375/59 complete in good order, £40 each plus £3 p&p. Amal small carb 3/4" bore not complete for parts, £20 plus £3 p&p. Tel. 01179 041333. Bristol.

**BMW R75-R80** 1972-1996, petrol tank with tool box on top, no dents, £250. Tel. 07572 581870. Staffs.

**BSA A10** B31 etc, Norton Commando clutch conversion complete. Tel. 07811 271702. Caerphilly.

**BSA BANTAM** GPO pannier frame, B175, £99. GPO mirror nos, £99. Telegram boys uniform, £99. B175 626 carb, £55. Various speedos Bantams, phone for details. Tel. 07396 270365. Brighton.

**DUCTI DELLORTO SS1** 27A mm carburettor, a beautiful piece of Italian design used only to complete the Italian Moto Giro event after which it was removed from the bike, specifications embossed in the body and is green tagged, no longer have a need for this carb which cost £1000, part with it for £450. Tel. 07772 949092. Northumberland.

**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.

**FAIRING:** Police Avon Dolphin fairing, off 1967 Triumph 650, inc screen, it will need refurbishing, very tough material, screen may be salvaged, £30. Tel. 07768 976086. Lancs.

**GARAGE CLEAROUT:** Honda GX160 engine, oil alert, excellent condition, £90. Honda carbs GX100, GX120, GX160, £8 each, GX, GX200 GX240/270, GX390, £12 each, Bellemix 240V motor, £40. Tel. 01209 831969 after 6pm. Cornwall.

**HONDA CB250N** Superdream, full bike breaking for spares all parts available, can deliver or post? Tel. 07496 583885 between 6-9pm. Tyneside.

**LUCAS ALLETTE** 6 volt classic horn, made in Italy, with bracket off 1957 BSA Gold Star, weighs approx 2lbs, good condition, £185. Tel. 01208 863590. Cornwall.

**NRE RACING ENGINE** 750cc 180 crank, very good condition, very little use £5600. Tel. 07522 246113. Scotland.

**SUZUKI GSXR750S RAD** injection full bike breaking for spares all parts available, can deliver or post? Tel. 07496 583885 between 6-9pm. Tyneside.

**TRIUMPH** Bathtub panniers, pair, req respray, new locks, offers, buyer collects. Tel. Jim 07710 853658. 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 T140V** Bonneville, 1976, complete forks with yokes, steering head taper rollers handlebar clamps, decent condition, £250. Tel. 07973 968401. Yorkshire.

**VELOCETTE AND VINCENT PARTS:** Venom/Viper electric starter kit Alton, new, never fitted, £1200. Oil tank anti-foam type, £150. Thrupton 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.

**VELOCETTE LE** frame, forks, wheels, engine, gearbox, loads of parts, no V5, good project, £350. Tel. 07939 502774. Cheshire.

**WESLAKE ENGINE** 900cc in bits, 3 boxes of parts, £3000. Tel. 07522 246113. Scotland.

**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** project wanted, looking for me and my 10 year old boy, can be anything, running or not, in bits. Tel. 01872 241852. Devon.

**BMW R90S** wanted, ideally to restore or needing work, but anything considered. Tel. John 07836 758534. Durham.

**BROCHURES AND SALES** catalogues wanted for pre-war motorcycles, Norton, Triumph, BSA, Indian, Harley, Vincent, Velocette and any other makes why? Tel. 01457 872788. Lancs.

**BSA A10** A65 or similar wanted for a restoration project, will travel. Tel. 07932 948153. Notts.

**BSA BANTAM PROJECT** wanted any model, in any condition, from D1 to B175, any spares too. Tel. 07538 696157. Midlands.

**BSA GOLD STAR** parts still wanted, DBD34 crankcases, DB32 exhaust cam, magneto drive pinion, cylinder head, good price paid for good parts and will collect. Tel. 07719 856049. South Yorks.

**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.

**DOES SOMEONE** know how to replace a BSA C11 three speed kick start quadrant, happy to pay for help. Tel. Mike 07976 414531. Nottingham.

**HONDA VT500** 1989, workshop manual wanted please. Tel. 01763 208955. Cambs.

**PANTHER MODEL 100S** c 1960 registration, no. 85 THK, Essex, frame no. 27423, still exists? sold some time ago for restoration, would be interested in possible purchase if considered. Tel. 01284 753974; 07783 277629. Suffolk.

**SINGLE MOTORBIKE TRAILER** wanted cheap, Bucks, Herts area. Tel. John 07788 768313. Bucks.

**SPEEDOMETER** wanted for British bike, Smiths chronometric either 80mph or 120mph, one for repair ok. Tel. 07538 696157. Midlands.

**WANTED 19"** 40 hole WM2 rim to fit BSA 8" single sided brake hub, need not be pristine - to be painted, or complete front wheel with good chrome/stainless rim, with or without brake plate. Tel. Alan 01633 894042. South Wales.

**WANTED FOR AJS** 1930, R12, 250cc timing chaincover with oil pump or oil pump parts only. Tel. Albert 02088 944704. Middx.

**WANTED NSU QUICKLY** Puch Maxi, Cycle Master, Power Pak, Trojan, autocycles or just parts. Tel. 07790 168224. Warks.

**WANTED SOMEONE** to help or advise on the timing repair, or electronic replacement to my Triumph T110 which was working! Cash available, bike Nottingham central. Tel. 07976 414531.

**Miscellaneous**

**BOOK "A SINGLE PURPOSE"** by Jeff Clews, (Irish tel no has to be changed by using English prefix to first few nos. Tel. 04333 42972. Ireland.

**BOOK:** 1968 of the Triumph Twins (2) Motor Cycles History Development part one, 1955. Brampton Bros Birmingham old book illustrated catalogue established 1852. Single Motorbike trailer wanted cheap, area Bucks, Herts. Tel. 07788 768313. Bucks.

**EVEROAK GRAND PRIX** open face helmet (white) complete with peak, size medium, very good condition, undamaged, no scratches, never sustained impact, original box, plus Halcyon goggles (fair condition) and good leather gloves, £125 Tel. Ron 02086 995307. London.

**LEATHER GAUNTLETS** with Kevlar & Thinsulate, size XL, black, brand new and still with tags attached, cost £75, sell for just £39. Tel. Ron 02086 995307. London.

**LEATHER JACKET** with tassels small, hardly worn, £50. USAF green & camo jackets, shirts, poncho, badges, etc outdoor clothing & items ideal wildlife, books, mags, photos, etc, sell/swap for D. Lewis zipper gloves, motorway boots 10, jackets 'lightning', Belstaff 'trailmaster'38-40", helmet sticker ACU, KNMV 75-80, medallions ACU, FIM, KNMV. Tel. 01277 200530. Essex.

**MOTOCOURSE BOOKS** x26 including rare early editions 78-79 & 80, good condition, £400 buyer to collect (Aylesbury) contact for complete list + 50 years of Moto GP. Tel. 07772 718367. Bucks.

**MOTOR BIKE COAT** Weise Avenger jacket with detachable inner lining, black, size 'L', as new condition, £79. Tel. Ron 02086 995307. London.

**TRAILER FOR** a single motorcycle that is no longer required, good condition, £70. Tel. 01538 756580. Staffs.

**TRAILER:** three bike galvanised trailer, new tyres, mudguards, lights completely, spare wheel, just serviced, tows well, 10" mini wheels, £300. Tel. 07768 976086. Lancs.

**VINCENT & MV BOOKS** mags, M.P.H.'s, collection mag articles, club info history, badges, DVD's, minichamp 750S new boxed, Assen TThat 70's rare, race videos, 2 Mcqueene posters, etc, sell/swap4 anything b/stone, Kreidler, Crescent, Euro race books, car mags any language. Tel. 01277 200530. Essex.

# Services

## ACCESSORIES



**Henry Cole**  
**HGTV**  
 T shirts  
 DVD's  
 Accessories  
[www.henrycole.tv](http://www.henrycole.tv)

## 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](http://www.custombrakes.co.uk)

## 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](mailto:contact@bristolchromeplating.co.uk)  
[www.bristolchromeplating.com](http://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](mailto:sales@qualitychrome.co.uk)  
 Website: [www.qualitychrome.co.uk](http://www.qualitychrome.co.uk)

## ELECTRICAL

**DISTRIBUTOR DOCTOR**  
**Tel: 01984 629540**  
 Email: [martin@distributordoctor.com](mailto:martin@distributordoctor.com)  
[www.distributordoctor.com](http://www.distributordoctor.com)



423486      54410823      425219

**RECONSTRUCTIVE SURGERY FOR LUCAS DISTRIBUTORS AND PARTS**

## CLUBS

**IF YOU LIKE BSA BANTAMS**  
 then you're going to love us...

Events Quarterly Magazine  
 Technical Info Machine Dating  
 Discount Parts Club Shop

Contact: Bryan Price  
 Membership Secretary  
**Join the flock** 01529 497304 - [www.bsabantamclub.com](http://www.bsabantamclub.com)

## ENAMELING AND POWDER COATING

**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](http://www.vulcanse.com)

## ELECTRICAL

**DYNAMOS**  
**DYNAMOS & only**  
**DYNAMOS**  
 Reconed 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

**Booking deadline for the next issue is Thursday 5th December**

## 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](http://www.AOservices.co.uk)  
 01953 884681

## 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](mailto:jakevinteng@aol.com)  
[www.jake-robbins-vintage-engineering.co.uk](http://www.jake-robbins-vintage-engineering.co.uk)

**SEAGER engineering**  
[www.seager-engineering.com](http://www.seager-engineering.com)  
**Exhaust Thread Specialist**  
 Call us: 01473 232908 / 07880 602 012

## NUMBER PLATES

**Chestnut Registrations**  
**PAS 376**  
**ALL MOTORCYCLE NUMBERPLATES MANUFACTURED**  
 REG NUMBERS BOUGHT FOR CASH  
 BLACK & SILVER PLATES. VALID FOR ALL PRE 1975 MOTORCYCLES.  
**Tel 0151 924 6480**  
**Order online** [www.chestnut-registrations.co.uk](http://www.chestnut-registrations.co.uk)  
 P.O.Box 333, Crosby, Liverpool L23 2WB

**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](mailto:davidcollier58@hotmail.co.uk)  
[www.numberplatecentre.com](http://www.numberplatecentre.com)



### PAINTWORK

**Vale Paints** As highly recommended in Classic Bike Guide

[www.vale-paints.co.uk](http://www.vale-paints.co.uk)

- Motorcycle Painting
- Powder Coating and Blasting Services
- Full or Part Motorcycle Restorations
- Specialist Blasting and Polishing

Unit 6, Meden Court, Meden Vale, Mansfield, NG20 9QU  
Tel: 01623 230474. Mob: 07713 827116



### POWDER COATING

**MERSEYSIDE SHOW WINNING FINISHERS**

Top quality powder coatings, Quick turnaround, Grit & bead blasting, 2 pack finishing, Alloy & stainless welding & polishing Vintage & classic specialists

**ELITE ENGINEERING & POWDER COATINGS**

THE BOX WORKS, HEYSHAM ROAD, AINTREE, LIVERPOOL  
MERSEYSIDE L30 6UR Email: [eepc@hotmail.co.uk](mailto:eepc@hotmail.co.uk)  
TEL. 0151 524 2838

**CJ POWDER COATINGS LTD**

As used by RC's Mike Powell

Polyester powder coating and shot blasting services

**Over 22 years of experience**

**QUALITY FRIENDLY SERVICE, AT THE RIGHT PRICE**

Unit 8, Humberston Business Centre, Jackson Place, Grimsby, NE Lincs. DN36 4AS  
Tel: 01472 211222 Fax: 01472 211333

### RESTORATION

**MOTORCYCLE SEAT RENOVATION SERVICE**

SUPPLIERS OF NEW SEATS FOR MOST BRITISH CLASSIC BIKES  
LOOSE COVERS & FOAMS SUPPLIED

**R. K. LEIGHTON**

UNIT 2, PARTRIDGE COURT, PRICE STREET, BIRMINGHAM B4 6JZ  
TEL: 0121 359 0514

Email: [info@rk-leighton.co.uk](mailto:info@rk-leighton.co.uk) [www.rk-leighton.co.uk](http://www.rk-leighton.co.uk)



### 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@triumphtiger Cubspares.co.uk](mailto:mail@triumphtiger Cubspares.co.uk)  
Worldwide shipping. Order over the phone, via our ebay store. (Greystones Tiger Cub Warehouse) or through our website [www.triumphtiger Cubspares.co.uk](http://www.triumphtiger Cubspares.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](http://www.f2motorcycles.ltd.uk) 01945 410165



### SPEEDOMETER REPAIRS

**Ian Bartram Speedo's**

Chronometrics repaired, restored, recalibrated. Also clocks to anti-clock conversions (speedo's or rev counters), PA speedos, 8 day and Quartz clocks, prewar amp meters. All instruments to original specs. Fast efficient service - Reasonable prices 12 months guarantee.

WE ARE ALSO HAPPY TO PURCHASE FAULTY SPEEDO'S OR TAKE THEM IN PART EXCHANGE  
Ian Bartram, Enfield Mill Lane, Barnby, Beccles, Suffolk NR34 7PZ. Tel 01502 476612



[www.classic-speedometers.com](http://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](mailto:info@classic-speedometers.com)

110 Chesterfield Road North Mansfield, Nottinghamshire NG19 7HZ

Clocks always wanted



**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](http://www.speedorepairs.co.uk) [a.pople@yahoo.com](mailto:a.pople@yahoo.com)



**SHOCK ABSORBERS**

**NEW SHOCKS FOR YOUR CLASSIC**

Specialised shocks for most road and off road bikes from only **£76** a pair inclusive

**NJB SHOCKS**

Tel: 07788 715163  
[www.njbshocks.co.uk](http://www.njbshocks.co.uk)  
[norman@njbshocks.co.uk](mailto:norman@njbshocks.co.uk)



**TRANSFERS**

**CLASSIC TRANSFERS**  
ROBERT DERRICK LTD

Visit our new fully illustrated website with secure online ordering facility!

James Tank Badges now available to order.

9.00am - 1.00pm (Mon - Fri)  
+44 (0) 1454 260596

Printed catalogues available on request

The badges are 2.375" dia with holes centres at 2.0625" - £55.00 Pair

Call Today!

[www.classictransfers.co.uk](http://www.classictransfers.co.uk)  
[service@classictransfers.co.uk](mailto:service@classictransfers.co.uk)

Classic Transfers, PO BOX 17, Wotton-Under-Edge, GL12 8YX United Kingdom

Marcia Derrick  
MC graphics by Adam Wilson

### STAINLESS STEEL

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

52 blade thread pitch gauge £7.00 inc VAT & p&p

1954

**39th YEAR OF TRADING**

### TYRES

**THE PERFECT STOCKING FILLER!**

**NO MORE UGLY STICK ON WHEEL WEIGHTS**

Importing **DYNA BEADS** for over 19 years!

- Eliminate tyre vibration!
- For a glass smooth ride.
- No rebalancing required!
- Easy to install!
- For tube or tubeless tyres.
- Watch "how they work" animation on website.
- From £13.80 for two tyre kit.

**TEL: 020 8445 6811**  
[WWW.DYNABEADS.CO.UK](http://WWW.DYNABEADS.CO.UK)

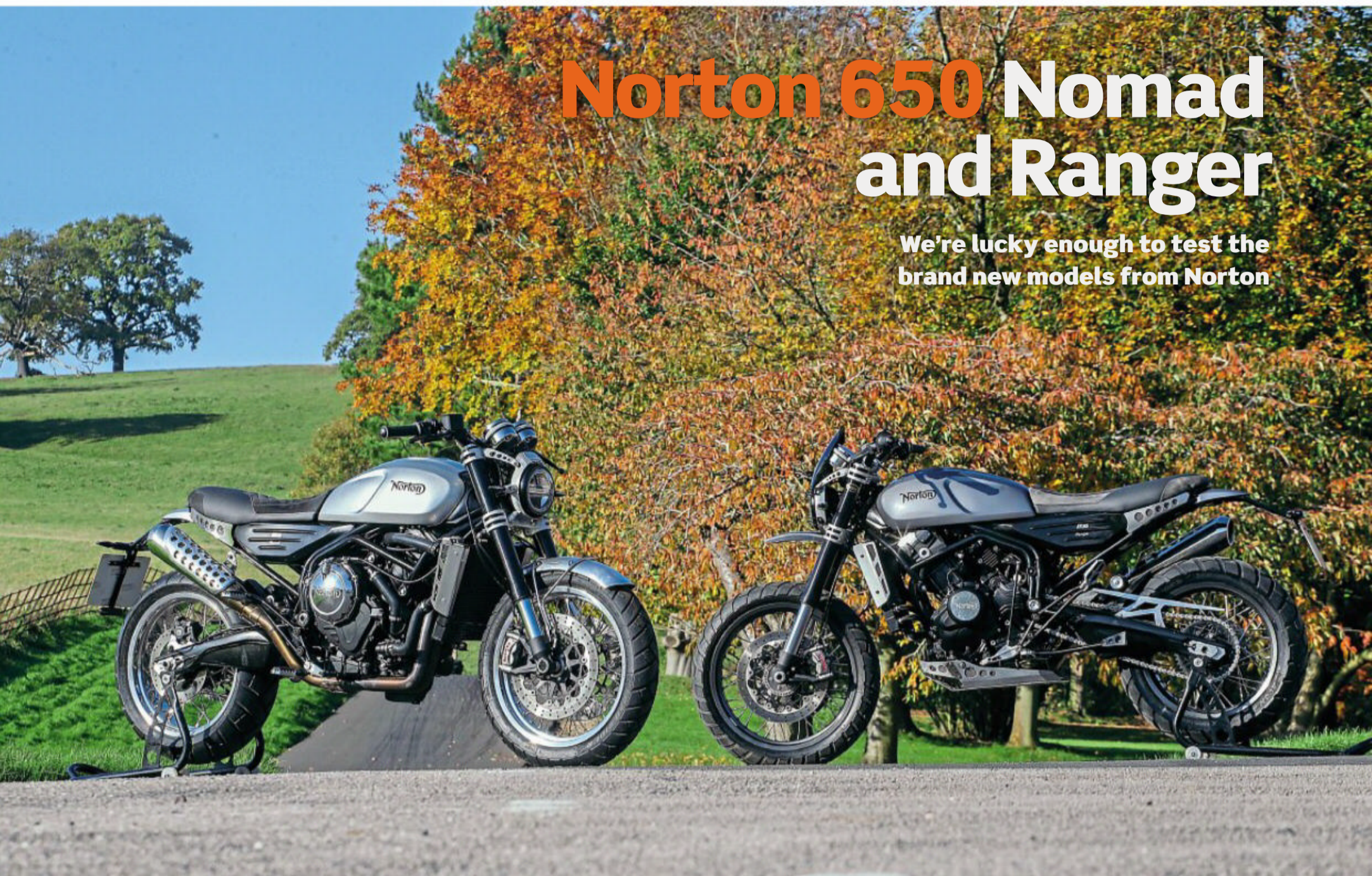
Dyna Beads® USA Made





# Norton 650 Nomad and Ranger

We're lucky enough to test the brand new models from Norton



**Living with a Norton ES2 650:** What's a road and an off-road version of the ES2 like to live with? || **Buying Guide Velocette MAC:** Are they really as good as everyone says? || **Moto Guzzi Café Racer:** One man's vision of how his bike should be || **Indian Junior Scout:** Read how this immaculate bike started life as a box of bits || **Restoration for the brave:** Honda Goldwing || **How to:** Rebuild your two-stroke oil pump || **How to:** Project Norton gets some progress

## Who's who ||

**EDITOR** || Matt Hull  
editor@classicbikeguide.com

**PUBLISHER** || Tim Hartley  
thartley@mortons.co.uk

**ART EDITOR** || Kelvin Clements

**DESIGNER** || Jake Sidebotham

**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

**SUBSCRIPTION** ||

Full subscription rates (but see page 18 for offer):  
(12 months 12 issues, inc post and packing) – UK  
£52.80. 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** || December 6, 2019

**NEXT ISSUE** || December 27, 2019



## FRANK WESTWORTH

### FAMOUS LAST WORDS

The more things change, the more...



*“And it started. Of course it did. It ran badly, but encouragingly. Helmetless, legality-less and senseless, I rumbled back to the shop, perspiring only copiously. The Huntmaster smoked from everywhere.”*

**I**T WAS 1978 – MAYBE 79, MEMORY STRUGGLES with precision. The classic bike had only recently been invented and harmless old clunkers were yet to be elevated to some mysterious near-mythic status which they didn't enjoy when new.

They were entertaining times, not least for those bewildered, like me, by the sudden and inexplicable popularity of harmless old clunkers which had previously been mere objects of fun and derision. And cheap entertaining transport for the poor – which I was. Mostly.

My latest attempt at gainful employment actually paid wages with something approaching regularity and quantity, and the hours were shifts, which meant that I had lots of time free during the day while more normal folk were slaving at the workface. Or whatever normal folk do. Of course I spent a lot of time at bike places, shops, breakers, bars – even young habits die hard.

And there I was at a long-gone bike shop in the heaving heart of Crewe, a former corner sweetshop wittily entitled Two Wheelers. It was a great place to waste hours and hours, not least because the proprietor, one Ernest Cumberlidge Esq, was in every sense a remarkable and entertaining character. He once sold me a television – like you'd expect from a bike shop – which came with a hand-written guarantee that I would be able 'to distinguish between a man and a dog for four hours'. This proved to be an impossible dream, so he took it back and paid a full refund. They were consistently strange days at Two Wheelers.

On one happy afternoon he'd taken delivery of three Ariels, two singles and a twin. His main business, if we can call it that, was the sale of new and used MZ motorcycles, and the three Ariels had been taken as part-exchange for a new MZ – a TS125 if memory is correct for a change. EC was well aware of the nascent classic bike thing, and understood that there was money to be made by the smart guy, which he was. Everyone suddenly wanted heavily outdated singles, the bigger the banger the better, and both of the Ariels were VH 500 thumpers. They also ran. I doubt that he lost money on the deal. He drove a Bentley Mk6, which may have been a clue. The other bike was

a twin, a Huntmaster, and didn't work. Today it would be described as a 'barn find', because it was all there, dusty, rusty and musty, and work it did not.

Of course I enquired the price.

'£29,' came the prompt reply. That seemed fair. I could afford £29, in fact I had it about my person, pay day being gratifyingly recent. There was more; '£9 delivery, but you can take it away. Pushing it is man's work and will make you fit. No extra charge.' Home was 22.4 miles away. EC's middle name may have been Generosity, but it seems unlikely. Bursting with an attack of wisdom, I asked whether I could borrow a few tools to see whether I could get the old lump to run so I could come back with a pal and ride it home. He agreed, calling me 'Sir', which was always a sign of good humour and approaching funds.

Spanners were borrowed, sweat was unleashed, mainly in the pumping of tyres, addition of fresher petrol, less ancient plugs and the youthful idiocy of running up and down Derrington Avenue. And it started. Of course it did. It ran badly, but encouragingly. Helmetless, legality-less and senseless, I rumbled back to the shop, perspiring only copiously. The Huntmaster smoked from everywhere, from the rusty silencers, from the oily cylinder head, even (briefly) from the regulator box. All good signs. Mostly good signs. I was encouraged.

And so was the proprietor. He strode from his shop's front door, beaming widely. 'It's a runner!' he cried. I was hunched over the throbbing rusty handlebars, panting, maybe gasping a little, but nodded weakly at our shared enthusiasm at my resurrection of this great British relic, this iconic symbol of faded glory, this... 'It's a runner,' EC repeated, nodding and smiling some more. '£59 for a runner.' I was entirely too exhausted and demoralised to come up with a suitably crushing response. So I went home, wearily wobbling along the road in my most excellent Hillman Hunter.

The following day EC rang me at home, where I was trying to sleep after a trying night shift. 'Hello?' I answered. 'Delivered for £59,' he said without pointless preamble.

The years may pass, and a leopard may change its spots, but it remains a leopard... **CBG**

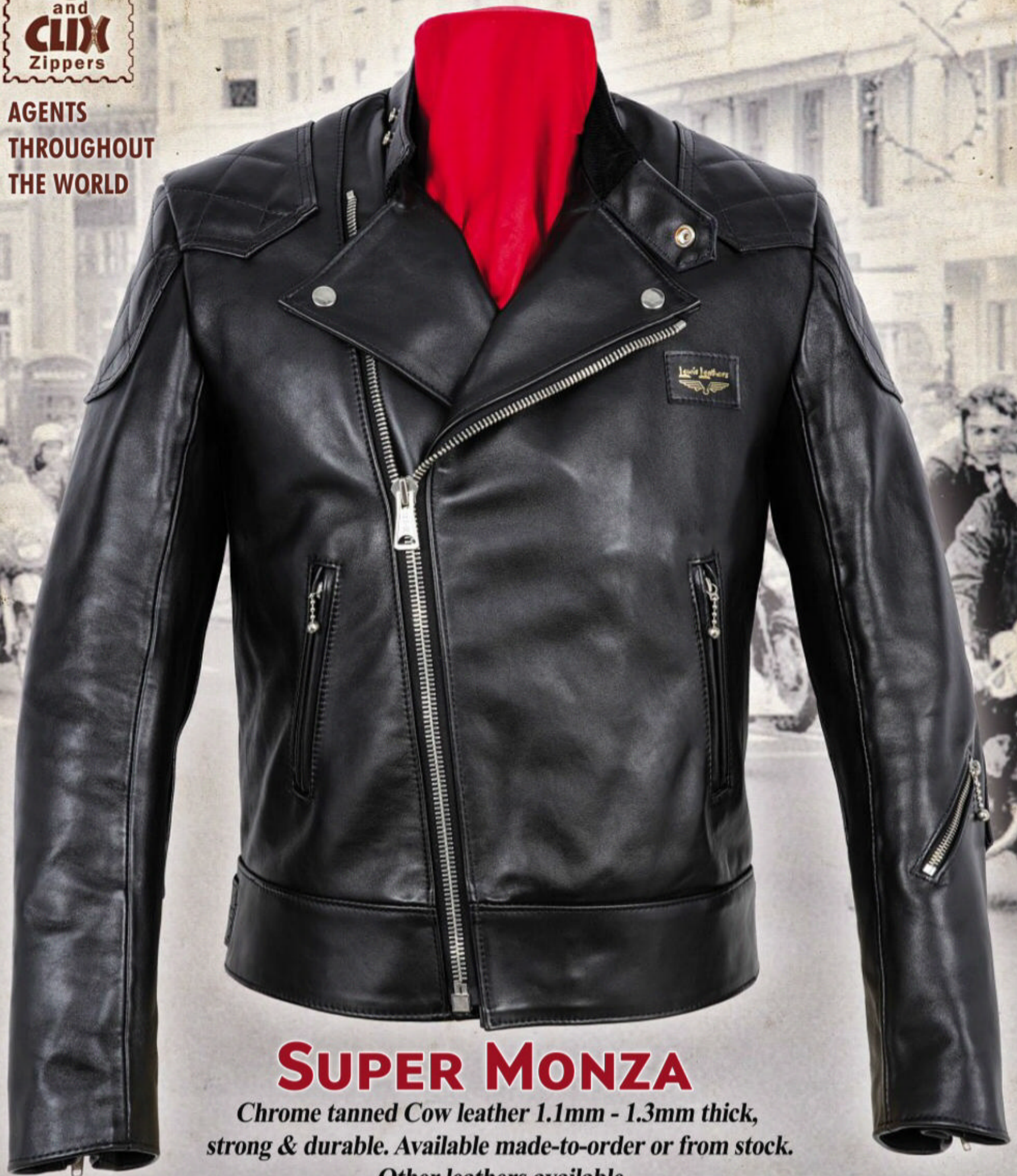
**Frank Westworth** is the editor of *RealClassic* magazine, the latest in a long series of publications that began in 1982 when he was bullied into producing *The Jampot*, the previously excellent magazine of the AJS & Matchless OC. He was also founding editor of *Classic Bike Guide* and has returned as a columnist as a penance. Or something. He has a mysterious obsession with riding obscure and elderly motorcycles, which he does very slowly...



# THE DEVIL IS IN THE **DETAIL...**



**AGENTS  
THROUGHOUT  
THE WORLD**



## **SUPER MONZA**

*Chrome tanned Cow leather 1.1mm - 1.3mm thick,  
strong & durable. Available made-to-order or from stock.*

*Other leathers available*

**LEWIS LEATHERS LTD**  
[www.lewisleathers.com](http://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**



BSA C15 Trials 1959 250cc £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



BSA Rocket 3 Mk II 750cc 1971 ..... £19,999



BSA B40 343CC 1965 ..... £3,750



BSA Bantam D3 150cc 1958 ..... £3,250



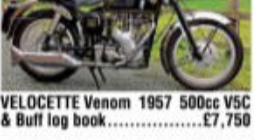
BSA Bantam Major 150cc 1958 ..... £2,250



JAMES Captain, 197cc, 1958 ..... £1,950



TRIUMPH Twenty One 3TA 350cc 1965, Matching Nos ..... £4,750



VELOCETTE Venom 1957 500cc V5C & Buff log book ..... £7,750



VELOCETTE Venom, 1958...£8,750

## ITALIAN CLASSICS



BENELLI Leoncino Normale, 123cc, 1955 ..... £1,299



DUCATI 749 DARK 2007 £4,750



MV AGUSTA AB Turismo 175cc, 1957 ..... £2,500



BSA B31 1955 350cc .....£4,350



BSA M24 Gold Star 500cc 1939 ..... £15,999



BSA BANTAM 175cc 1971.£2,999



BSA Bantam Bobber Special D14B 1954.....£2,999



MATCHLESS G5 1961 350cc ..... £2,650



TRIUMPH TR6R Trophy 649cc 1960 Matching Nos ..... £11,500



VELOCETTE KSS 1939 350cc Engine rebuilt.....£9,500



VELOCETTE Venom 500cc 1959 Stunning ..... £15,500



HONDA CB750 K4 1974 Stunning Flake Sunrise Orange Metallic paintwork.....£13,950



HONDAST50JDax198949cc£2,999



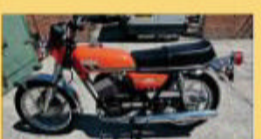
HONDA CB750 DIECAST KO 1970 ..... £19,999



HONDA CL350 1972 ..... £4,999



KAWASAKI F9C 350 Bighorn 1975 ..... £3,250



YAMAHA RD350, 1974, 347cc ..... £5,999



BSA C11G 1955 250cc .... £3,500



NORTON Dominator 1956 Wideline frame with 1967 650ss engine ..... £7,500



TRIUMPH T100C Trophy 1971 490cc ..... £7,500



VELOCETTE Thruxton, 500cc, 1969, factory pairing.....£24,999



VELOCETTE Venom VeeLine 1967 500cc Factory Pairing .... £12,999



HONDA CL360 1974..... £3,750



HONDA CT90 1972 89cc Great Runner..... £2,750



HONDA TL125S 124cc 1976 £1,850



HONDA C50 Super Cub 2008, 5000miles from new ..... £1,850



SUZUKI GT750J, 1972, MOT'd, choice of 2 from ..... £9,950



YAMAHA CS-2E 1970, 180cc, matching nos ..... £3,500



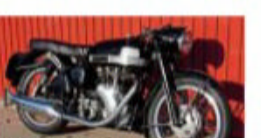
BSA BANTAM Major 150cc, 1956 ..... £2,650



TRIUMPH TR6C for restoration, in large lumps, matching numbers £POA



TRIUMPH Tiger 100SS 1965 500cc matching nos ..... £4,999



VELOCETTE Viper 350cc 1965 .....£8,999



ZUNDAPP Combinette 1958 50cc .....£1,899

## JAPANESE CLASSICS



HONDA CD200 Benly 1980 198cc ..... £1,999



HONDA CB175 1975 ..... £2,999



HONDA CB550 Four, 1977 ..... £2,999



HONDA CL175 1970 ..... £2,999



SUZUKI GT380 1972 ..... £3,999



YAMAHA YDS6, 1969, 246cc ..... £2,999



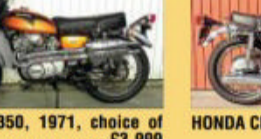
BSA BANTAM BUSHMAN Pastoral 1967, 175cc Matching Nos £5,500



TRIUMPH Twenty One Bathub 1960 348cc matching no's £4,500



HONDA C50, electric start, large choice from .....£1,750



HONDA CL350, 1971, choice of colours.....£3,999



HONDA CB450 BLACK BOMBER 1969 444cc ..... £8,995



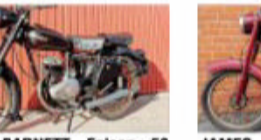
HONDA SS125 1970 UK bikes from new...Choice of 2 ..... FROM £2,750



SUZUKI ASS100 1971 ..... £1,999



YAMAHA DT175 1974 Matching Numbers..... £2,999



FRANCIS BARNETT Falcon 58 197cc 1952 ..... £2,750



TRIUMPH Tiger Cub 1961 200cc ..... £4,250



TRIUMPH 6T Thunderbird 1954, 649cc, matching numbers.£9,999



HONDA CL450 1970 ..... £5,999



HONDA CB450 1973 ..... £3,999



HONDA CB72 1964 249cc ..... £4,999



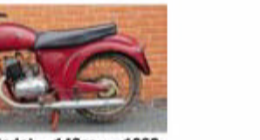
KAWASAKI C2TR 120 Trail 1967 ..... £2,999



YAMAHA R5 347cc 1971.. £5,250



YAMAHA RD250 1973 Matching Numbers..... £4,250



JAMES Cadet 149cc, 1962, original reg, Buff log book & V5C ..... £1,495



TRIUMPH 6T Thunderbird 1954, 649cc, matching numbers.£9,999

**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