Your complete Japanese classic bike guide

11 Pages

CLASSIC BIKE · GUIDE

BUY · SELL · RIDE · RESTORE

NOVEMBER 2021

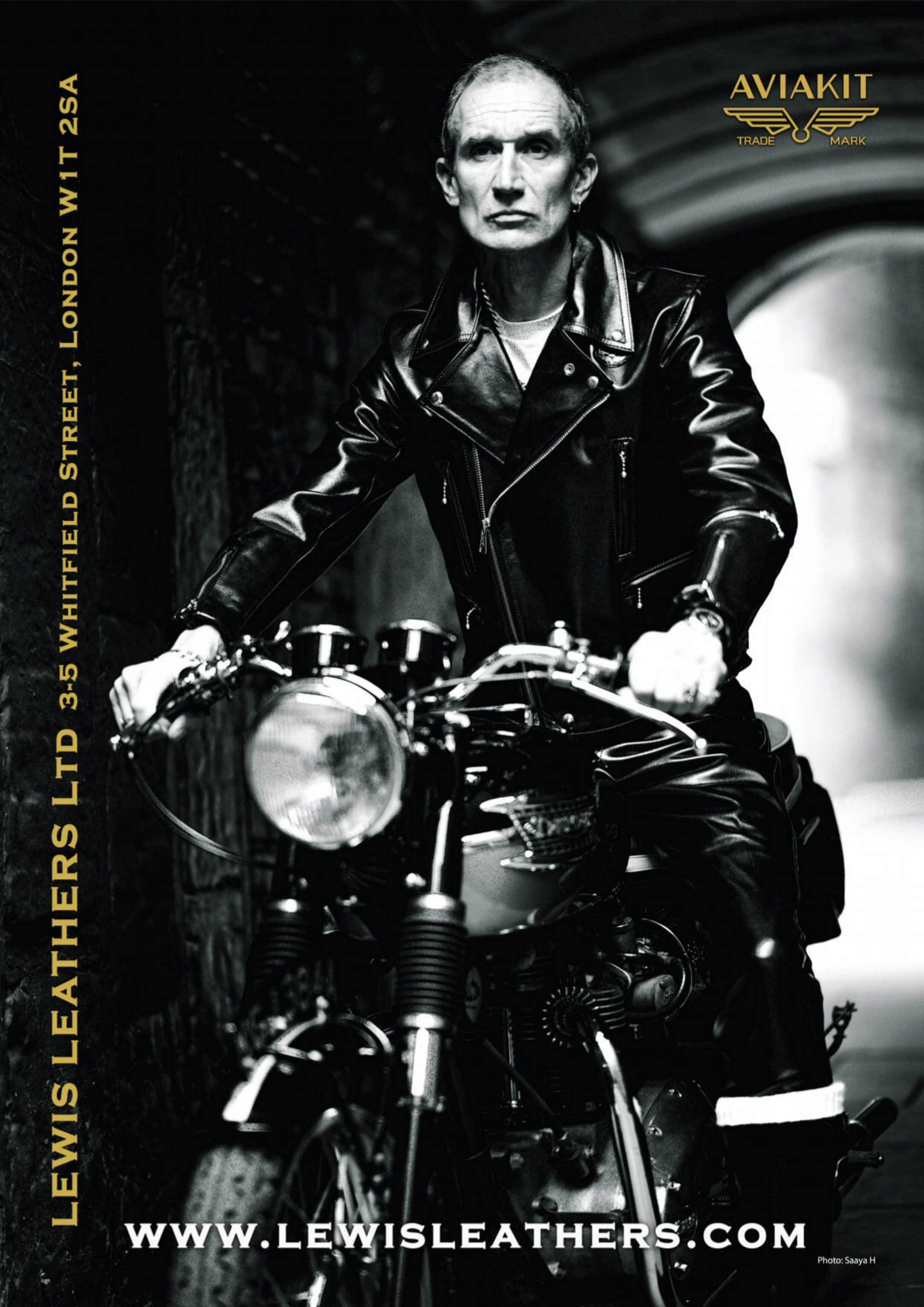
Café racer Specials

Triton vs. TriBSA who will win?

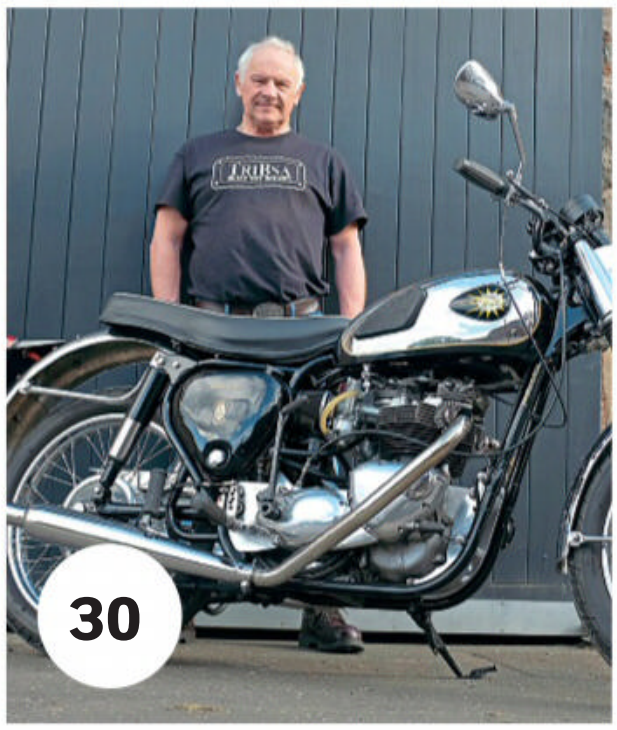
Nuts and bolts

Understand your threads

Plus // Vintage beach racing // How to build a special // New: Moto Guzzi V7 // Yamaha AS1 // BMW R100S


AVIAKIT
TRADE MARK
LEWIS LEATHERS LTD 3-5 WHITFIELD STREET, LONDON W1T 2SA
WWW.LEWISLEATHERS.COM
Photo: Saaya H

10

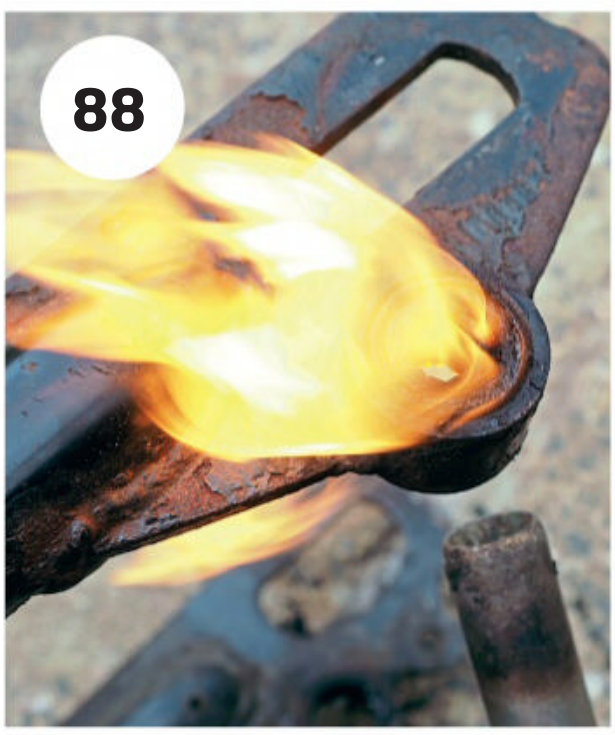

30

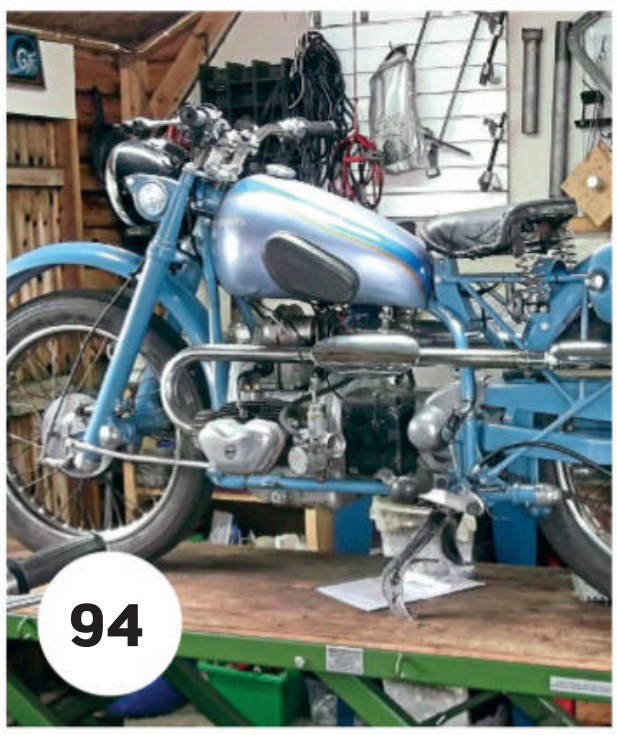
38

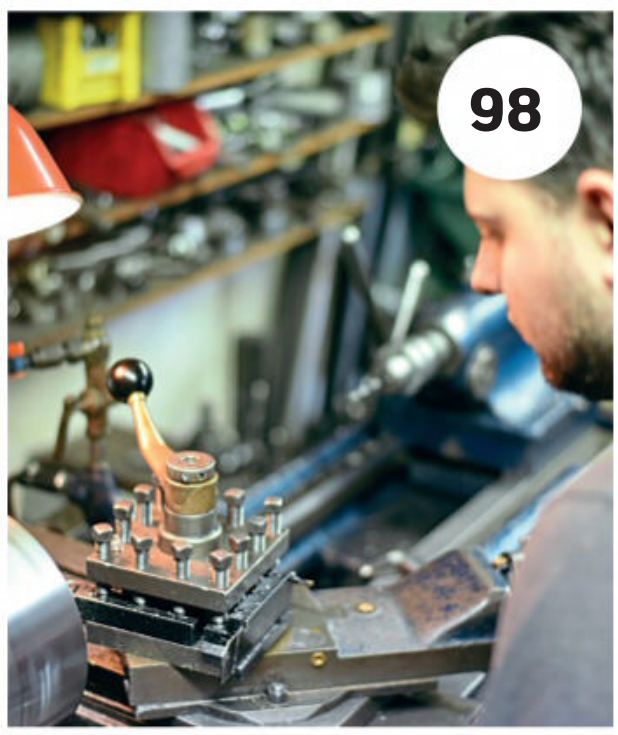
46

50

72


88


94


98

To pre-order your next issue of *Classic Bike Guide*, head to
classicmagazines.co.uk/pre-order-cbg

or scan me with your camera phone!

Alternatively, scan the QR code on this page and order your next copy today. We will send it directly to you! Save time by not having to nip to the shop!

Contents

#058

06 From the archive
Two chaps decided to see the world, on a Matchless and sidecar in the 1920s. What must the world have been like?

010 Normandy beach race
Once a year, the beach, once known as Sword beach in the WW2 landings, hosts an old bike and hot rod race. And it looks great

019 Next month
What we got? There's a brace of gorgeous Moto Guzzis, a Norton Model 50, Honda's brave CX650 Turbo and a look at all of Triumph's latest heritage range. Which one would you pick?

020 Subscribe!
Go on, treat yourself to a Christmas present and enjoy *Classic Bike Guide* for a whole year

022 News
All that's going on in our world and some of the latest products we've seen or tested

026 Letters
Be happy, be sad, or be angry – have your say – as long as it's about old bikes!

028 What's on
It's getting colder and the nights are drawing in, but there are still things to see and places to go

030 Specials – TriBSA
Some specials stick out – this one is designed not to. Triumph in a BSA frame, discreet, beautiful

038 Specials – Dresda Triton
This must be a pin-up bike for café racers, every line is right, every detail thought about. Hope you enjoy looking at it as much as we did.

046 Specials – how to build a Triton
If you're like us and the two previous bikes have whet your appetite, here's some helpful tips for building your own

050 All there is to know about: Threads
We look into thread sizes and what you need to know about metric, UNF and Cycle thread for your restoration

058 The Japanese classic bike guide
Here is your definitive guide to the best classic Japanese bikes. Whether it's for your first project or foray into old bikes, or another to add to your bulging collection, we help you to find the perfect match

072 New Retro: Moto Guzzi V7
It's had a nip and a tuck, so we try out the new, larger V7 for size. What's it like compared to Triumph and Royal Enfield's offerings?

077 Reader adverts
I was tempted by a couple this month – go on, it's winter – you need another project!

088 Project Yamaha
Steve is going great guns on his AS1, though he is wielding a blow torch

094 Hutch's workshop tips
Hutch decides to renew a worn out bush on his new Douglas T35

098 Project BMW
Frame is taking shape, engine top end is rebuilt and Matt pinches another inner tube. Two steps forward, one back as always on the BMW R100S

106 Frank Westworth
Frank laments selling a favourite, then buying it back again

Welcome!

All right there, fellow lovers of old bikes. May your studs line up, the sun be singling you out and the correct nut fall to hand from your 'it'll come in handy if I never need it' biscuit tin.

We come into a strange time of year; the days can be as wonderful as the golden hours of July and August, but as the bike meets start to get thinner with the sun retiring early, going for a ride is often preceded by a quick check of the weather – hell, those lucky-enough may even swap chosen steed for one that is more immune to such fripperies as the rain – or may just take less cleaning.

But there are still great riding days to come and still plenty of shows to attend, so I hope to see many of you out there, like the fine fellow on the BSA M20 I met up with the other day at my local Ducati dealership. Italian V-twin in place of a sidevalve I wonder?…

More wheels, but we had the *Flying Scotsman* loco visit us, which was a real 'pinch me' moment. For a machine built in the 1920s, it still shifts and looks magnificent. Sounds different to others, too, as it has three cylinders and according to the interweb, has covered more than two million miles. The crowds were three-deep in places, showing there is a continuing interest of machines from the past – just like when we see people looking at our bikes. Does that make us cool?

Despite this month being rather hectic to say the least, with work, family get-togethers, new animals and cars going wrong, Maria and I were able to get married. It was a wonderful day, we were blessed with the weather and much cake was consumed.

Maria arrived in a 1938 Daimler Light, a straight-eight beauty, while an old friend surprised me with a trip in his McLaren! May I be selfish and thank John, Nicky and Andy. We had talked about riding, but, well, dresses and things…

Afterwards we went on holiday – a real holiday where you leave Norfolk and don't work! We'd like to say there were no bikes involved, but we stayed for a couple of days where I grew up and there was the excellent Gravity Grand Prix, a charity soapbox race which was hilarious, then after some of the best the South West can offer, we popped into the Haynes motor museum on the way home; it's more cars than bikes but we love both, their collection of speedway machines is excellent and they have an immaculate CZ125 Sport like mine! Oh, and Maria bought another car on the way home after she couldn't find a Triumph 500 twin.

If you subscribe or get your mag early, you may be in time to get to the National Motorcycle Museum Live open weekend on October 30/31 in Birmingham. I'm sure it will be as busy as normal so they've made it a two-day event, with guest speakers, many stands and of course you can go around the museum. The collection never ceases to amaze me, they've had a torrid time over the last 18 months, so our support will help ensure this great museum is there as inspiration and reference for generations to come. We'll be there so come and say hello!

Right, enjoy the mag and have a good month, I'm off for a sleep.

Matt Hull
editor@classicbikeguide.com

Just a summer's holiday

Just from the poses, you can tell these people are unsure of what exactly is going on. The image is from 1924, a time when both photography and motorcycles were quite something to see – especially two British fellows in Poland. Teachers Mr Pratt and Mr Armstrong decided to see if they could get to Moscow in their outfit, carrying all they may need with them.

After much trouble convincing the Russian consulate in London that they meant only to see Russia through sheer fascination, their Matchless carried them through Belgium, France, Switzerland and Czecho-Slovakia to Poland, where this photo was taken.

Later they successfully got to Moscow, the RAC giving good advice on roads, but little was known about what they would find in Russia. The chaps discovered that even road signs were scant. But get there they did, 'with its gilded domes glittering in the sun, lay at our feet'.

Pratt and Armstrong's story stood out in a time of European tours for the wealthy because they were ordinary men on a combination. Using a bike meant there was no barrier between themselves and who they came across, and the pair encountered many instances of friendship and generosity.

While touring Europe and beyond is easier now, with sat-nav and Google helping with planning, the excitement of the unknown must have been wonderful, especially after the horrors the First World War had brought most.

This photo and story is from *The Motor Cycle* of March 12, 1925. CBG

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

Machine Mart

Britain's Tools & Machinery Specialist!

Clarke ENGINEERS HEAVY DUTY STEEL WORKBENCHES

- Sturdy lower shelf
- Durable powder coated finish

FROM ONLY £239.00 EXC.VAT £286.80 inc.VAT

Shown fitted with optional 3 drawer unit ONLY £107.98 INC VAT

INCLUDES SINGLE LOCKABLE DRAWER

MODEL	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
CWB1500D	1500x650x985	£239.00	£286.80
CWB2001P	2000x650x865	£259.00	£310.80
CWB2000D	2000x650x880	£299.00	£358.80

Clarke WORKBENCH WITH PEGBOARD

BALL BEARING ROLLER DRAWERS

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (LxWxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

£79.00 EXC.VAT £94.80 inc.VAT

CWB-R1B

Clarke PREMIUM CHESTS/ CABINETS

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

30KG MAX DRAWER LOAD

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

① £144.99 EXC.VAT £173.99 inc.VAT

② £239.98 EXC.VAT £287.98 inc.VAT

	MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
	CLB600	6 Dr chest	660x305x365	£119.98	£143.98
①	CLB900	9 Dr chest	660x305x475	£144.99	£173.99
	CLB200	2 Dr step up	672x310x195	£59.98	£71.98
②	CLB1007	7 Dr cabinet	685x465x955	£239.98	£287.98

"Fantastic chest and top box combi, well built, well packed ideal for home and workshop use. Will be getting another set asap" See www.machinemart.co.uk

BALL BEARING ROLLER DRAWERS Clarke HD PLUS

HEAVY DUTY & PROFESSIONAL THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

BLUE LINE INDUSTRIAL · Clarke CONTRACTOR · BLACK GOLD LINE

RUBBER GRIP SIDE HANDLES

① £149.98 EXC.VAT £179.98 inc.VAT

② £289.98 EXC.VAT £347.98 inc.VAT

	MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
①	CBB209B	9 Dr Chest	710x315x420	£149.98	£179.98
	CBB203B	3 Dr step up	710x315x250	£84.99	£101.99
②	CBB217B	7 Dr Cabinet	758x468x975	£289.98	£347.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

① £169.98 EXC.VAT £203.98 inc.VAT

BLUE LINE INDUSTRIAL

BLACK GOLD LINE

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

EXTRA LARGE DRAWER PULLS

② £359.00 EXC.VAT £430.80 inc.VAT

1.5M TALL

* Except on CBB231B & CBB230B

MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
① CBB306	36"	6 Dr Chest	910x305x47	£169.98	£203.98
② CBB315	36"	5 Dr Cabinet	927x416x985	£359.00	£430.80
CBB228B	41"	8 Dr cabinet	1126x468x1000	£479.00	£574.80
CBB224B	41"	14 Dr chest	1045x415x486	£319.00	£382.80
CBB231B	56"	9 Dr chest	1460x615x490	£499.00	£598.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£769.00	£922.80

BALL BEARING ROLLER DRAWERS

Clarke MECHANICS/ PROFESSIONAL TOOL CHESTS/ CABINETS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

③ £64.99 EXC.VAT £77.99 inc.VAT

④ £209.98 EXC.VAT £251.98 inc.VAT

① £82.99 EXC.VAT £99.59 inc.VAT

② £154.99 EXC.VAT £185.99 inc.VAT

- Superb quality & value for automotive workshops

	MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
	MECHANICS RANGE				
①	CTC600B	6 Dr chest	600x260x340	£82.99	£99.59
	CTC900B	9 Dr chest	610x255x380	£94.99	£113.99
	CTC500B	5 Dr cabinet	675x335x770	£129.98	£155.98
	CTC800B	8 Dr chest/cab set	610x330x1070	£144.99	£173.99
②	CTC700B	7 Dr cabinet	610x330x875	£154.99	£185.99
	CTC1300B	13 Dr chest/cab	620x330x1320	£189.98	£227.98
	PROFESSIONAL RANGE				
③	CTC103	3 Dr step up chest	672x310x250	£64.99	£77.99
	CTC109	9 Dr chest	662x305x421	£124.99	£149.99
④	CTC105	5 Dr cabinet	685x465x790	£209.98	£251.98
	CTC107	7 Dr cabinet	685x465x950	£249.98	£299.98

Clarke BOLTLESS SHELVING / BENCHES

CHOICE OF 5 COLOURS RED, BLUE, GREY, SILVER & GALVANISED STEEL

- Simple fast assembly in minutes using only a hammer

150KG PER SHELF — Strong 9mm fibreboard shelves

350KG PER SHELF — Strong 12 mm fibreboard shelves

FROM ONLY £35.99 EXC.VAT £43.19 inc.VAT

MODEL	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£35.99	£43.19
350kg	900x400x1800	£54.99	£65.99

INTERLOCKING PVC FLOOR TILES

PACK OF 4 £26.99 EXC.VAT £32.39 inc.VAT

- ✔ Give your garage or workshop the finishing touch!
- No adhesive required, easy assembly and removal
- Tile dims. 450 x 450mm

A choice of stainless steel or wooden worktops

Clarke HD PLUS · BALL BEARING ROLLER DRAWERS

MODULAR GARAGE STORAGE SYSTEMS

10 PACKAGES IN THE RANGE

FROM ONLY £1198.00 EXC.VAT £1437.60 inc.VAT

- ✔ CREATE THE PERFECT FITTED GARAGE / WORKSHOP
- ✔ HEAVY DUTY, PROFESSIONAL PACKAGES
- ✔ ALL UNITS ALSO AVAILABLE SINGLY FOR CUSTOM BUILD

Corner units in stock

SEE NEXT PAGE FOR MORE!

NEW STORE NORTHAMPTON NOW OPEN

Clarke HYDRAULIC MOTORCYCLE AND ATV LIFT

- Easy to use, foot pedal operated • 4x wheels (2x with castors) • 680kg capacity
- Inc. securing straps

£139.00 EXC.VAT
£166.80 inc.VAT

680 KG

BEST SELLER

CML5

EASY TO USE WEBSITE

NOW OVER 21,000 PRODUCTS ONLINE!

For hard-to-find, specialist items visit the Xtra section on machinemart.co.uk

NEW 500 PAGE CATALOGUE

Over 400 PRICE CUTS & NEW PRODUCTS

GET YOUR FREE COPY NOW!

- IN-STORE
- ONLINE
- PHONE

0844 880 1265

Clarke HYDRAULIC MOTORCYCLE LIFT

450 KG

£499.00 EXC.VAT
£598.80 inc.VAT

- Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile
- Max lift height 770mm

AIR ASSISTED VERSION ALSO IN STOCK FOR ONLY £658.80 INC. VAT

FOLDS FLAT FOR EASY STORAGE

CML3

Clarke PORTABLE OIL FREE AIR COMPRESSOR

NEW

- 1.5HP
- 6.35cfm

ONLY £59.98 EXC.VAT
£71.98 inc.VAT

IDEAL FOR BIKE TYRES

OIL FREE

MONZA

INC. AIR GUN WITH PRESSURE GAUGE, TRIPLE HEAD INFLATOR & ADAPTORS

TURBO AIR COMPRESSORS

airmaster

- Superb range ideal for hobby & semi-professional use

FROM ONLY £109.98 EXC.VAT
£131.98 inc.VAT

TIGER 16/550

ALSO HUGE RANGE OF CLARKE AIR TOOLS IN-STORE & ONLINE

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/260	2HP	7.5	24ltr	£109.98	£131.98
Tiger 11/550	2.5HP	9.3	50ltr	£149.98	£179.98
Tiger 16/550	3HP	14.5	50ltr	£219.98	£263.98
Tiger 16/1050	3HP	14.5	100ltr	£269.98	£323.98

Clarke INSTANT SHEDS

- UV treated & water proof cover for protection against all elements
- Rugged ratchet tight tensioning
- Heavy duty steel frame

ALSO

GARAGE/WORKSHOPS UP TO 24' FROM ONLY £286.80

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1m	£179.00	£214.80
CIS8612	3.7 x 2 x 2.4m	£219.00	£262.80

Clarke MOTORCYCLE DOLLY

- For storing & moving motorcycles & scooters
- Max load capacity 567kg • Unique fold down ramps

£96.99 EXC.VAT
£116.39 inc.VAT

MCD1

Clarke MECHANICS SEAT

CMS2

- Comfortable foam padded seat • Height adjustable seat 380-490mm
- Storage tray for tools/parts

ONLY £31.99 EXC.VAT
£38.39 inc.VAT

Clarke WIZ MINI AIR COMPRESSOR

- Ideal for brush work • 1.58cfm air displacement
- 2.8 bar maximum pressure • Inc. gauge

£94.99 EXC.VAT
£113.99 inc.VAT

IDEAL FOR AIRBRUSH WORK

OIL FREE

Clarke SPRAY GUNS

BEST SELLER

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £27.99 EXC.VAT
£33.59 inc.VAT

PGF14

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C/ 14C/18C	1.2mm, 1.4mm, 1.8mm	£27.99	£33.59
PGF14/18	1.4mm, 1.8mm	£27.99	£33.59
SP14/18C	1.4mm/ 1.8mm	£29.98	£35.98
AP15	HVLP, 2.2mm	£31.99	£38.39

Clarke DRILL PRESSES

- Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY £79.98 EXC.VAT
£95.98 inc.VAT

B = Bench mounted
F = Floor standing

MODEL	MOTOR (W) SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£79.98	£95.98
CDP102B	350 / 5	£99.98	£119.98
CDP202B	450 / 16	£235.00	£282.00
CDP352F	550 / 16	£289.00	£346.80
CDP452B	550 / 16	£299.00	£358.80

CDP102B

Clarke MOTORCYCLE RAMP

MAR200B

- Lightweight aluminium folding motorcycle/loading ramp • Anti-slip wheel grips & individual steps for extra strength

ONLY WEIGHS 7.5KG

SUPER STRONG 200KG MAX LOAD

£69.98 EXC.VAT
£83.98 inc.VAT

ALSO STEEL MESH FOLDING RAMPS ONLY £68.39

Clarke BENCH BUFFERS/ POLISHERS

- For a brilliant shine

FROM ONLY £76.99 EXC.VAT
£92.39 inc.VAT

MODEL	DIA. (mm)	EXC.VAT	INC.VAT
CBB150	150	£76.99	£92.39
CBB200	200	£97.99	£117.59
CBB250	250	£169.00	£202.80

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

FROM ONLY £26.99 EXC.VAT
£32.39 inc.VAT

Keep batteries in top condition over a long period

CB09-12

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah 12V lead acid	£26.99	£32.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£37.99	£45.59
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£57.99	£69.59

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

PRO360

£26.99 EXC.VAT
£32.39 inc.VAT

LIFETIME GUARANTEE

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar • 1/2" - 3/8" adaptor
- 28-210 Nm

£27.99 EXC.VAT
£33.59 inc.VAT

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

DUAL VOLTAGE 230v 110 VOLT IN STOCK FROM £214.80

FROM ONLY £89.98 EXC.VAT
£107.98 inc.VAT

PROPANE GAS FIRED

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10.3	£89.98	£107.98
Devil 700	15	£109.98	£131.98
Devil 900	24.9	£149.98	£179.98
Devil 1600	36.6	£179.98	£215.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	131	£449.00	£538.80

Clarke ELECTRIC HEATERS

BEST SELLER

DEVIL 7003

DEVIL 6003

FROM ONLY £58.99 EXC.VAT
£70.79 inc.VAT

MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.VAT	INC.VAT
DEVIL 6003	230V	1.5-3	£58.99	£70.79
DEVIL 7003	230V	3	£67.99	£81.59
DEVIL 6005	400V	2.5-5	£69.98	£83.98
DEVIL 7005	400V	5	£89.98	£107.98
DEVIL 6009	400V	4.5-9	£109.00	£130.80
DEVIL 7009	400V	9	£139.98	£167.98
DEVIL 6015	400V	5-10-15	£169.00	£202.80
DEVIL 7015	400V	15	£199.98	£239.98

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

GAS, TIPS, SHROUDS & WIRE IN STOCK

FROM ONLY £219.98 EXC.VAT
£263.98 inc.VAT

135TE

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£219.98	£263.98
135TE Turbo	30-130	£269.98	£323.98
151TE Turbo	30-150	£309.00	£370.80
175TECM Turbo	30-170	£509.00	£610.80
205TE Turbo	30-185	£539.00	£646.80

Clarke MICRO JUMP STARTS

JSM200

FROM ONLY £39.98 EXC.VAT
£47.98 inc.VAT

MODEL	START BOOST	PEAK BOOST	EXC. VAT	INC. VAT
JSM180 NEW	180A	360A	£39.98	£47.98
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£66.99	£80.39
JSM350	350A	500A	£86.99	£104.39
JSM400	400A	800A	£99.98	£119.98

2kW Clarke FAN HEATERS

FROM ONLY £79.98 EXC.VAT
£95.98 inc.VAT

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
DEVIL 2000PTC	2	£34.99	£41.99
DEVIL 2850	2.8	£39.98	£47.98
DEVIL 2800PTC	2.8	£49.98	£59.98

Clarke METAL LATHE

- 300mm between centres • LH/RH thread screw cutting • Electronic variable speed • Gear change set • Self centering 3 jaw chuck & guard • Power feed

£629.00 EXC.VAT
£754.80 inc.VAT

CL300M

OXFORD PADDOCK STANDS

Essential Rider Equipment

- Suitable for most motorcycles • Robust construction for complete rigidity • Large steel tubing with bracing • Padded handle • Four wheels for maximum stability • Inc. pads and forks

FRONT & REAR IN STOCK

£49.98 EXC.VAT
£59.98 inc.VAT

Clarke NO GAS/GAS MIG WELDERS

- Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled
- Easy conversion to gas with optional accessories

MIG102NG

BEST SELLER

*no gas only

FROM ONLY £139.98 EXC.VAT
£167.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£139.98	£167.98
MIG 106	40/100	£179.00	£214.80
MIG 145	35/135	£219.00	£262.80
MIG 196	40/180	£259.00	£310.80
MIG 240	50/240	£469.00	£562.80

GWH7

FROM ONLY £39.98 EXC.VAT
£47.98 inc.VAT

Clarke ARC ACTIVATED HEADSHIELDS

- Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

SEE FULL RANGE IN-STORE/ONLINE

PAY Monthly

- Spread the cost over 12, 18, 24, 36 or 48 months
- Any mix of products over £300
- 18.9% APR, 10% Deposit*

5 MIN APPLICATION!

NEW SPECIALIST MOTORCYCLE TOOLS – SEE CATALOGUE, ONLINE AND IN-STORE

VISIT YOUR LOCAL SUPERSTORE

OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00

BARNSLEY Pontefract Rd, Barnsley, S71 1EZ	01226 732297	**EXETER** 16 Trusham Rd. EX2 8QG	01392 256 744
B'HAM GREAT BARR 4 Birmingham Rd.	0121 358 7977	**GATESHEAD** 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433	**GLASGOW** 280 Gt Western Rd. G4 9EJ	0141 332 9231
BOLTON 1 Thynne St. BL3 6BD	01204 365799	**GLOUCESTER** 221A Barton St. GL1 4HY	01452 417 948
BRADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962	**GRIMSBY ELLIS WAY,** DN32 9BD	01472 354435
BRIGHTON 123 Lewes Rd, BN2 3QB	01273 915999	**HULL** 8-10 Holderness Rd. HU9 1EG	01482 223161
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060	**ILFORD** 746-748 Eastern Ave. IG2 7HU	0208 518 4286
BURTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708	**IPSWICH** Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675	**LEEDS** 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
CARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424	**LEICESTER** 69 Melton Rd. LE4 6PN	0116 261 0688
CARLISLE 85 London Rd. CA1 2LG	01228 591666	**LINCOLN** Unit 5. The Pelham Centre. LN5 8HG	01522 543 036
CHELTENHAM 84 Fairview Road. GL52 2EH	01242 514 402	**LIVERPOOL** 80-88 London Rd. L3 5NF	0151 709 4484
CHESTER 43-45 St. James Street. CH1 3EY	01244 311258	**LONDON CATFORD** 289/291 Southend Lane SE6 3RS	0208 695 5684
COLCHESTER 4 North Station Rd. CO1 1RE	01206 762831	**LONDON** 6 Kendal Parade, Edmonton N18	020 8803 0861
COVENTRY Bishop St. CV1 1HT	024 7622 4227	**LONDON** 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
CROYDON 423-427 Brighton Rd, Sth Croydon	020 8763 0640	**LUTON** Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
DARLINGTON 214 Northgate. DL1 1RB	01325 380 841	**MAIDSTONE** 57 Upper Stone St. ME15 6HE	01622 769 572
DEAL (KENT) 182-186 High St. CT14 6BQ	01304 373 434	**MANCHESTER ALTRINCHAM** 71 Manchester Rd. Altrincham	0161 9412 666
DERBY Derwent St. DE1 2ED	01332 290 931	**MANCHESTER CENTRAL** 209 Bury New Road M8 8DU	0161 241 1851
DONCASTER Wheatley Hall Road	01302 245 999	**MANCHESTER OPENSHAW** Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
DUNDEE 24-26 Trades Lane. DD1 3ET	01382 225 140	**MANSFIELD** 169 Chesterfield Rd. South	01623 622160
EDINBURGH 163-171 Piersfield Terrace	0131 659 5919	**MIDDLESBROUGH** Mandale Triangle, Thornaby	01642 677881
		NORWICH 282a Heigham St. NR2 4LZ	01603 766402
		NORTHAMPTON NOW OPEN	01604 267840
		NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
		PETERBOROUGH 417 Lincoln Rd. Millfield	01733 311770
		PLYMOUTH 58-64 Embankment Rd. PL4 9HY	01752 254050
		POOLE 137-139 Bournemouth Rd. Parkstone	01202 717913
		PORTSMOUTH 277-283 Copnor Rd. Copnor	023 9265 4777
		PRESTON 53 Blackpool Rd. PR2 6BU	01772 703263
		SHEFFIELD 453 London Rd. Heeley. S2 4HJ	0114 258 0831
		SIDCUP 13 Blackfen Parade, Blackfen Rd	0208 3042069
		SOUTHAMPTON 516-518 Portswood Rd.	023 8055 7788
		SOUTHEND 1139-1141 London Rd. Leigh on Sea	01702 483 742
		STOKE-ON-TRENT 382-396 Waterloo Rd. Hanley	01782 287321
		SUNDERLAND 13-15 Ryhope Rd. Grangetown	0191 510 8773
		SWANSEA 7 Samlet Rd. Llansamlet. SA7 9AG	01792 792969
		SWINDON 21 Victoria Rd. SN1 3AW	01793 491717
		TWICKENHAM 83-85 Heath Rd.TW1 4AW	020 8892 9117
		WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 937
		WIGAN 2 Harrison Street, WN5 9AU	01942 323 785
		WOLVERHAMPTON Parkfield Rd. Bilston	01902 494186
		WORCESTER 48a Upper Tything. WR1 1JZ	01905 723451

5 EASY WAYS TO BUY...

SUPERSTORES NATIONWIDE

ONLINE www.machinemart.co.uk

TELESALES 0115 956 5555

CLICK & COLLECT OVER 10,500 LOCATIONS

CALL & COLLECT AT STORES TODAY

Calls to the catalogue request number above (0844 880 1265) cost 7p per minute plus your telephone company's network access charge. For security reasons, calls may be monitored. All prices correct at time of going to press. We reserve the right to change products and prices at any time. All offers subject to availability, E&OE. *Terms & conditions apply see machinemart.co.uk/finance for more details

Normandy Beach Race 2021

Once a year, the historic beach code named Sword in the Normandy landings of 1944, now plays to a different tune – that of vintage bikes and cars racing through the sand.

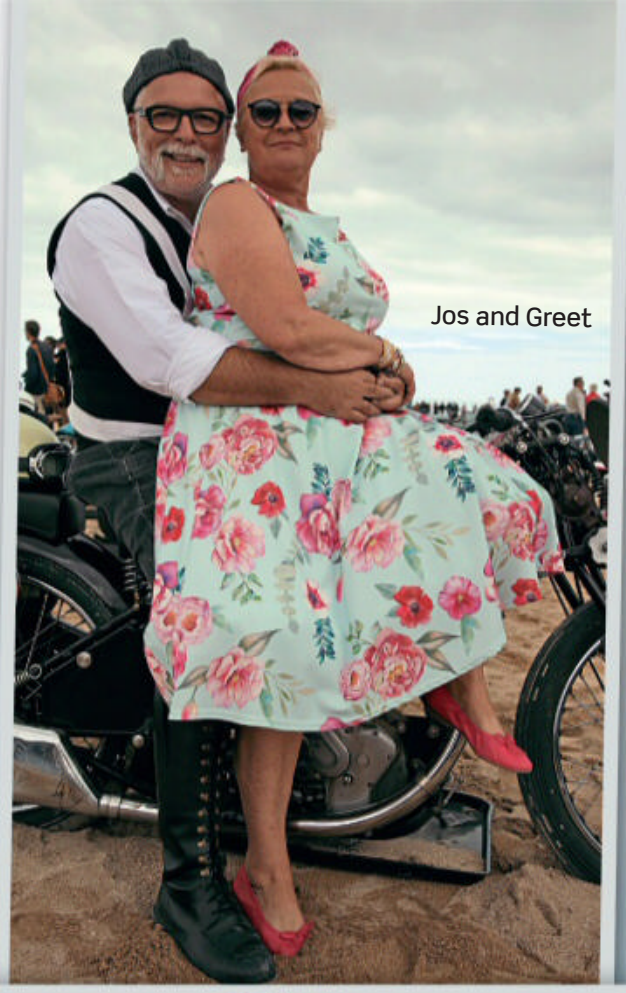
SWORD BEACH, OUISTREHAM, FRANCE. THE third race on the beach of Normandy is a fact, and on Friday afternoon the coastal town is overrun with noisy vintage motorcycles and cars on their way to the registration and technical control area on the square in front of the police station and town hall.

A briefing for the drivers – only 40 motorcycles and 40 cars were selected from the hundreds of applications – and the day ended with a drink on the beach.

Early Saturday morning and the race crowd gathered at the parking lot, after which the long procession of vehicles made a lap of honour through the village and drove onto the beach and into the pits that lay behind the track. Strange and unfortunate, no toilets for the racers and crew, no water, no food and drink available in the pit area.

It wasn't much better for the 5000 visitors; only two toilet houses and a few stands for coffee or snacks, resulting in huge queues of people. Points of improvement for the otherwise good and enthusiastic Normandy Beach Race Crew.

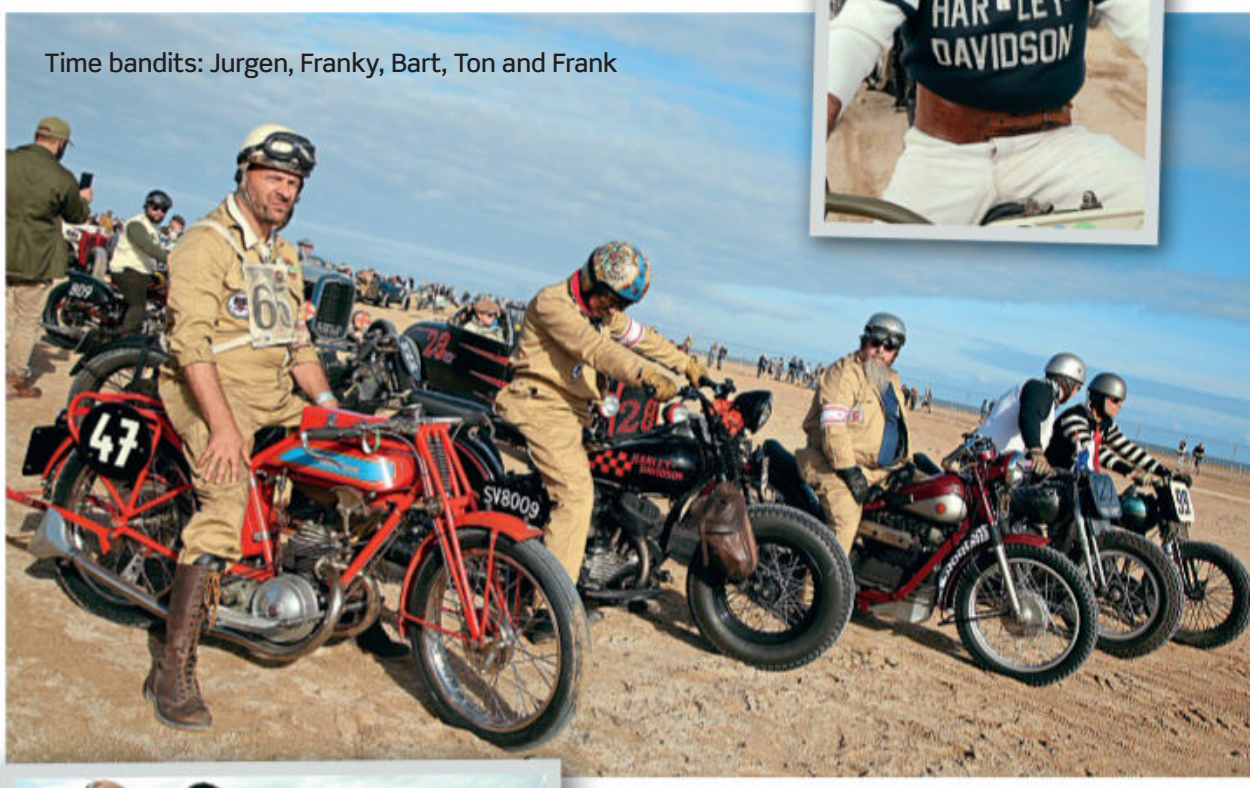
With everyone dressed as though it was still the 1940s, it was like stepping back in time 80 years... just like that! And as we all know, the Normandy Beach Race takes place on Sword Beach, where the English landed on D-Day, June 6, 1944.

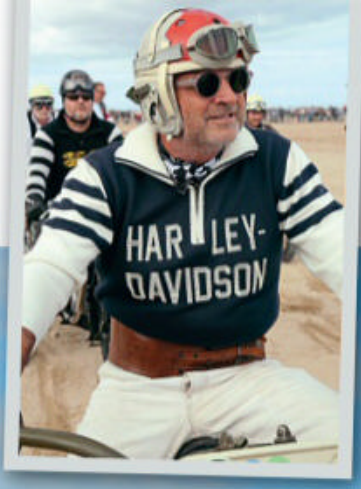


Jos and Greet

"Just like everyone improving themselves time and again, 'one good run' is what we all want!"

Tom on his Mondial


Time bandits: Jurgen, Franky, Bart, Ton and Frank



Frank Souren and a H-D 750

Motorcycles, hot rods, crazy creations with aluminium belly tank racers, classic American cars... they all had a great day. A few did it 'carefully' but almost no motorcycle or car was spared – they almost all drove flat-out, at full throttle. The cars and motorcycles took turns; the drivers could choose an opponent themselves and after the starting crew had indicated the starting place and the Flag Girl waved the flag, often accompanied by enormous jumps and enthusiasm, the racers began racing the 1/8 mile sand track.

An Englishman on his Ariel and another speedway bike with a JAP engine on methanol rode like mad, despite the age of both bike and rider. It was less spectacular with the cars, but it is still nice to see old hot rods – even a very special Bugatti with an estimated value of about two million Euros fanatically participated. Nicki Putzeys on his blue H-D side valve really had the typical 1940s look, while Florent Grieu on his H-D WL 750 had the most fun and Indian-riding Charlie Lecach said he was "totally hooked" on beach racing.

Gigi

Matthias van Brussel
on his 1931 FN

A two million
Bugatti

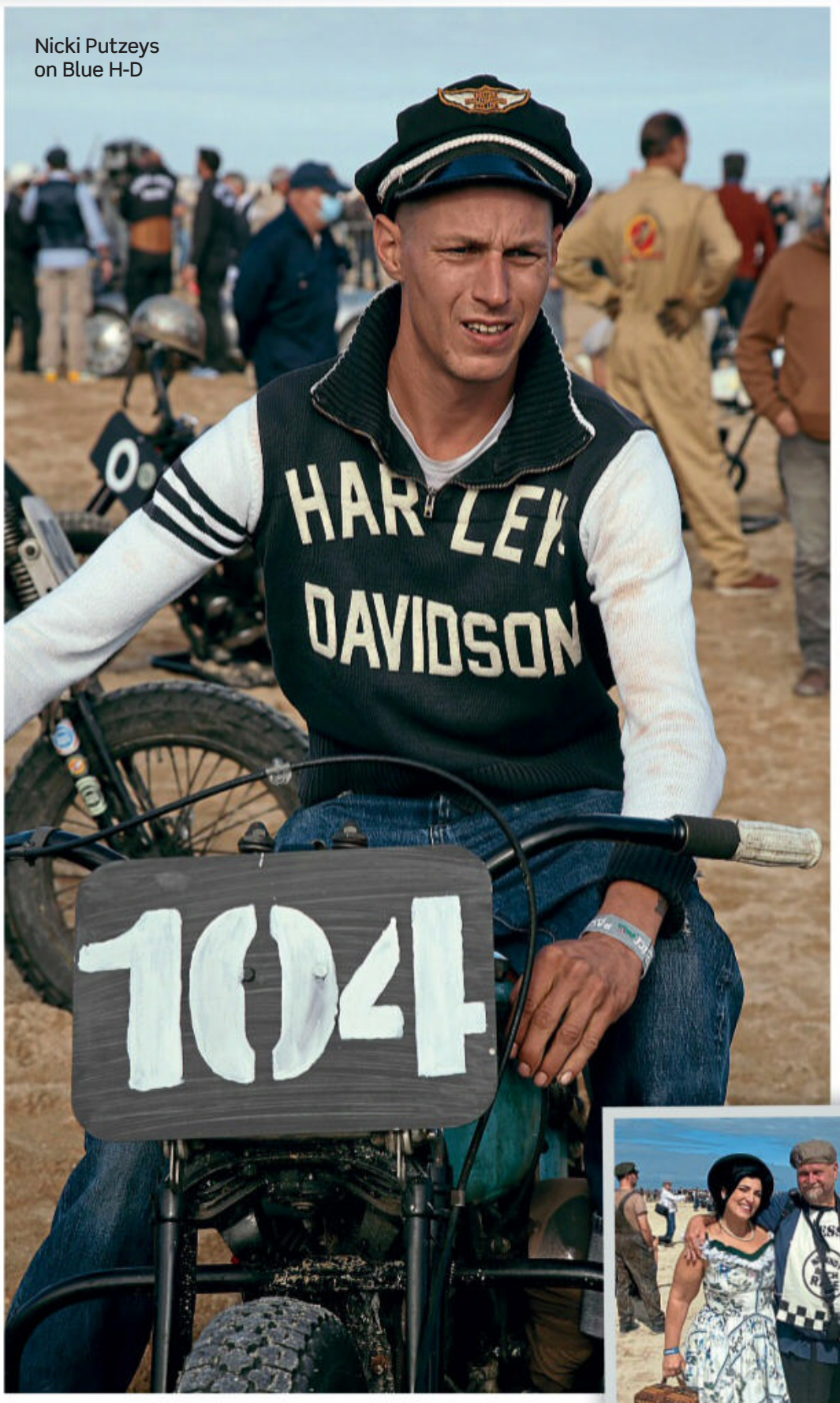
From heavy Harleys to light pain-in-the-ears screeching two-strokes like the two Monet & Goyon bikes, the Time Bandits Race Team brought a wide variety of bikes. The very young Sam Devos rode his first beach race. The Belgian rode his self-built Triumph single-cylinder, on a Monet & Goyon, and finally, even on the HD JD 1200 racer, a bike that is really difficult to ride due to its weight, seating position and foot clutch – especially in the loose sand, yet Sam made fantastic runs. Congratulations!

Time Bandit Jos Herremans, on his Norton, and Bart van Dijck, on his Nimbus, probably made the most runs during the day and also had the most fun.

Frank Souren couldn't get enough of it, either. Concentrating and with a fanatical look in his eyes, he let the sand blow up metres high. Just like everyone improving themselves time and again, 'one good run' is what we all want!

Ton Cornelissen, dressed in the same style as his black-and-white H-D WL was soon nicknamed Crazy Ton From Holland by the NBR Crew. He was, together with fellow Dutchman Frank Souren, also on a HD 750 side valve and was without a doubt one of the fastest participants; only the Checkered Flag WL gearbox couldn't handle all that power, and after some beautiful runs on the Saturday, an extensive inspection at the end of the day showed that the gearbox was broken.

"Probably a broken shaft," said Ton, who, however, this time in Brabants (the region of the Netherlands where Ton lives) was red-and-white chequered on the Sunday and turned out to be a born Flag Man, turning ➡



Nicki Putzeys
on Blue H-D

Franky
Rokker

French people having
the greatest fun on
Triumph with sidecar

Sam Devos

Franky and Maizena

JAP on methanol

Bart van Dijck, Nimbus

it into a wonderful show! Still, Sunday was somewhat disappointing; only half of the racers showed up on the morning and after a short race, a 'surprise' line of Dune Buggies showed up, occupying the track and ploughing it for over an hour, after which the track had to be smoothed again by a small roller behind a small tractor, which took another 90 minutes. In short, this meant three hours of waiting and many members of the public went into the village to look at the more than 300 custom cars and the many custom bikes on display.

Despite all the restrictions, the beach race was yet again a great event this year. Definitely worth a look for fans of vintage racing! CBG

Text and photography by Onno 'Berserk' Wieringa – madnessphotography.nl

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

Motorcycle Insurance

When every detail matters

Find out how we can be **your Motorcycle Insurance** provider.

The Carole Nash Difference

Our policies include as standard:

- ✓ 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
- ✓ Salvage retention rights

Ask us about:

- ✓ 10% discount for Club members
- ✓ Agreed value

Call now for your insurance quote

0333 005 6659

carolenash.com

CAROLE NASH
The care it deserves

UK opening hours: Mon - Fri 9am - 6pm, Sat 9am - 5pm, Sun Closed.

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.

defacto EXPERT RATED

Trustpilot
Based on 7,455 reviews as of February 2021.

ENVIRONMENTALLY FRIENDLY BIODEGRADABLE
PRO GRADE
SAFE ON ALL SURFACES

1000CC OF PURE CLEANING POWER

COMBINED WASH & DEGREASER FOR ALL OVER CLEANING!

DISSOLVES GREASE • EATS DIRT • NO HARMFUL SOLVENTS
NON-STREAK • NON-CAUSTIC FORMULA

@CleanMyRideUK
@clean_myride
@CleanMyRideUK

0203 946 4444
sales@clean-myride.com

CLEAN-MYRIDE.COM

ORDER AT CLEAN-MYRIDE.COM

FREE P&P applies to CB readers. Enter coupon code CB21 on website. Offer applies to 1 litre product only.

CLASSIC BIKE INSURANCE

At Peter Best we have been arranging insurance for your classics for over 35 years so we know what is important to you. With access to the UK's leading insurance underwriters, we provide competitive insurance solutions tailored around you and your vehicles.

Our experienced UK sales team offer a wide range of insurance products, including cover for your everyday vehicle and home.

Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-bike cover discounts
- Club member discounts

ASK US TODAY ABOUT OUR CLASSIC BIKE COVER

CALL NOW FOR AN INSTANT QUOTE

01376 574000

or get a quote online by visiting:
www.peterbestinsurance.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

AES

www.autoelectricsupplies.co.uk

T: 01584 819552

AUTO ELECTRIC SUPPLIES LTD

ELECTRICAL PRODUCTS FOR MODERN, CLASSIC & VINTAGE VEHICLES

MOTORCYCLE FUNERALS LTD
Est. 2002

The only fleet in the world available in England, Scotland, and Wales also the isle of Man and the isle of Wright

www.twitter.com/sidecarhearses
www.youtube.com/motorcyclefunerals
www.facebook.com/motorcyclefuneralslimited

www.motorcyclefunerals.com
01530 274 888
Sidecar Hearse UK Patent No 2 389 824

For your delight, we bring you

|| **Honda CX650 Turbo:** back in the Eighties, turbos were the future, why didn't it happen?
|| **Vincent Rapide:** one remarkable man and his remarkable Rapide, brought together from the ends of the earth
|| **FN:** we go way, way back in time to ride a four-cylinder Fn
|| **Norton Model 50:** Norton singles are less common than twins, but we love them!
|| **Tips from the workshop** || **Project BMW R100S** || **Yamaha AS1 goes back together**

Who's who ||

EDITOR || Matt Hull
editor@classicbikeguide.com

PUBLISHER || Tim Hartley
thartley@mortons.co.uk

ART EDITOR || Kelvin Clements

SENIOR DESIGNER || Michael Baumber

PRODUCTION EDITOR || Lucy Wood

GROUP ADVERTISING MANAGER || Sue Keily

DIVISIONAL ADVERTISING MANAGER || Tom Lee

ADVERTISING ||
Kieron Deekens 01507 529413
kdeekens@mortons.co.uk

ARCHIVE ENQUIRIES || Jane Skayman
01507 529423 jskayman@mortons.co.uk

SALES AND DISTRIBUTION MANAGER || Carl Smith

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

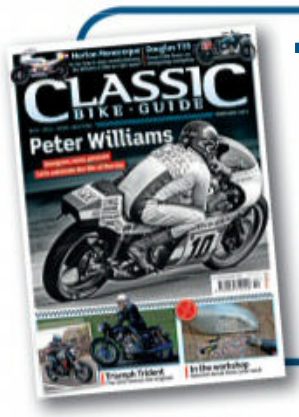
SUBSCRIPTION ||
Full subscription rates (but see page 20 for offer): (12 months 12 issues, inc post and packing) – UK £52.80. Export rates are also available – see page 20 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.

DISTRIBUTION ||
Marketforce UK Ltd, 3rd Floor, 161 Marsh Wall, London E14 9AP. 0330 390 6555

PRINTED BY || William Gibbons & Sons, Wolverhampton. ISSN No 0959-7123

ADVERT DEADLINE || November 4, 2021
NEXT ISSUE || November 24, 2021

© Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.



To preorder your next issue of Classic Bike Guide head to classicmagazines.co.uk/pre-order-cbg

or scan me with your camera phone!

Alternatively, scan the QR code on this page and order your next copy today.
We will send it directly to you! No need to don a face mask and nip out to the shops.

SCAN ME
FLOWCODE
PRIVACY.FLOWCODE.COM

The Christmas gift that keeps on giving!

Treat a friend (or yourself!) to a YEAR'S worth of *Classic Bike Guide* magazine this Christmas... and enjoy this fantastic T-shirt as a gift. Then check out our other great offers...

If you enjoyed this issue, subscribe or renew for ONE YEAR from just £42 and claim your free gift

Visit www.classicmagazines.co.uk/xmascbg or call 01507 529529 and quote XMASCBG

Get your gift subscription today

Try one of our other great titles too!

Get 6* issues of one of these mags for just £20

Celebrating the rich, colourful and varied history of motorcycles and motorcycling, then and now.

All that's best in the world of classic and modern scooters. For enthusiasts, by enthusiasts.

Real bikes. Real riders. Real rebuilds. Real Rides. RealClassic!
* Get SEVEN issues of RC for just £20

Classic, twinshock or Evo, CDB's the place for you to dive into the dirty side of biking.

The larger-than-life personalities, the legendary bikes and the race track heroes who mattered then... and still matter now.

Real-world tests of the latest bikes and kit, places to go and features you don't want to miss.

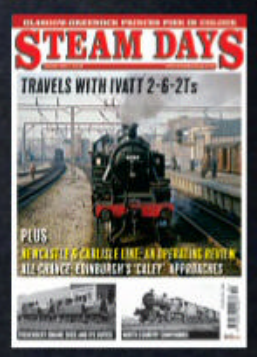
Running, riding and repairing Japanese, European and US classics from the 70s, 80s, 90s and into the noughties.

For the best news, innovative features, top tech talk and practical tests, head to *Fast Bikes*.

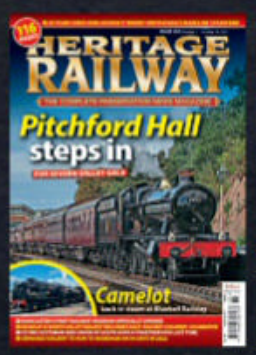
The original British custom bike magazine... and still the best. Choppers, bobbers and all kinds of customs!

The Bible of the British American car scene for 33 years. If it's American and got wheels, we've got it covered!

Gardeners consistently vote *KG* as Britain's best magazine for those who love to grow fruit and veg.

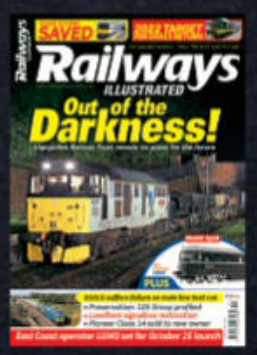


Recalling the steam era of Britain's railways through photographs, recollections and historical features.



The best news, features and stunning images covering Britain's preservation railway movement.

Enthusiast-led content, authoritative news, in-depth expert features and outstanding imagery.



News and features from across the UK catering for the modern traction and heritage modern traction enthusiast.

The UK's best rail title since 1897 – covering modern and steam and everything in between.

Visit www.classicmagazines.co.uk/xmas21DPS Or call 01507 529529 and quote 710

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit: www.classicmagazines.co.uk/cbg-overseas Subscriptions will start with the next available issue. Offer closes 31/01/2022. Direct debit payments will continue at the price you paid, on this offer, every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms Gifts are UK only, subject to availability and strictly while stocks last.

Classics join the new at Motorcycle Live

Win tickets to Motorcycle Live!

Fancy going along to the NEC to see this great event and inspect a host of classics, plus the latest metal, up close?

Well maybe you can. We've got 10 pairs of tickets which must be won.

There are no tricky questions (as much as we were tempted to) or complicated entry process, to stand a chance simply visit our website **(www.classicbikeguide.com/win)**, fill in your details before midnight on November 12 and wait to see if you are one of the randomly picked lucky winners.

Please visit www.mortons.co.uk/privacy to see how MMG will handle your data. Good luck!

Normally a mecca for those who like everything new and shiny, this year's return of Motorcycle Live at the NEC from December 4-12 is embracing motorcycling's past as well as looking to its future.

As well as classic and custom zones, the all-inclusive show ticket allows access to four halls jam-packed with everything the world of motorcycling has to offer, including brand new 2022 models from the world's leading manufacturers; all the latest kit, opportunities to get on two wheels powered by both petrol and electricity, and appearances from biking celebrities.

The Triumph Owners' MCC will be having a presence, with two machines which show that the club is for all Triumphs old or new. The TOMCC is primarily a social club with local branches throughout the UK in addition to being represented in Italy and the USA. The individual branches organise runs, local rallies etc throughout the year, while the main club aims to organise two events under the Trifest banner.

Details of next year's Trifest will be available at the TOMCC stand. If you own a Triumph of any age, why not pop along, and see what the club has to offer.

Harley-Davidson will be there and is marking the story of the Sportster.

With its new 1250 Sportster hitting the show, it will be joined by a fleet of Sportster classics dating back to the original XL Model on display as well as a 1970 XR750 which was based on the street-focused Sportster but was an off-the-peg dirt track racer machine which dominated flat track for decades.

The 1992 Rally Duck – tuned to kick out 120 bhp and modified to compete in rally events worldwide – will be on show as well as the 2010 XR1200X, the Harley made for the European buyers that became a hit in its home market.

The National Motorcycle Museum too will be in attendance with a spectacular display of 12 British TT Winners, including 1992's White Charger Norton rotary and the five-time, TT-winning Slippery Sam Triumph Trident, as well as the Norton that won the first TT in 1907.

For more information and discounted advanced tickets, visit **www.motorcyclelive.co.uk**

BRAKING OUT THE RUBBER HOSES

Fitting braided hydraulic brake hoses to a disc braked classic is almost a given, not least because getting the old rubber type has been close to impossible.

Now for those who are sticklers for originality and who would also like to stop, Wemoto is selling a range of replica hydraulic rubber brake lines from TRK to complete your 1970s Honda classic rebuild.

They give the venerable Hondas a fully authentic look, just like it was when it rolled out of the showroom. Most kits come complete with the all-important and hard to find metal brake pipe. Starting from £28.08, the pipes fit Honda models from the 1975 CB250G5 to the SOHC 750-4. Visit **www.wemoto.com**

AUSSIE BMW FANS GIVE BIRTH TO NEW SPARKS

Anyone who has run an old airhead BMW will know that one of these bikes' few flaws is the points ignition system located on the front of the engine, just behind the front wheel, where it's hard to get at and attracts road crud. Even when the system went electronic it was less than perfect.

Following issues with other electronic ignition systems, a group of Australian BMW fans have banded together with the aim of designing and developing the best, simplest, most modern, and reliable ignition system for their Bavarian bombshells, specifically, the type 246 and 247 boxer engine fitted to the /5 series right to the end of production in 1996.

The Wedgetail twin trigger ignition system has been tested on multitude of the flat twins.

While we at *CBG* haven't tested the real thing ourselves, we know that anything that can improve the old 1970s design has to be a good thing. The Wedgetail was tested over 100,000 miles by numerous riders to ensure its longevity. Riders report that the Wedgetail gives them more power, easier starting and smoother performance.

The systems are available from Moto-Bins, and cost between £350 and £450 depending on the model.

Visit **motobins.co.uk** for more detail

OXFORD'S HEAVY METAL BEAST

The team at Oxford Products are continuing their efforts to beat the bike thieves with a new Diamond Sold Secure rated Beast lock.

The £149.99 lock should be enough to give the most determined thief pause for thought. It has been designed so that the 30mm hardened locking pin resists angle grinder attack, and the ball bearing locking mechanism makes it tough to pick. The Beast weighs a hefty 3.6kg. Equally heavy duty is 12-15kg Beast chain with 22mm links (£149.99-£214.99) Oxford claims it would not be out of place on a ship's anchor. There is also a new ground anchor (£99.99), while there is also a floor mounted pin to slot the Beast lock straight on to at £89.99. As well as being tested against tools, grinders et al, the locks are also freeze resistant. Visit **oxfordlocks.co.uk** for details.

CCM SET TO MOVE INTO EUROPEAN MARKETS WITH CASH BOOST

Bolton bike maker CCM has secured significant investment which will allow the company to sell its hugely successful Spitfire range across Europe and beyond.

A new partnership with North West-based Pitalia Capital will enable CCM to invest further in new product development and embrace the pent-up demand for its bikes. With the company currently only offering the Spitfire range within the UK, the investment will help pay for European homologation to provide access to other key markets.

The Spitfire series has been the firm's greatest retail success, featuring a range of scramblers, flat trackers, bobbers, and Carl Fogarty tribute machines. It's hard to go to a bike night and not encounter the proud owner of one of the remarkable Spitfires.

14 new roles will be created as CCM bolsters the senior management team and recruits experienced design engineers and programme managers to support new projects, in addition to ambitious, talented people for roles in procurement and production assembly through to finishing, PDI and logistics. Commenting on behalf of CCM, Austin Clews said: "I am so proud of my father's achievements here at CCM.

"It's been a true family affair, with three generations involved in driving the brand through its competition days towards becoming a well-known British icon in the world of bikes. We are really excited about the next stage of our journey which will see a new ambition to take CCM into international market."

For further information about the employment opportunities available, contact **recruit@ccm-motorcycles.com**

KAWASAKI REVIVES CLASSIC 1970s LOOKS FOR ITS NEW 650

Kawasaki has added another model to its range of retro-styled machines, which seems likely to hit a nostalgic nerve with anyone who grew up in the late 1970s.

Dubbed part of a concept rather clunkily called 'Retrovolution', the new Z650RS is fashioned after the late 1970s' Z650-B1.

Kawasaki hopes the new 650 will be a hit with younger riders and those in the early stages of their riding career, as well as those who fondly recall the arrival of the Z650-B1 in 1977. The Z650RS follows the styling cues of the old Z650, where the paint and pinstripes are a faithful reproduction of the earlier machine while the 'duck tail' cowling behind the seat and faithfully crafted side panels also play homage to the 1977 styling. There's a round LED headlamp and dual analogue style 'artillery shell' shaped clocks with a modern digital centre panel for rider information. There are gold multi-spoke type wheels and the inevitable range of accessories.

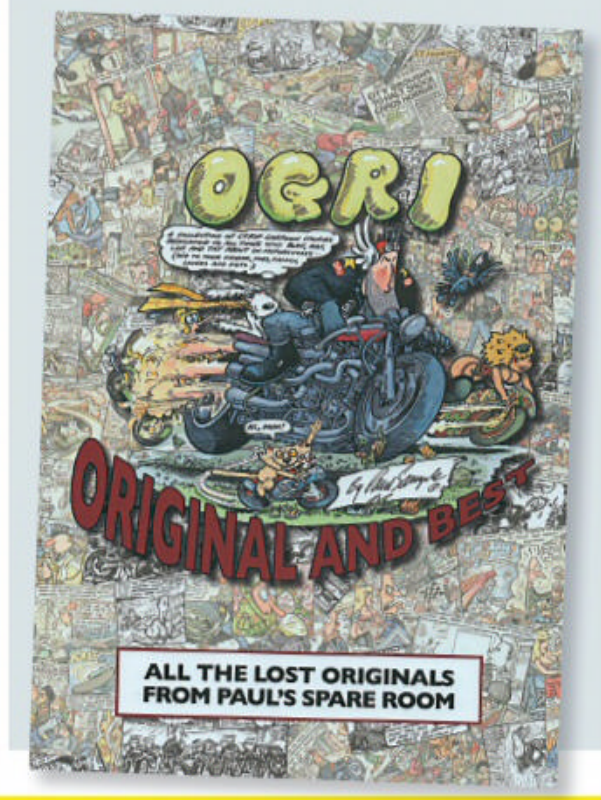
What the RS doesn't have is the old four-cylinder engine and 4-2 exhaust system of the B1. The engine on the RS is an updated version of Kawasaki's 649cc water-cooled, parallel twin engine, used in both the current Z650 and Ninja 650. There will be two versions, the main model getting a full power 67bhp motor and it will also be available from Kawasaki dealers with a 46bhp power down kit fitted creating an A2 compliant machine. The frame is a narrow tubular trellis type which allows riders to easily reach the ground at a standstill and manoeuvre the bike on the move. There are conventional forks with a single rear shock. Braking is taken care of by dual twin piston front calipers acting on 300mm round discs.

Available from early this month, the Z650RS will cost between £7549 and £7699, taking on the Royal Enfield 650 and is sold at around the same price point as the Triumph Trident 660.

LOST OGRIS BREAK COVER

The 'Lost Ogris' are finally available in one bumper edition. Ogri was as close as you'll get to a British superhero, and rode a Norvin, no less.

Ogri ran in *Bike* magazine from 1972 as well as in *Back Street Heroes* and even, briefly, on the hallowed pages of the *Daily Telegraph*. In 2017, just as a special volume of the complete scripts was nearing completion, legendary comic artist and Ogri creator Paul Sample happened upon a last, almost forgotten portfolio of 102 original strips, including the last two, neither of which were published. These strips have now been collected into a full colour collection, all scanned directly from the original artworks. The new book **Ogri – Original and Best** costs £15 and is available by visiting **www.ogri-book.co.uk** where you can also buy everything from T-shirts to silk scarves to Christmas cards to shock your maiden aunt.



HELP THE AMBUCOPTER WITH ANDY'S CALENDAR

Suffolk-based classic motorcycle dealer Andy Tiernan Classics has launched its classic calendar for 2022.

Automotive artist Mike Harbar has created six pieces of artwork for the calendar. It unfolds, so that the beautiful machines illustrated each fill an entire A4 sheet. The lower part has individual days outlined, providing enough room to note down award ceremonies, flu injections, court appearances and other important engagements. The six motorcycles in this year's calendar – a Rocket three, Trident, Suzuki RE5, Norton Rotary, Matchless G80 and Honda 750/4 – are all beautifully drawn in pencil and painted in water colour. Proceeds from the saleS of the calendars go to the East Anglian Air Ambulance and the last calendar raised £2022 for this good cause. In the UK the calendar costs £11, including postage and packing. Buyers in the EU will pay £17 and in the rest of the world it costs £20.

To acquire one of these calendars, visit **www.andybuysbikes.com** and click on the link to Andy's calendars.

Join the VMCC Today

THE VINTAGE MOTOR CYCLE CLUB
CELEBRATING 75 YEARS

Photo: Lee Hollick

- The UK's largest classic motorcycle club
- Exclusive members insurance, in partnership with Peter James
- Over 1000 events and organised ride outs a year
- Monthly magazine with advice, stories and workshop tips
- All bikes 25+ years old welcome
- Countrywide network of local sections
- Library services for machine dating and research

Visit vmcc.net or call 01283 540557

Anything to say?

Email || editor@classicbikeguide.com **Write to** || Classic Bike Guide, PO Box 99, Horncastle, Lincolnshire, LN9 6LZ

This month's star letter wins

The writer of this month's Star Letter wins a pair of Weise Montana 150 Gloves RRP £99.99. Ditch the bulk without compromising on warmth. Waterproof gloves with a 150-gram Thinsulate® Supreme inner liner, secured with mcFit® Technology, so it won't pull out. Find out more at www.thekeycollection.co.uk

Vinegar on chips and so much more

STAR LETTER

I read Oli's interesting article on derusting. I have found that soaking detachable, rusty items in ordinary, household vinegar produces remarkable results if left overnight, with no fear of dissolving the item. It even descales kettles.

For larger, in-situ items, Jemolite rust remover is hard to beat. I hope these little tips will be of some use to your readers.

Frank Siewiora

Frank, many thanks for this – I'm trying it tonight! Not sure about cleaning the kettle though – how's the tea taste? Matt

Mods and rockers create a spark

A couple of local chaps organised a Mods and rockers ride out from Fakenham to Wells next the Sea in Norfolk, so I decided to take the BSA A10 for a spin as it was a nice day.

I met up with my old mate Cecil on his Vespa and lots of nice scooters, Harleys and bikes of varying shapes and sizes made it to the Wells football club where a cup of tea and a chin wag was duly held.

As I was on a short leash, I had to leave early but the old bike would not start, even with an embarrassing and sweaty push around the pitch with a lot of onlookers feeling my pain! Fortunately I carried a spare set of plugs, oily rag and spanner, so the plug was checked. With the encouragement from an owner of an A10, plus a very nice chap kicking it over, no spark was indeed found. We swapped plugs and hooray, a spark. One kick and she fired up to great relief and a small cheer from the onlookers and I made my way home. It would be interesting if fellow readers have had a similar issue?

Mark Potter

Great point, Mark – what do folk carry in their toolkit? Neville always has a spare inner tube in case he needs towing and the BMW had a pair of pants to fill a hole in the glove box - Matt

GIANT AUTO & BIKE JUMBLE
SCORTON – North Yorkshire Events Centre DL10 6EJ
5 mins off A1 at Catterick, B1263 Catterick to Teeside road – 1 mile east of Scorton - Starts 7am
UNDERCOVER & OUTSIDE
20th November and 18th December, 2021
EVERY THIRD SATURDAY OF EVERY MONTH
ADMISSION £3.00 • PITCHES FROM £12 • A MASSIVE 10 ACRE SITE OF AUTO AND BIKE JUMBLE INSIDE AND OUT
AMPLE PARKING – EXCELLENT REFRESHMENTS
CALL BERT ON 07909 904705
GREAT NORTH JUMBLE

Six to choose from

Frank's questions re the likes of Honda's CBX1000 got me thinking, as I have had a long-standing fascination with six-cylinder bikes.

Having ridden a Honda CBX1000, a Kawasaki Z1300 and a BMW GT1600, the fascination persists, but I have yet to actually buy one. The CBX was about the only Honda I have ever enjoyed riding – yes, it had Honda's usual feeling of mechanical efficiency, but it also managed to add something else that other Hondas (I have had a few!) never seemed to have. The Z1300 managed to seem significantly more massive than the CBX (but not as massive as the BMW!) yet I still toy with the idea of buying one from time-to-time. So why would I want one (any six-cylinder)?

Frank's point about the visual wow factor is a valid one, particularly with the naked CBX's exposed, forward-slanting engine – the BMW is, to be honest, a bit of a disappointment in that respect, the original concept bike looks so much better and it does seem to be increasingly valid to buy bikes as investments (aka a work of art), so having a CBX just to sit and look at would perhaps be no bad thing?

However, I am pretty sure that I would still want to ride the bike now and again, which brings me to Frank's second point about how far would you ride such a bike?

Other than the BMW, probably not very far, to be honest – I suspect I would worry about the required level of maintenance. So, for everyday use it would be the BMW, but for cheer-me-up now-and-again use, it would probably be the CBX, although I have yet to ride the Benelli 750 (or a Horex VR6), so if anyone out there has one to borrow for an hour or so, just for research purposes...?

David Moore

Great to hear from you David, I like six-cylinder cars, but have only ridden the BMW, which was too smooth. Weight is always my argument against them, but there's a Laverda at our local meet often and it sounds sublime! – Matt

Bikes and scooters help a great cause

Over 50 bikers and scooterists rode from Stamford Bridge to York Minster on Sunday, September 12, to raise awareness of Prostate Cancer and to support the Minster Fund and the York Normandy Veterans. The Riders paid an entry fee and a total of £760 was raised and will be given to the York Minster Fund.

We were delighted to welcome the Dean of York who gave an address, with Normandy Veteran Ken Cooke alongside him, and a minute's silence was held in memory of biker Chris Rowntree and Normandy Veteran Ken Smith. Later in the afternoon we had the pleasure of the York Civic Party who were very keen to support us.

Kevin Salt

Dear Kevin, thanks for letting us know, what a great idea for a great cause. - Matt

Fancy a day out?

Well, it's all starting to bite a bit, climate-wise. You'll notice a significant drop-off in events, for obvious climactic reasons, but it's still possible to keep yourself out and about doing motorcycling-y things. There's the odd run for the hardy and dedicated, and indoor jumbles and shows big and small, all tailor-made to give you the inspiration and the bits you need. The usual caveats apply: please be aware that these listings are accurate as we go to press, but that all events are subject to change and/or cancellation. We recommend checking with the organisers before heading out into the murk/crisp and cold (delete as applicable). While you can pack a flask if you don't want to pay four quid for an artisanal coffee, don't forget that supporting the traders – whether they are selling petrol tap corks or plant-based vegan burgers – is what keeps this stuff going... don't forget a few carrier bags. And do let us know about your own upcoming events.

October

- **30-31 National Motorcycle Museum LIVE:** This special weekend will see the museum throw open its doors to all, free of charge. Visitors will get a chance to visit the museum and enjoy a host of special events, displays and attractions (see News). National Motorcycle Museum, Coventry Road, Bickenhill, Solihull, West Midlands B92 0EJ. www.nationalmotorcyclemuseum.co.uk
- **31 South of England Classic Show and Bikejumble:** Club stands, plus individual entries for pre-1980 machines, will be on display in the spacious Jubilee Hall, with prizes awarded to the best bikes on show in nine classes covering different eras, capacities and nationalities, as well as for the Best Club Stand. All bikes must be registered in advance and exhibitors can enter bikes for free. South of England Showground, Ardingly, West Sussex RH17 6TL. www.elk-promotions.co.uk
- **31 Rat, Brat, Bobbers, Choppers (and Rat Rods):** Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com

November

- **6 Rufforth Autojumble:** Rufforth Park, York YO23 3QH. www.rufforthautojumble.com
- **6 The VMCC Somerset Section indoor/outdoor auto jumble:** One of the great jumbles – cheap to attend, cheap to sell at, and absolutely packed with bargains. The Somerset section of the club has been holding its bi-annual motorcycle autojumble at the showground since 1983. The autojumble encompasses the showground's large indoor halls plus additional outdoor space, with approximately 500 stalls. This event attracts a variety of stallholders, from established companies through to owners doing garage clear-outs. Expect to find motorcycles, parts, spares, clothing, tools, and all manner of accessories both new and pre-loved. The company and chat is fun too. There is no better way to spend a November day. Royal Bath and West Showground, Shepton Mallet BA4 6QN. Tel: Dave Atterbury on 01297 32853

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

or email autojumble@vmccsomerset.co.uk

- **7 Ton up day – England Expects:** Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **13 South Midlands Autojumble:** Established for more than 20 years and catering for car and bike enthusiasts, this jumble is held three times a year at Ross on Wye Livestock Centre, Ross-on-Wye, Herefordshire, HR9 7QQ. www.southmidlandsautojumble.com
- **14 Poppy Day Parade, Service and Military Vehicle Meet:** Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **20 Giant Auto and Bike Jumble:** Scorton, North Yorkshire Events Centre DL10 6EJ.
- **21 'Normous Newark Autojumble:** The Showground Drove Lane, Winthorpe, Newark, Notts NG24 2NY. www.newarkautojumble.co.uk
- **21 Ariel Owner's Club Founders Day and Classic Bike Day:** Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **24 DECEMBER EDITION OF CLASSIC BIKE GUIDE OUT TODAY**
- **28 Mud Pluggers Day:** Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com

December 2021

- **3 JANUARY EDITION OF THE CLASSIC MOTORCYCLE OUT TODAY**
- **4 OLD BIKE MART COMES THROUGH LETTERBOXES AND INBOXES TODAY**
- **4 Rufforth Autojumble:** The autojumble takes place every first Saturday of the month, all year round. Rufforth Park, York YO23 3QH. www.rufforthautojumble.com
- **4 London Classic Off Road & Racing Show & Jumble:** The legendary Kempton Park racecourse usually echoes to the thunder of hooves but every few months it's thundering motorcycles that are the focus in the leafy suburbs of West London. This December, the hall below the main stand is to host the London Classic Off Road and Racing Show. The show will host some unique club stands and incredible private entries, celebrating some of the finest motorcycles from a bygone era. Prizes will be awarded during the day, including Best in Show, and Ace Cafe London is offering a prize for Best Flat Tracker. Sitting alongside the event is a friendly motorcycle jumble where the traders cross hundreds of miles to be there. The jumble is particularly well-served for those looking for a rideable classic or a well-sorted project to get their hands dirty on and is a very useful venue for enthusiasts having clear-outs. One of the best places for those in the metropolis to bag their bits. Kempton Park, Middlesex, TW16 5AQ. www.kemptonparkautojumble.co.uk
- **4-12 Motorcycle Live returns for 2021:** Four halls of The NEC will be bursting with manufacturers, new products, opportunities to ride, and stacks of entertainment (see News). More than 50 motorcycle manufacturers, hundreds of exhibitors, and thousands of visitors are expected. And if all the shiny newness starts to leave you bedazzled, you can always check out the National Motorcycle Museum stand as well. National Exhibition Centre, North Ave, Marston Green, Birmingham B40 1NT. www.motorcyclelive.co.uk
- **6 Bike day and Ace café club day Christmas meet:** Ace Café , Ace Corner, North Circular Road, Stonebridge, London NW10 7UD london.acecafe.com
- **6 DECEMBER EDITION OF REAL CLASSIC OUT TODAY**
- **12 Paws 'n' Claws pet food run and bike day:** Ace Cafe Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **15 JANUARY EDITION OF CLASSIC MOTORCYCLE MECHANICS IN SHOPS TODAY**
- **16 JANUARY/FEBRUARY EDITION OF CLASSIC RACER OUT NOW**
- **18 Giant Auto and Bike Jumble:** Scorton, North Yorkshire Events Centre DL10 6EJ.
- **19 'Normous Newark Autojumble:** The star venue seen on several of Henry Cole's TV offerings, this is a great day out for any car or motorcycle enthusiast, offering a vast array of parts, restoration services and related products. Newark and Notts Showground, Newark, NG24 2NY. www.newarkautojumble.co.uk
- **19 Christmas Toy Run:** Carol Service and Bike Day, Ace Café, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **26 Cold Turkey Meet:** Ace Cafe Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. london.acecafe.com
- **27 Wells Classic Motorcycle Club:** Annual Day After Boxing Day run. See the website www.wellsclassicmotorcycleclub.weebly.com for details.
- **29 CLASSIC BIKE GUIDE JANUARY EDITION ON SALE NOW**

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

Never miss an issue.
SUBSCRIBE TODAY
Buy it! Sell it! Ride it! Restore it! See page **20** for more details.

AUTOJUMBLE.INFO
KEMPTON • NEWARK • NETLEY • STRATFORD

WHAT'S COMING UP IN THE AUTOJUMBLE CALENDAR?

'NORMOUS NEWARK AUTOJUMBLE

NEWARK SHOWGROUND, NOTTINGHAMSHIRE, NG24 2NY

• 21 NOV 2021
• 19 DEC 2021
• 30 JAN 2022

• STANDARD ADMISSION (FROM 10AM) - £7
• 15 YEARS & UNDER FREE
• EARLY BIRD ADMISSION (FROM 8AM) - £10

newarkautojumble.co.uk

KPA

KEMPTON PARK AUTOJUMBLE

KEMPTON PARK, MIDDLESEX, TW16 5AQ

• 4 DEC 2021 (LONDON CLASSIC OFF ROAD & RACING SHOW)
• 22 JAN 2022

• STANDARD ADMISSION (FROM 9.30AM) - £7
• 15 YEARS & UNDER FREE
• EARLY BIRD ADMISSION (FROM 8.00AM) - £10

kemptonautojumble.co.uk

CBG

Specials!

Built, not bought

TriBSA 750

The bike BSA should have built.

Words and photography by Stuart Urquhart

IT'S A GIVEN THAT THE TRITON HAS SPAWNED MANY Brit Specials, none more so than the TriBSA. Perhaps not as iconic, the TriBSA has, however, remained a popular choice with bike builders. For the purpose of this feature, we can also generalise that the TriBSA can be split into two distinct camps: the original café racer concept (see 'The Triton Influence' inset) or the more classic-styled version featured here.

The SCMC (Scottish Classic Motorcycle Club) is fortunate to have two TriBSAs within its rank and file (plus several gorgeous Tritons), and member Ian Muir's immaculate example pictured hereabouts slots nicely into the aforementioned classic category – as I'm sure readers will agree.

When admiring Ian's lovely A10 at a local classic gathering, to my embarrassment I somehow failed to spot the muscular T140 750cc engine lurking beneath its sparkling BSA petrol tank (my excuse is I couldn't see beyond its gleaming yellow tank badges). I only realised my blunder several days later while pouring over scores of pictures I'd taken at the event. "A TriBSA!" I muttered in disbelief. "How on earth did I miss that?"

A youthful Ian began his career as an apprentice truck mechanic before joining an established Jaguar/Rover dealership in Fife. A fortunate offer to work with a Formula Ford Racing team furthered Ian's passion for hot rods, classic cars and motorcycles.

Speed and motorcycles naturally ran thick through young Ian's blood, and his many motorsport contacts relied on his excellent spanner craft during weekends. This led to a thrilling position working with a motorcycle racing team based at the Knockhill Racing Circuit in Fife.

"As well as motorcycles, classic cars are another interest," enthused Ian. "I've just completed restoring ➡

a 1967 Singer Chamois Mk2, and working on four or two-wheeled classics has always been a rewarding hobby. This current TriBSA is not my first; I've been fortunate to own several – and I've loved them all.

"In between marrying my sweetheart, raising a family and working long hours in the garage trade, I had a constant stream of British and Japanese bikes.

"In about 1984 I built a 750 Triton, which came to me incomplete but with a Slimline frame, Trident disc brakes and Dunlop alloy rims. A good friend who was giving up bikes then offered me a 750 Bonneville unit engine. I contacted Unity Equipe of Rochdale, which supplied a set of Converta engine plates, a pair of swept-back pipes and Goldie silencers. I added a combined glass fibre petrol/oil tank and built myself a classy-looking Triton. All my mates were jealous!

"Many VFRs, CBRs, ZXRs and a lovely SP1 have passed through my hands but after a few Hinckley Triumph triples, I had the urge to build myself another Brit Special.

"Although modern bikes always served me well, I longed for something that was more unique and challenging."

Once Ian began searching for another project, it wasn't long before he uncovered an abandoned

"As well as motorcycles, classic cars are another interest. I've just completed restoring a 1967 Singer Chamois Mk2, and working on four or two-wheeled classics has always been a rewarding hobby."

Doesn't everyone hastily pop several parts together once they've been painted and chromed? There's little better for motivation!

1959 BSA A10 – but it was located several hundred miles away in South Yorkshire.

"Unfortunately the owner had lost interest in rebuilding his bike," said Ian. "I made the journey south only to discover the frame, wheels and other cycle parts were in various states of disrepair and scattered around the vendor's shed.

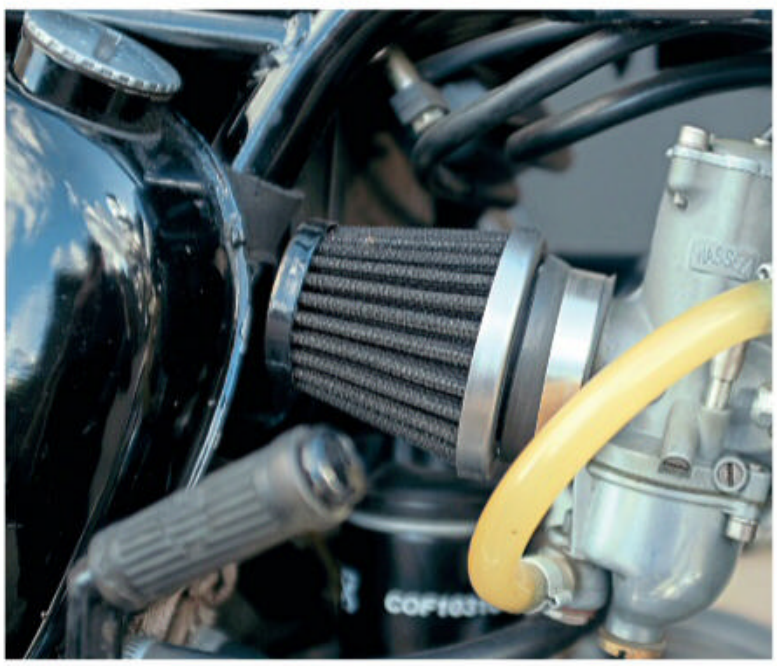
"Following a thorough search, most of the missing parts were located, tossed into several boxes and flung into the back of my car – I was already day-dreaming about building myself a nice original A10."

But back home, when Ian laid out the jumble of BSA parts on his garage floor, he discovered that the A10's crankcases were damaged and past salvaging... and, to his horror, most of the gearbox internals were missing.

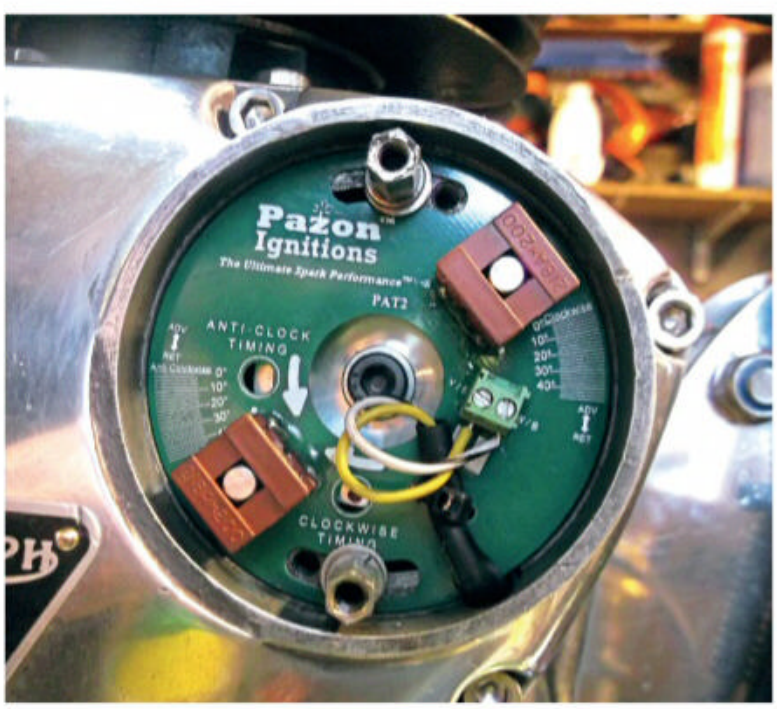
Unfortunately Ian's 'job list' kept growing when the BSA's original wheels and mudguards turned out to be no better than scrap. The more he inspected his collection of parts, the more serious work he uncovered.

But he knew he possessed the determination and skill to realise this garage project. "Screw the cost," Ian thought, "I'll just have to build myself an unusual Brit Special." And that is precisely what Ian then set out to do. "With what little parts remained, I felt my best plan was to build a Special," he explained.

What started as a restoration, quickly turned into a TriBSA when the A10 engine was found to be scrap



Imported T140 engine looks great with Converta plates holding it



Modern ignition and air filters make the bike more useable

"I did have a decent BSA twin frame, some usable cycle parts, and what appeared to be serviceable forks and wheels... but the A10 engine was no better than scrap. So I decided to import a 750 Bonneville engine from the States. Then I ordered a catalogue from Unity Equipe, whose excellent products have remained unchanged down the years. Naturally, my first order was for a set of iconic Converta engine plates!"

Ian then stripped back the frame, swinging arm and both the top and bottom yokes before these were bead-blasted and finished in two-pack jet black. One depressing job, according to Ian, was removing seized bushes from the swinging arm. This required the use of a blowtorch to burn out and extract the old rubber bushes and sleeves. A new set of bushes were then pressed home before Ian had to repaint the swinging arm for the second time!

The painted frame received new steering head bearings, and new classic shocks were supplied by Hagon. Ian also sourced a set of chrome mudguards, along with various stainless cycle fittings and bolts from Unity.

After weeks of waiting, Ian's Stateside-sourced engine eventually arrived. "I was shocked to

discover the USA engine I'd imported was from a later T140 and had a left-hand gear change!" he said. "Unfortunately I hadn't sussed this fact while I was negotiating the sale. However, I reasoned I could work around the problem later.

"Meanwhile, I got on with stripping, inspecting and rebuilding the engine. In went new big end bearings, and the barrels were honed to suit new rings and pistons. The top end was given a thorough overhaul – and I ground-in the valves for good measure.

"I upgraded the standard clutch to an SRM roller bearing type, with extra plates and lighter T100 clutch springs. I decided to retain the original primary oil-bath and chain instead of investing in a dry belt drive kit; I'd heard too many horror stories about primary drive failures caused by a lack of lubrication."

Setting up the Converta engine plates proved a daunting task due to the kit being supplied with 16 various-sized spacers and no instructions on how to fit them. Ian attempted at least four experimental refits before the Triumph engine would sit comfortably within the BSA frame, with both gearbox and drive sprockets in perfect alignment. He then stripped and inspected the forks before adding new seals and a set of Eddy Dow damper rods.

Next, Ian stripped and painted the fuel tank, tool box and oil tank in two-pack black. Fortunately, the chrome tank was in excellent condition and only required a finishing coat of gloss black, plus the traditional gold coach lines. The full-width BSA wheel hubs were sprayed silver.

Being a resourceful chap, Ian made up a useful DIY jig to rebuild the wheels with new stainless rims and spokes supplied by The Devon Rim Co. Draganfly supplied new brake shoes and a Super Rocket chrome headlamp.

Ian rebuilt the engine, but had to convert the gear change as it was a later left-hand change model

Gold Star silencers look at home

All parts were mounted to the frame, along with Ian's rebuilt wheels. Ian then turned to rewiring his TriBSA.

"As the Bonneville engine already had a 12V alternator, I decided to upgrade to 12-volt electrics. A solid state rectifier/regulator and a Pazon electronic ignition system were added. A 3-ohm Kawasaki Z650 dual output ignition coil joined the upgrades, as did a digital voltmeter.

"I fitted a set of classic bars supplied by Draganfly, as clip-ons at my age are no longer an option! But when I attempted to mount the speedo, I hit another snag. The BSA/Smiths chronometric speedometer relies on a gear drive fitted to the bottom of the A10's gearbox, while the Bonneville uses the customary rear wheel drive 'box' – unfortunately, I had neither option.

"Instead, I sourced a chronometric-styled digital speedometer which operates by a Hall sensor and rotating magnets attached to the front hub. I made up a bracket to mount the sensor in close proximity to the rotating magnets."

Six months into the build, a pair of swept-back exhausts and proper 'chirping' Gold Star silencers arrived from Draganfly (Ian remarked that he was delighted with Draganfly's excellent service).

Next job was to tackle the T140 unit engine's left side gear lever. Rob North supplied the gear shift's 'half lever' stainless rod and rose-joint that enabled Ian to fit a stainless pedal he'd fabricated himself.

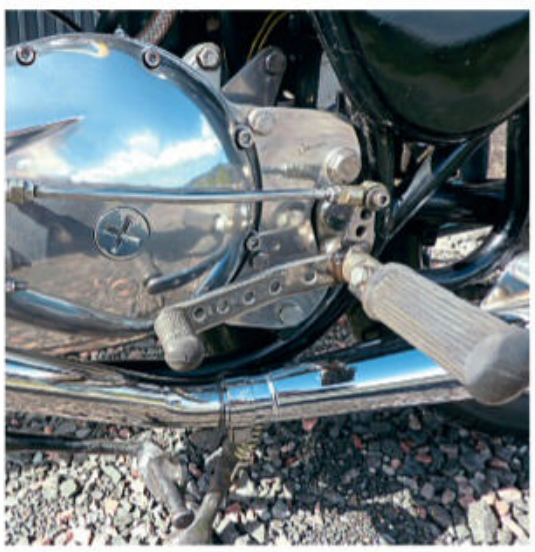
Folding footrests were suitably modified and bolted to the frame, along with the new gear change and swivel/mechanism. Similarly, the right side was adapted to operate a pedal and rear brake cable – with the clevis and ball on the crossover frame spindle simply reversed to accommodate the new set-up.

Ian also added a Honda CB750 folding kick-start. A suitable bracket was then made to mount a micro-switch (sourced from a washing machine!) to operate the brake light.

Another nod to modernity was to fit an after-market oil filter system – according to Ian the BSA filter located inside the oil tank is not up to the task. And Ian's final job was to fit the original Amal carburettors before adding the fuel tank – his TriBSA was finished!

"After adding fresh fuel and fluids," he said, "I attempted an engine start for the first time.

"A few prods on the carb ticklers, followed by several kicks, had the engine popping and banging through both exhausts. But disappointingly, the engine refused to pick-up and run cleanly. Messing about with the carbs didn't improve matters either.



"Handling was surprisingly good, however – especially given the inadequate design of BSA's swinging arm rubber bushes. I've already invested in a bronze bush conversion."

Original Amal carbs caused issues, so were replaced with new Wasell Evo carbs

I was gutted. Suspecting the Amals, I decided to fit new Wassell Evo carbs. These were supplied just a day later from Burlen Fuels – another helpful and excellent supplier.

"Fortunately the jetting turned out to be spot-on and the engine fired up on my first kick, before settling into a smooth and steady tick-over. I was extremely chuffed.

"A short trial run went well but, being used to modern discs, I was disappointed with the performance of the BSA drum brakes.

"Handling was surprisingly good, however – especially given the inadequate design of BSA's swinging arm rubber bushes. I've already invested in a bronze bush conversion."

"But the most pleasing result is the astounding soundtrack that 'twitters' from the Goldie silencers," a grinning Ian added.

"It just catapults me back to my youth! The Bonneville 750 motor delivers loads of torque and its high-ratio gearbox sprocket gives excellent cruising – the engine barely ticks over at 50mph!

"There are typical engine vibes through the 'bars above 70mph, but these are inoffensive and easy to live with.

"Having covered more than 2500 miles since the build, I've accepted that the braking is as good as it

gets! Unfortunately, the rather expensive SRM clutch is starting to feel a bit grabby... so I have some post-Covid fettling accruing.

"Other than the above niggles, she's been 100% reliable and an absolute gem to drive. The TriBSA is so good that I often think it will be my last, but I know I'm kidding myself!"

Following the photoshoot, Ian teased: "Fancy a spin on her?" Before he had finished speaking, I'd grabbed my hat and plonked myself on the gleaming TriBSA.

Unlike the 'bum in the air/elbows scrapping the tarmac' poise of the average café racer, Ian's classic-styled TriBSA is the epitome of armchair comfort. Just a tickle of the (choke-less) carbs followed by a boot of the Honda kick-starter fires up the 750 engine with ease.

Ticking-over through the 'Goldies', Ian's TriBSA sounds sublime – but the roar that accompanies a blip of the throttle promises the aspiring pilot that they are in for a sensational ride... and so it proved to be.

Yes, the SRM clutch could do with some fettling, but the engine is willing and the chassis handles superbly.

She's a proper bend-swinger, make no mistake! The five-speed 'box is slick, with none of the false neutrals I had expected from the rearset linkage.

The Triton Influence

At the 1965 Barcelona 24 Hours race, club racer Dave Degens snatched fame and victory on a home-built Norton Featherbed Special. Powered by a Triumph pre-unit T120 engine, his inspired special continued to beat the top factory teams at their own game, catapulting the Triton onto the world stage. Hailed as one of the best-looking specials ever created, the concept was quickly copied by garden shed builders throughout the 1960s and 1970s. Triton Specials (good and bad) began to appear at pub and cafe car parks up and down the country. Although not quite as common, the TriBSA Special soon followed and gained similar popularity as another facet of the Triton genre.

Successful aftermarket specialists such as Dresda, Unity Equipe and John Tickle Racing Equipment flourished by developing products for both Tritons and TriBSAs... and the Brit Special was here to stay.

Ian uses his TriBSA a lot and has found everything reliable

Nor were there any intruding vibrations to spoil a spirited ride – just a lovely throbbing engine and faultless carburation.

I would agree with Ian that the period drum brakes are the only bugbear – especially the rear; which simply doesn't! But whether plodding through villages or tearing around the countryside, it is a sheer joy to ride. This TriBSA delivers in grins.

Ian's TriBSA took him approximately 14 months to complete. I'm sure readers will agree that this show-winning TriBSA is a credit to Ian's bike-building skills. CBG

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

Triples RULE.com

PRECISION PERFORMANCE

Triumph 750 Cylinders

T120 & T140 All Alloy- Nikasil bores

Billet instrument brackets, oil pressure gauge kits

post '70 Meriden Triumphs

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

L.P. Williams Est. 1976

Huge range of parts for classic TRIUMPH twins & triples

- HYDRAULIC CLUTCH CONVERSION KITS
- TRIDENT & ROCKET 3 ANTI-DRAIN VALVES
- 7 PLATE CLUTCH CONVERSIONS
- STARTER MOTORS (TWINS & TRIPLES)
- TRIPLE SUMP PLATES WITH MAGNETIC DRAIN PLUG
- OIL PIPE/ TAB WASHER & OIL SEAL SETS
- TRI-SPARK IGNITION SYSTEMS
- TRIPLE TOP END REBUILD KITS
- LIFTING HANDLES T120/T150/T160
- ELECTRIC START ASSEMBLY T140ES

REGULAR CUSTOMERS UP TO 10% OFF

Next day dispatch worldwide
Visit: www.triumph-spares.co.uk
LP Williams,Unit 3 South Barn,
Low West End, Claughton, Lancaster, LA2 9JX
E: sales@triumph-spares.co.uk
01524 770956

SRM

QUALITY
ENGINE
REBUILDS

TRIUMPH BSA NORTON

SRM have now reopened their workshop.
Several safety controls are in place, in line with Welsh Government guidelines. These measures are regularly updated to reflect the on-going situation.
Work should preferably be sent in by courier or strictly by appointment if delivering by hand.

www.srmclassicbikes.com
01970 627771

CBG

Specials!

Built, not bought

Dresda Triton

This isn't just a Triton. This is a Dave Degens Dresda Triton.

Words by Oli Hulme **Photography by** Gary Chapman

I **SPOTTED THIS TRITON AT A SMALL BIKE SHOW** organised by Mark Green, whose Indian Enfield twin graced these pages last year. When an event advertises itself as being an "interesting and unusual motorcycle show", it needs to live up to the name. This did... Ducatis, Laverdas and a customised Lambretta Vega with immaculate late-1970s Harleys and all manner of other rarities. But there, tucked away at the back, propped up against a wall was Steve Page's black Dresda Triton, admired by all who saw it.

Steve, who runs a bike and occasionally car workshop – Bridge Motor Services, in Weston-super-Mare – acquired the Dresda in a bit of a state a few years ago. Built by Dresda for Steve's friend Ron, the Triton was commissioned in 1998 and finished two years later in 2000.

Originally it was a 1970s-style Triton, but Dresda stripped and rebuilt it from scratch. For Ron, money was no object. It was he who decided that it had to be the "best of the best".

Not many Tritons come out black, and that wasn't the original plan. Ron wanted it to be British Racing Green, but when Dave Degens came to the point of handing it over, he couldn't face the green scheme. Instead, he persuaded Ron to have it black, making it the first black Dresda Triton.

The tank was sign-written by hand, by a painter who normally works on canal boats. Ron ran the Triton for many years before storing the bike. Sadly, over time the glass fibre petrol tank was destroyed by sitting with petrol in it. The bike was then untouched until Steve's mate Gary Clarke came to work with him.

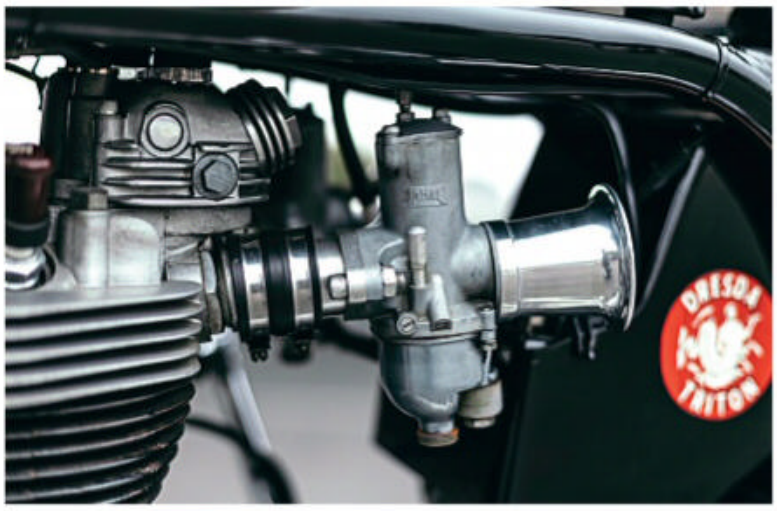
"I let it sit around for a bit, until Gary, who had never restored a bike before, asked if he could have a go at it." Gary then became the driving force behind the restoration. "It was just really dirty," said Steve. "Gary stripped it down to the bare frame and cleaned everything with brushes and old petrol. He polished everything that could be polished to a mirror finish, tidied the wiring, and did all the detailing."

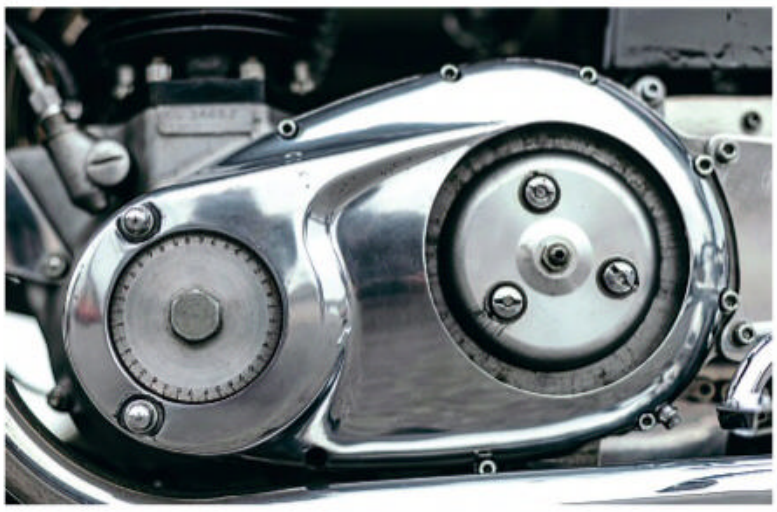
By a stroke of incredible luck, Steve found an identical brand new old stock tank at the Netley Marsh jumble for a bargain price. The new tank was repainted in exactly the same scheme as the original Dresda.

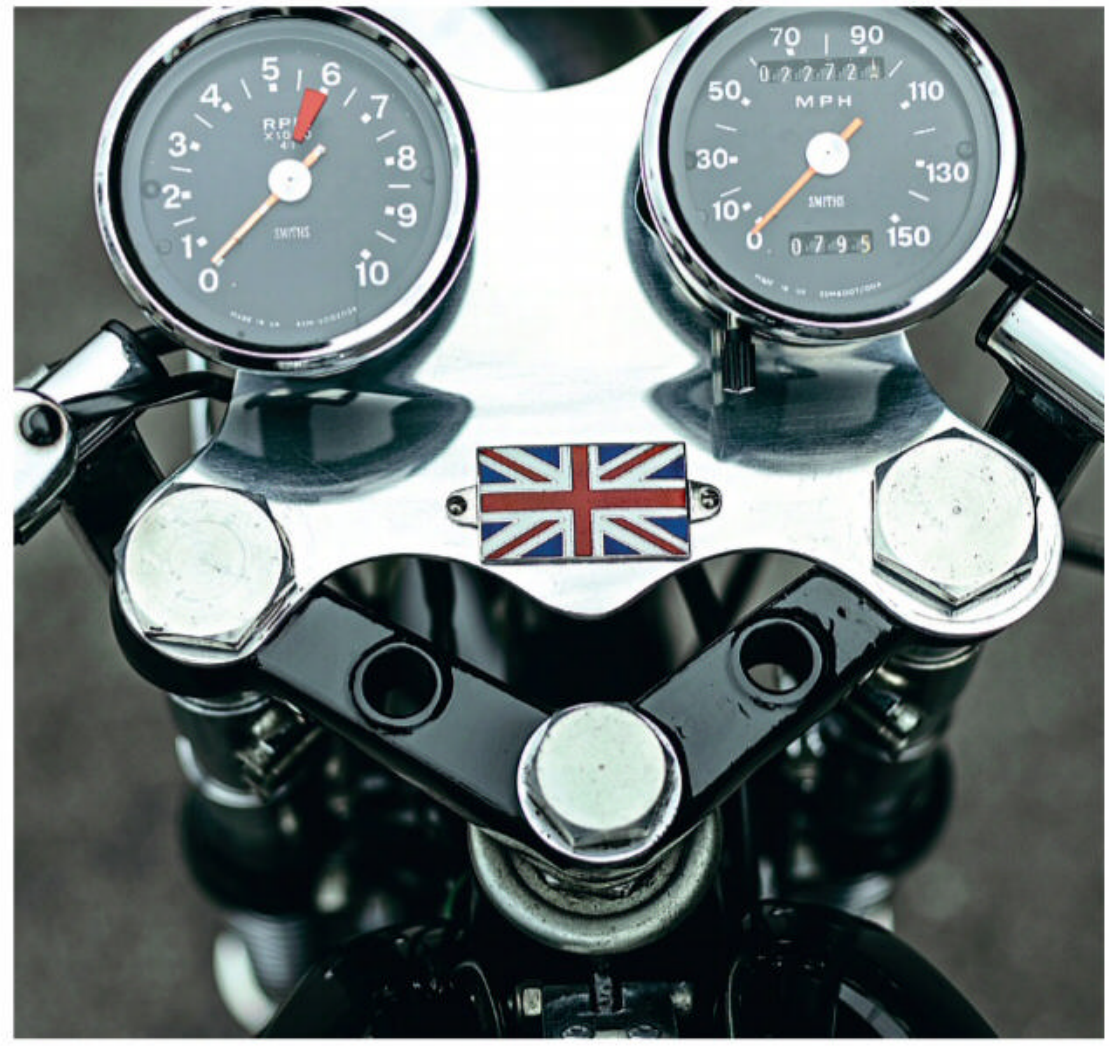
CBG

Specials!

Built, not bought







"When he'd finished, it looked better than when Ron picked it up," Steve said.

There were some things that didn't need attention. The frame, rather than traditional stove enamelling or powder coating, had been ceramic coated by Dresda, which is something of a trademark finish.

The engine isn't a Bonneville but is in fact a TR6R with a twin carb head fitted. There's an extra top oil feed to the head, running from the oil pressure relief valve. "It's one way you can tell it's a genuine Dresda," said Steve. The rockers are polished and lightened. "The gearing is really low. It'll do 60mph in first and will run at 80mph at just 3500rpm in top."

The rear shocks are British-made but Steve doesn't know who by, while there are Dresda upgrades to the front forks. The front brake is an Oldani, or possibly an Oldani replica, as used in the 1950s by Mike Hailwood, Derek Minter and others on their racing Nortons. Even replicas will set you back more than £1500 today.

The Triton has 18in rims rather than the 19in ones used in the Triton's 1960s heyday, which makes it easier to find modern rubber and lowers the height a fraction. Wheels have alloy rims and galvanised rather than stainless spokes, as Dave Degens feels that the latter are too brittle.

The reason the points cover looks slightly out of alignment is that the bike uses a modified Lucas Rita ignition system, with a change in the timing so the finned cover no longer lines up with the cylinder fins. The engine uses an aluminium clutch basket and belt primary drive behind a cutaway cover. Another Dresda touch is the use of a Suzuki ignition switch, while the exhaust pipes are Dresda too. Ron didn't want the swept back pipes most Tritons use. Exhausts are mounted using rubber 'cotton reel' anti-vibration mounts, and the rear light too is rubber-mounted.

The frame is a Norton Wideline, and the swing arm a Dresda product. Yokes and forks are Norton, and the steering head uses Timken taper roller bearings.

In a lot of Tritons with unit Triumph engines, the power unit can look a little lost and big engine plates tend to overwhelm the motor, but not here. ➡

Top left: Engine is a Trophy bottom end with a twin-carb head.

Above left: Primary drive stuck with chain, but had an aluminium basket and cutaway cover

Above: First gear will reach 60mph, yet top is happy at 35mph. One sorted machine

Left: Wheels are 18in instead of 19in, so tyre choice is better

The engine isn't a Bonneville but is in fact a TR6R with a twin carb head fitted. There's an extra top oil feed to the head, running from the oil pressure relief valve. "It's one way you can tell it's a genuine Dresda."

The front engine mounts are small, delicately shaped slices of steel, while the long, polished, footrest and exhaust mounting plates obscure what would normally be an ugly gap between the back of the engine and the swing arm pivot.

Like pretty much every café racer, riding the Triton has its challenges for those with stiff joints but it does have a surprisingly comfortable riding position. The long swan neck on the clip-ons mean the backache-inducing ride of a traditional Triton is absent. The Triton is surprisingly small, too. With everything that isn't needed stripped off, the Triton feels as compact as the racer it is. I've ridden bigger Japanese 250s.

This Triton is a tribute to Ron and Dresda's original vision and to Gary's impressive restoration skills in bringing it back into the limelight. The next bike on the ramp is a late-1920s Matchless model X. If it is close to the job done on the Triton, it's going to be a stunner.

THE TRITON - BIRTH OF A LEGEND

Motorcyclists have mucked about with their steeds from almost the moment the first Hildebrand and Wolfmuller wobbled out of the factory in 1894. We tweak and twiddle and tune, add this, take away that, and do all kinds of things to make them handle better or go faster, or both.

Of all the specials, few have the presence or had the impact of the Triton. The name is a contraction of Triumph and Norton; Triton was the name of a mythological Greek God. It also sounded a lot better than Norumph.

Above: Riding position is typical racer, but the bike is small and light, which helps offset the body position

Below: Another original tank was found at an autojumble, as the original was eaten by having petrol left in it

Right: Unit engine cleverly doesn't get lost in Featherbed frame, thanks to careful placing

When Rex McCandless designed and built the first Featherbed frame, Norton quickly adopted it and it arrived in 1952 first as a racer and then as a road bike frame. At the time there was a passion among young petrolheads for inexpensive 500cc car racing. At first, most of the cars were powered by JAP engines, but racers soon realised the OHC Manx Norton engine would outperform it. Norton would not sell the engines on their own, so racers would buy whole bikes and strip them. Cooper Cars built several, while Vanwall took four Manx top ends and mated them with a Rolls Royce bottom end to build a powerful 2000cc racing engine.

Meanwhile, motorcycle racers impressed with the handling took these Manx Nortons without engines and created a hybrid, slotting the fastest and most commonly available performance engines, the Triumph twin, into the frame hole. Soon the street riders did the same. It became relatively easy to pick up a set of engine plates and fit a Triumph 500 or 650 engine into a Norton Featherbed frame.

While lots of other engines were shoehorned into the Featherbed, Triumph power was the thing to have. The Triumph engine was slightly less powerful in stock form than Norton's 650 but it was lighter, easier to tune, and less fragile. It also vibrated less, thanks to slightly lower compression. When the Norton twin engine reached 7000rpm the piston exceeded the engineering limit for piston speed, and over-revving soon destroyed

The Triton is surprisingly small, too. With everything that isn't needed stripped off, it feels as compact as the racer it is. I've ridden bigger Japanese 250s.

SPECIFICATION (1969 DRESDA TRITON)

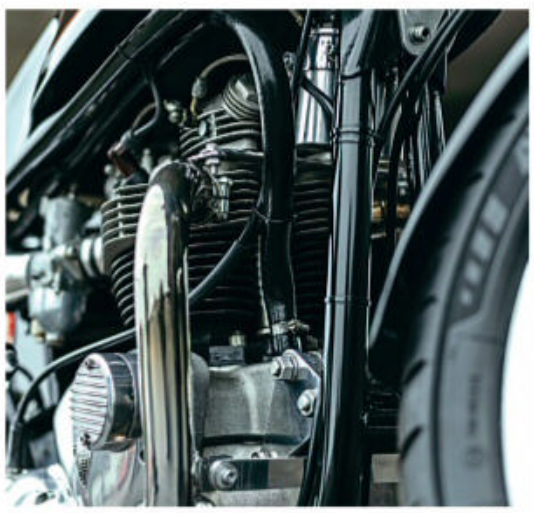
ENGINE: OHV parallel twin **BORE AND STROKE:** 71x82mm **CAPACITY:** 649cc **COMPRESSION RATIO:** 9:1 **CARBS:** Twin Amal Monobloc **POWER:** 54bhp@7200rpm **IGNITION:** Twin coil Lucas with twin points **ELECTRICAL:** Lucas 100w 12v alternator **TRANSMISSION:** Chain primary drive, four-speed gearbox, wet multi-plate clutch **FRAME:** Manx Norton racing frame **SUSPENSION:** Manx Norton forks with Girlng shocks **WEIGHT:** 330lb/150kg (dry) **WHEELBASE:** 54in/1360mm **OVERALL HEIGHT:** 40in/724mm **BRAKES:** Front TLS Triumph in Fahron drum; rear Norton SLS **WHEELS/TYRES:** 4.10 x 19in, front and rear.

Starting with a great design helps, but attention to detail of this restoration is superb, especially on a minimal bike like a café racer

the engines. The Triumph engine was of much shorter stroke than the Norton, and this meant the engine had less vibration, too – which may surprise some Triumph owners, used to tightening their nuts and bolts back up after every ride.

There was also the issue of availability. Triumph's early pre-unit frame wasn't a great handler, and youthful exuberance combined with poor brakes meant more than a few Triumphs were wrecked. Meanwhile, Nortons with blown engines, or duller Featherbed framed offerings like the ES2 or Model 50, were available cheaply. While your injuries healed, it was often cheaper to combine a Triumph engine with a Norton frame, using a set of engine plates from Converta (£5-5s in 1968) and a box of shiny bits.

The first Tritons used the pre-unit Triumph engine. With a separate engine and gearbox, it fitted the Norton frame well. When the unit construction Triumph engine arrived, it quickly found itself in the Featherbed and was easier to set up, though being a lot shorter than the pre unit, it didn't fit



quite so well in the frame hole. A Quaife five-speed gearbox was sometimes used. Picking the right engine mounting plates was important as there were myriad back-street metal bashers turning them out, their variable quality control affecting the engine placement and therefore the handling.

To make your Triton faster, £17-6s could buy your engine a stage two tuning kit from Rickman Bros, consisting of new valves, springs, tappets, high compression pistons, new camshafts, and valve guides. Several motorcycle dealers sold equipment for Triton conversions, and some specialists would do the complete job for customers. Apart from the true experts like Dresda, you could run down to Pride and Clark for bolt-on swept back pipes, clip-ons and headlight brackets with easy-flake chrome, or, if your pocket allowed, better quality parts from John Tickle.

Curley Speed Equipment would sell you a racing tank. Ian Kennedy boasted that his catalogue listed 500 parts for Tritons. Deeprose would sell you a complete body kit in glass fibre. Even Lewis Leathers got in on the craze, supplying a full alloy tank for £16-10s.

The market for Triton bits boomed for a decade until the passion for Choppers overtook it, and more than a few Tritons ended up with ape hangers and peanut tanks. Fashion being what it is, the Triton returned to popularity in the mid-1980s and has been the British café racer of choice for many riders since.

VIEW FROM THE 1960S

In 1969 *Motorcycle, Scooter and Three Wheeled Mechanics* tested a Dresda Special which had a 1968 Bonneville engine with 9:1 compression pistons, a 3134 inlet cam and 5048 exhaust cam, a pair of Monobloc carbs, and straight-through megaphones that produced 54bhp and could propel the Triton at 126mph and do a standing quarter in 14 seconds. Built for a French customer as a racer for the road, it topped out at 7000rpm in each of its four gears. Dresda offered a five-speed conversion of its own for an extra £55. A Fahron drum on the front wheel was mated with Triumph TLS internals and Norton forks.

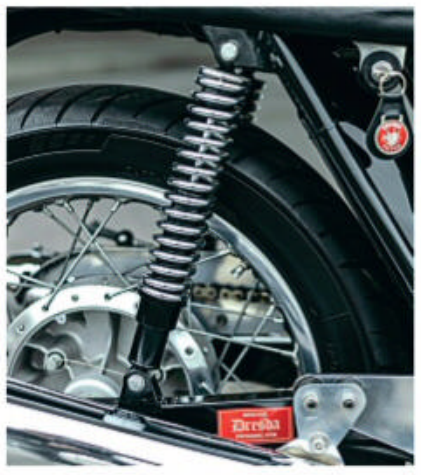
Above: Can you hear it?

Below: front brake could be an Oldani, but regardless, fits the bike perfectly, as do the unknown make of rear shocks

Tester Jerry Clayton pointed out that by no means were all Tritons the same: “Sometimes Tritons are disappointing when it comes to handling and while I prefer to call Dave’s (Degens) bike the Dresda Special because so much racing experience has gone into its making, it must inexorably come under the Triton category and be compared with similar machines.”

Dunlop K81s provided “leech-like” roadholding. The riding position was “what one might term a comfortable compromise.” Despite its high-performance specification, Clayton also noted it was capable of being a commuter: “With no changes at all to the specification, the bike was chuntered in and out of rush-hour traffic without the slightest protest.”

This could have been bought from Dresda for £525 – a sizeable sum in the days when a new Bonneville was about £400. Clayton concluded: “For a man who wants a fast bike that handles well on the track and road, the Dresda Special is the answer. It is a bike for the man who wants that little extra and is prepared to heed the voice of experience when he makes his specifications.” CBG



ARMOTO
FROM FARADAY TO MODERN DAY

REWINDS & REPAIRS

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

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

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

MAGNETOS • DYNAMOS • ARMATURES
Cars, Motorbikes, Tractors, Stationary Engines

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

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

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

Armoto Ltd **Tel: 01246 826667**
Unit 26, M1 Commerce Park, Markham Lane, Chesterfield S44 5HS
armoto.co.uk email: sales@armoto.co.uk

NOVA RACING

Design and manufacture of racing transmissions

- Standard ratio
- Close ratio
- Selector forks
- Selector drums
- Dry clutch kits
- Special projects

For all products please visit novaracing.co.uk or call 01403 711 312

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

What do you need TO BUILD A TRITON?

Words by Oli, with great thanks to Dave Degans

A FEATHERBED FRAME

Traditionally, Tritons used the first wideline frames – so called because the top rails were so far apart. This made the plot stable but was more than a little uncomfortable. The slimline, with narrower seat rails, followed, which was a lot more user-friendly. Either frame will do the job. If you don't want to trust old frames, there are several frame builders who will sell you a modern replica. Molnar build a frame for its Manx racers, Norvil sell them too, as do TGA and Andover Norton, among others. You will also need forks, most commonly Norton Roadholders for preference, wheels, and brakes.

AN ENGINE

To be properly authentic you need a pre-unit Triumph Bonneville engine with a pair of big Amal Monobloc carbs. With a separate engine and gearbox, it fitted the Norton frame well. Some builders swore by Norton/AMC gearboxes, which could be mated to the Triumph crankcase, clutch, and primary drive, while others suggested that the Triumph box was a better bet. When the unit construction Triumph engine arrived, it quickly found itself in the Featherbed, though being a lot shorter than the pre-unit, it didn't fit quite so well in the frame hole. A Quaife five-speed gearbox conversion was sometimes used in the unit twins. A few riders swear by the use of the unit 500 engine which, in a Featherbed, thanks to its light weight and responsiveness, can be almost as quick in the real world as a 650 Bonneville.

You could also use a Trident engine, which can be squeezed in, and some bikes have been built with the much heavier Hinckley Triumph 900 engine to good effect. The Triton craze also spawned the Norvin (Norton Vincent) Norbsa (with an A10 engine), and Norley (Harley-Davidson). There are even Norcatis, Yamatons and Hontons out there, and a few Featherlastic Nortons, with rubber-mounted Norton Commando engines in modified Featherbed frames.

BITS TO BOLT ON

Café racer parts, whether a full alloy tank or a pair of headlight brackets, are surprisingly easy to get hold of for what is a 60-year-old custom concept. Try Norton Race Parts (nortonraceparts.com), Unity Equipe, Classic Bike Shop and British Bike Bits (www.britishbikebits.com/cafe-racer-parts), among many others.

GOING TO THE SOURCE- DAVE DEGENS

We asked Dave Degens, of Dresda, what was so special about a Dresda offering. Whether wideline or slimline, the basic frame geometry of the Featherbed frame was the same across the range, and the differences were where the engine mounting lugs were fitted.

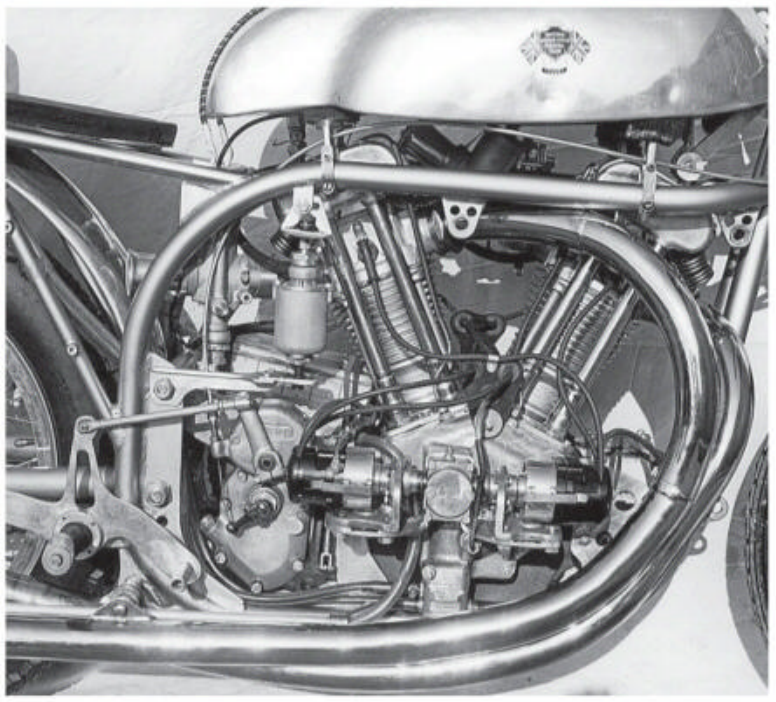
Dave said: "We've always got something in the frame jig; 90% of the frames we get in are out of line.

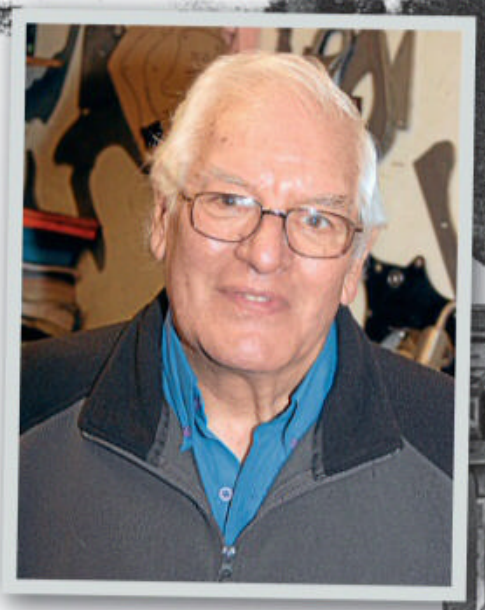
"Frames that are for the same model will have mountings that can be 3/8th or a quarter-inch out of true. It's just the way things were back then.

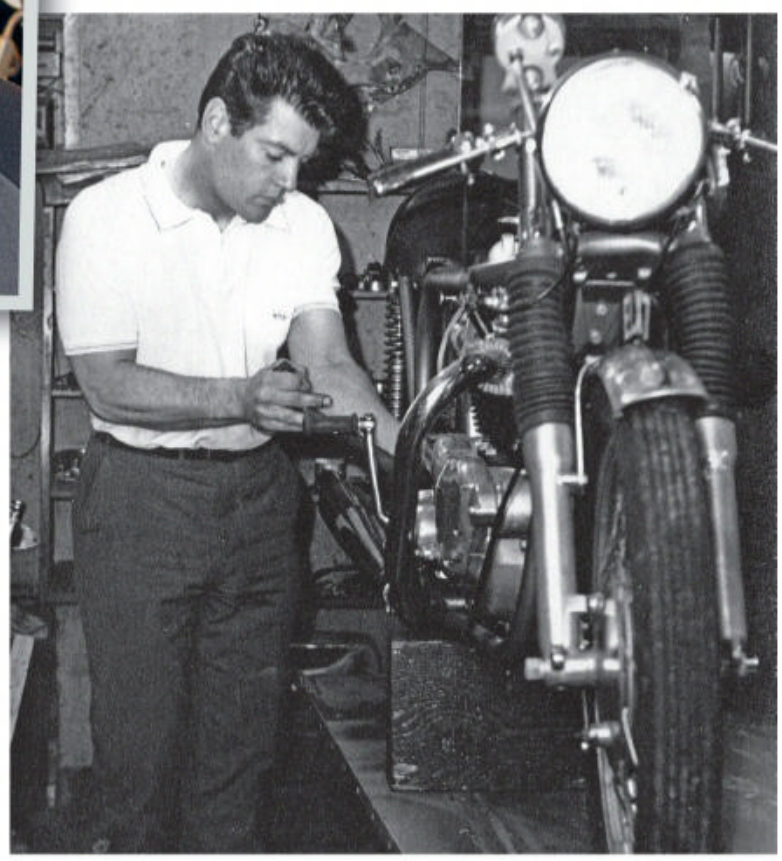
"Mind you, that happens with Japanese bikes, too. When we were designing 4-1 exhausts for Honda, we found the centre stand mounts could be 25mm out of true."

While a lot of Tritons use Gold Star silencers, Steve's has long silencers with springs holding in the baffles, which can be easily removed if the bike is going 'proddy' (production) racing.

"Those swept back pipes you see often were a Dunstall idea, and a lot of builders did them that way for the looks. They are not a good idea as they can







Top: Dave Degans, both when he was racing and more recently.

Below: The Featherbed frame gave builders the perfect chassis

flap about at the front and even cause the studs on the cylinder head to come loose. That's why our pipes run under the engine and are mounted using two rubber cotton reels to absorb vibration.

"We built our own box section swinging arms after an experience when our bike had a big slide at a corner at Mallory Park. When we checked, we found that the original swing arm had bent with the slide, so we made our own. Our swingarm allows the use of wider rear tyre. We use a Manx spring kit on the forks as well."

How were Dresda engine faster than others? Dave uncovered the mystery: "The secret to our performance was to use much lighter valves, with a quarter-in stem. The springs were lighter, too. It meant our engines would rev to 8500rpm."

Moving the pressure relief valve from the crankcase to the cylinder head by running a feed from the crankcase was another early modification that made it possible for the engine to rev higher, as was the use of Manx engine breathers, which could add 400rpm.

These days Dave tends to advise buyers not to go for a highly-tuned engine. "When we first built them, the speed limits weren't as enforceable as they are today; 100mph was common on the M1. Today, it is horses for courses, but there's not much point in using Thruxton cams designed for proddy racing on the road. I built one engine and the owner came back saying it wasn't pulling right, but it turned out he wasn't opening the throttle enough. We put a Thunderbird cam in and it was fine.

"A good 500 can be as much as you need. I'd suggest using a 500cc pre-unit motor like a Tiger 100, which is all-alloy. You can set the primary chain further back, too, and that gets you a better chain line."

After decades of racing and building specials, including making the early Honda Fours handle at the 24-hour Bol d'Or races, Dave is still building Dresda Specials at his workshop near Horsham, West Sussex. "We make about four a year. I was asked for an insurance valuation for a top-of-the-range bike and it came out at £21,000, as that's what it would cost to replace it. But so many people will go out and buy a Triton and then find they have to spend £10,000 to put it right."

If you want the best Triton there is, contact Dave by calling 01293 871887 or emailing info@dresda.co.uk. Visitors are by appointment only. CBG

Japanese engines have always been popular for powering specials as the early frames gave dubious handling

ROBIN JAMES ENGINEERING SERVICES

The award-winning restorer of Classic Motorcycles, established 1979

QUALITY MOTORCYCLE RESTORATION & RECOMMISSIONING

From just one component to a complete rebuild

In-house services include:-

Engine & Gearbox Rebuilds
Fork Reconditioning • Wheel Rebuilds
One-off Parts Fabrication
Tinwork Fabrication • Machining • Welding
Classic Electrical Wiring
Paintwork a Speciality

Whatever your needs, call Nick Cronin, K.O.B.I.

Clinton Road, Leominster, Herefordshire HR6 0RJ
Tel +44 (0)1568 612800 • Email: robinjamesengineeringservices@gmail.com

Insurance for your Classic Bike.

CELEBRATING OVER 30 YEARS

5 STAR INSURANCE

Bikesure
Freethinking Insurance

If you are looking for affordable Classic Bike insurance you can trust Bikesure to find you a competitive insurance quote that won't compromise on quality.

We offer specialist policies, which we tailor to your own riding history and personal requirements.

POLICY BENEFITS AVAILABLE CAN INCLUDE:

- Multi-bike Policies
- Free Legal Expenses
- Laid-up Cover
- Agreed Values

CALL US ON FREEPHONE

0808 1001 266
bikesure.co.uk

Authorised and regulated by the Financial Conduct Authority

Nuts and bolts

A BEGINNER'S GUIDE

Whitworth, AF, imperial, metric, fine course and Allen heads – what the hell does it all mean? We attempt to make it clear and simple – except it's not that simple...

Words by OLI

Rivets held steel together for much of the Industrial Revolution and beyond, but until the middle of the 19th century, manufacturers of metal things who wished for them to come apart would make the threads for the fasteners that held them all together to their own specifications.

If you needed a replacement, you had to go back to the original manufacturer and ask them to make one.

Then, in 1841, Sir Joseph Whitworth proposed the world's first standardised thread on a nut and bolt. After adoption by the nation's railway companies – the largest industry at that time – the 55-degree angle, or pitch, thread with a curved edge and root-on bolts were named after him – and British Standard Whitworth was born.

Such standardisation didn't last forever. Now there are many thread types in use. As is traditional, whichever bolt you pull from the box of bits on your shelf, it will be the wrong one.

And if it isn't, you can be sure that the nut you think is the right size will spin on for a couple of threads... and then stop.

WHAT TYPE OF THREAD DO YOU HAVE?

Popular types of threads are:

- British Association (BA).
- British Standard Cycle (BSC).
- British Standard Fine (BSF).
- British Standard Whitworth (BSW).
- British Standard Pipe (BSP).
- Unified National Coarse (UNC).
- Unified National Fine (UNF).
- Metric and Metric Fine.

A metric nut and bolt, with a UNF nut and axle bolt - but which is which?

Two suspension bolts that can double up as strap-on points and one steering lock bolt and lock nut. Expensive to replcae but can be renovated

Japanese, European and even Eastern European bikes nearly all use Metric and Metric Fine, whereas American bikes use UNF and UNC. British bikes are more complex, with both Whitworth and Cycle thread used from new, and over the years, UNF and Metric being used since.

BOLT MARKINGS

Some bolts have markings, which can help. The heads of most modern bolts are usually marked with letters or stamped and scribed markings. These should indicate the manufacturer and the tensile strength of the bolt.

On a UNF bolt, for instance, there should be a circular recess in the centre of the bolt. It may have a number, or lines cast into the head. These lines indicate the American SAE grading, with three stripes meaning that the bolt is made with medium carbon steel. Six lines indicates medium carbon steel alloy. The letter S means the same as the three-line marking.

Whitworth and British Standard bolts often have no markings at all, though you will find the letter R, which indicates medium carbon steel, while BA screws are often too small to fit any markings on.

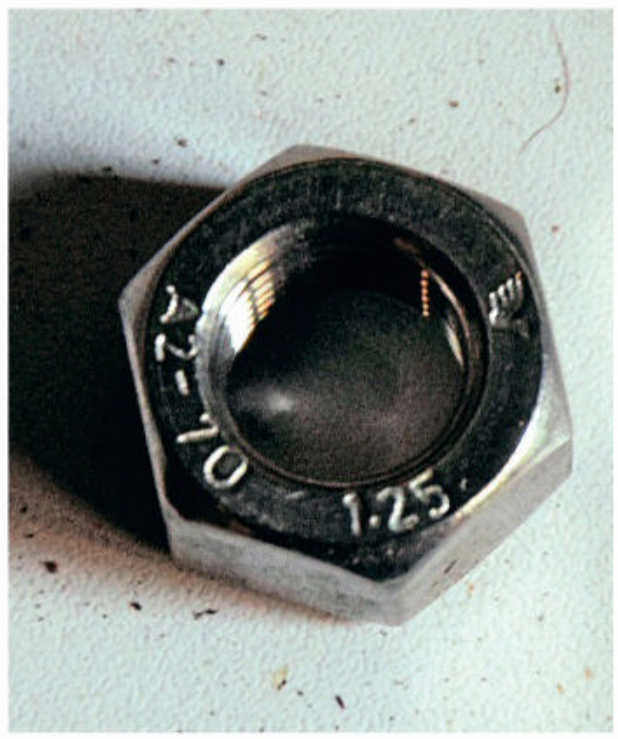
Metric bolts will have a series of numbers indicating the tensile strength, most commonly 8.8 for medium carbon steel, or 10.9 for medium carbon steel alloy. Lower than that and the metal will be too soft for use on a motor vehicle.

Some nuts also have numbers stamped on one face. In these cases, 1 indicates low tensile steel, while 5 indicates the equivalent of 8.8 in Metric, and 810.9.

Generally, high tensile, SAE 5 or 8.8 or above is what you should be looking at for motorcycle use.

Two bolts of similar diameter, but the Metric head on the left is much wider than the UNF on the right

Learn what the markings mean



How are you expected to remember all this? Don't try – just buy a vernier, a thread gauge and a Roebuck Zeus Precision Guide.

Thread gauge, vernier calipers and tap and die sets are all essentials

THREADS PER INCH (TPI)

How many complete threads you have per inch of shank depends on the load you need to hold.

The more threads, the more strength, to a point, as there is more contact and the bolt has a lower angle to clamp.

WHITWORTH (BSW)/BRITISH STANDARD (BSF)

While the spanner you need to undo them might be the same, Whitworth/British Standard threads have many differences.

As well as the outside diameter, almost everything varies from bolt to bolt.

For example, a ¼-inch BSW bolt has a rather coarse thread, which is 20 TPI (threads per inch). A ¼-inch BSF bolt will have a finer thread, 26 TPI.

There are also BSC fasteners, and these are of particular importance to motorcyclists.

BRITISH STANDARD CYCLE (BSC/CEI)

The C in BSC doesn't stand for coarse, but for cycle, as in British Standard Cycle. This thread runs at 60 degrees rather than the 55-degree angle of Whitworth/BSF. This fine thread profile was created for cycle and motorcycle applications. Its fine pitch allows high torque settings and resists the tendency to loosen under vibration. The larger core diameter also gives greater shear strength. All BSC sizes from ¼-inch to one inch use 26 TPI, making them similar to 1mm metric threads, which are 25.4 per inch and also run at a 60-degree angle but are not quite the same profile, so it is easy to mix the nuts and bolts up. Smaller BSC threads use finer threads.

UNIFIED NATIONAL FINE/COARSE UNF/UNC

Most older British Motorcycles used BSC/CEI, changing only in the late 1960s when both Triumph and BSA models used a mix of BSC threads and UNF/UNC as an expedient while they upgraded tooling. During these changeovers the frame components commonly used UNC and UNF, while the engine parts would mostly use BSC. BSA unit singles, for example, used BSC threads inside the engine until 1970; then the apparently identical engines used on their 'oil-in-frame' models went to UNF. UNF threads have a TPI varying from 28 for ¼-inch to 12 tpi for one inch and above. UNC are 20 TPI on a ¼-inch to 8TPI on a one-inch. UNF/UNC fasteners are commonly sold based on the diameter of the shaft, but sometimes on the size of the bolt head.

BRITISH ASSOCIATION (BA)

You may find BA bolts and nuts, which are smaller sized fasteners used on older vehicles for electrical fittings, magnetos, dynamos, motors, pumps and instruments.

BA thread has an angle of 47 degrees. BA sizes runs in reverse, so a BA10 bolt is smaller than a BA2. Some BA threads are compatible with BSC and UNF.

METRIC

Metric bolts use a different sort of measurement, known as thread pitch, as one of the key classifying units used to specify threaded fasteners. Thread pitch refers to the distance between threads in millimetres. This measurement is taken along the length of the fastener. For example, if the distance between two threads is 1.6mm, this means the thread pitch is 1.6. A steel rule or caliper are the most common measuring instruments used to determine thread pitch. Thread pitch varies according to the size of the shaft and whether the bolt is coarse or fine.

Coarse Metric threads are identified by M size while fine threads, of which there are two kinds, by M size x pitch. For example, a common bolt size, M8, has a shaft diameter of 8mm, and, commonly, a bolt head of 13mm. A coarse M8 bolt has

55 degree pitch is similar to 60 degrees

a pitch of 1.5, and there are two with fine thread pitch sizes – M8 1.0 and M8 0.75.

BRITISH STANDARD PIPE (BSP)

Fuel taps and pipe fittings on most older motorcycles from many nations use another kind of thread, BSP or British Standard Pipe. This is a standard thread type used in plumbing, too. This is handy if you want to block a tap hole in a tank, as you can get a blanking plug from a decent DIY hardware store.

LEFT-HAND THREADS

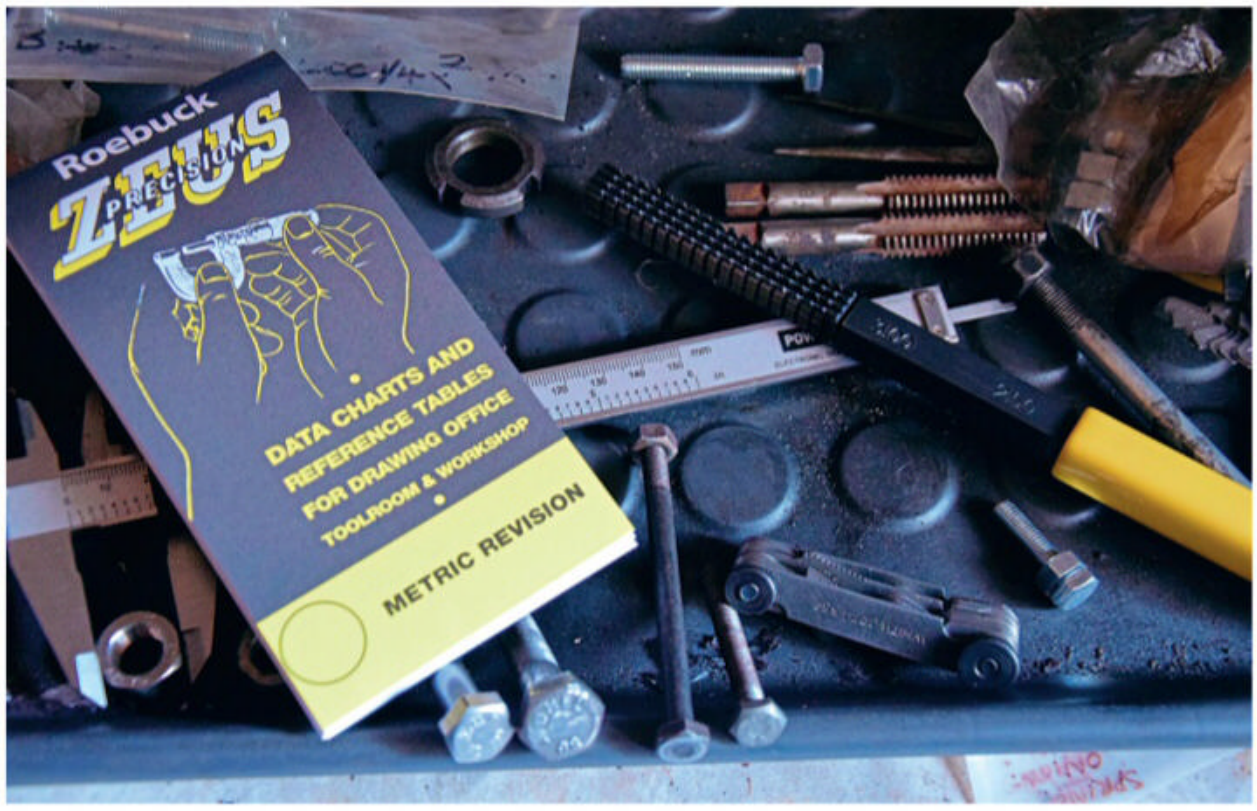
Some mountings also use left-hand threads, and you can sometimes – but not always – identify a left-hand thread nut or bolt as it has notches cut into the edges of the hex. This most commonly applies to Metric.

CHECKING AND MEASURING

How are you expected to remember all this? Don't try – just buy a vernier, a thread gauge and a Roebuck Zeus Precision Guide. This small, oil-proof booklet contains data charts and reference tables, drill sizes, threads, and some arcane stuff only understood by actual engineers.

It is also a good reason to buy a set of thread gauges, or rather, two sets – one Whitworth/Metric and one UNF. They cost next to nothing and are useful things to have alongside your feeler gauge. Keep them coated with a light oil to stop them getting rusty.

They are particularly useful with Whitworth threads because as the diameter of the bolt grows, the number of TPI decreases. A 1/8th Whitworth bolt has 40 TPI but a two-inch Whitworth bolt has 4.5 TPI. If you cannot find a thread gauge, a steel rule and a keen eye will suffice if you just wish to count the threads. Also handy to have is a small micrometer, which are easy to find for less than £10, or a set of vernier calipers, which can be equally cheap – both are handy for measuring the external diameter of old bolts and nuts.



Zeus book is the best source for thread conversions

SPANNERS

Whitworth and BSF spanner markings refer to the bolt diameter rather than the distance across the flats of the hexagon (A/F), as in other standards. Confusion can arise because each Whitworth hexagon was originally one size larger than that of the corresponding BSF fastener. This leads to instances where, for example, an old spanner marked 7/16 BSF is the same size as one marked 3/8 W. Most spanners surviving today have both markings. In both cases, the spanner jaw width is 0.710-in.

AF spanners are easier to understand, AF standing for 'across flats', or the size of the bolt head, hence 7/16th, 5/8th and so forth.

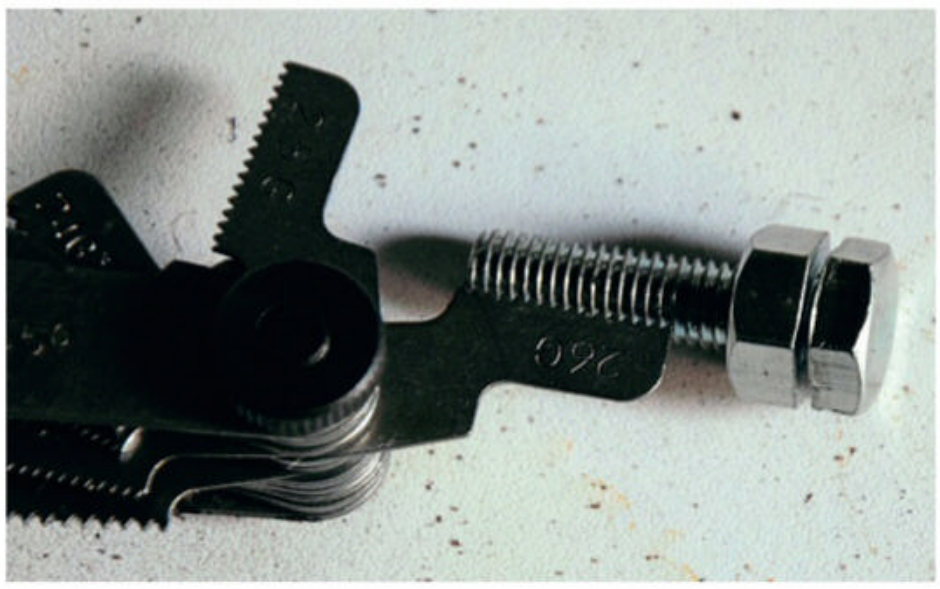
Metric spanner sizes, similarly, are an AF measurement. Japanese manufacturers can confuse things by deviating from the standard bolt head/shaft arrangements, however. For instance, while the standard head size for an M8 (8mm) bolt is 13mm, on many Japanese bikes the bolt head will in fact be 12mm. European manufacturers used the same kind of nut and bolt standards used in cars, and this can be easier to keep track of.

STAINLESS STEEL

There is an increasing trend to use stainless steel bolts and nuts, simply for its weatherproofing properties. But be sure you buy the right sort, as all stainless steel is not the same. For example, type 316 stainless contains slightly more nickel and 2-3% molybdenum, giving it better resistance to corrosion than 304 stainless. Use bolts marked A2-70 to ensure you have the right tensile strength.

Stainless steel is not some wonder cure for corrosion. Galvanic corrosion can occur when certain materials, such as aluminium, are in contact with stainless steel.

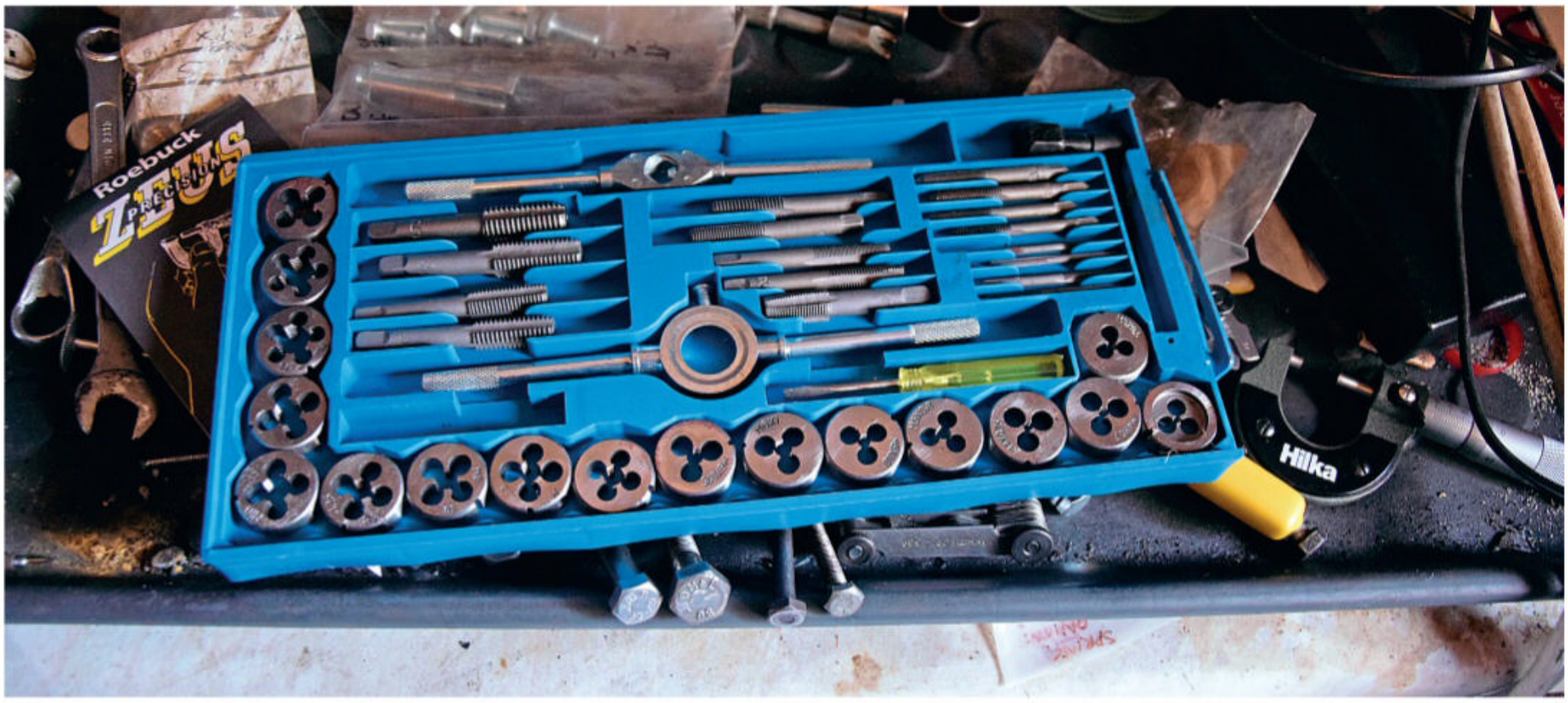
Separating these incompatible metals reduces the risk of these cells deteriorating. Stainless steel that comes into contact with materials such as copper first is less likely to be a risk than when it is in direct contact with aluminium. You could use copper washers to stop this happening.



Metric and Whitworth thread gauges are needed

EEE Caption

A thread cleaner helps, too



Another good way to reduce corrosion is to use an isolating coating on the aluminium and the steel. Copper grease is most commonly used on threads, and an alternative is the recent arrival of aluminium grease. Normally used on lightweight aluminium brake parts, aluminium grease is also excellent at reducing the risk of stainless/aluminium corrosion. It can be sticky and hard to remove if slapped on over-liberally, so use sparingly.

REPAIRING A THREAD

If a thread is chewed up by cross threading or otherwise damaged, it's not always the end of the road. For a common nut or bolt, the simplest thing to do is to just throw it away and fit new.

If you need to clean a thread on a bolt, or if cutting down threaded bar or bolts and you do not have any special tools, take a nut of the appropriate size and with a hacksaw and cut a slot onto one of the faces. Running this nut up and down the thread can clear rust, dirt or light damage.

If you need to cut something down to size, run the cut nut onto the thread and clamp it in the vice, as this will stop the bolt from turning. Cutting a slot in the end of a bolt can also turn it into a thread cleaner in a similar fashion. If you have cut a bolt down, chamfer the end of the bolt with a file or bench grinder, taking care to ensure there is still a 'lead' on the thread.

If it's an obscure or hard-to-find item, or a thread in a casing or on a permanent frame mounting, there are still a few things you can do.

For a damaged thread in a blind hole in a casing – which is one that stops rather than goes right through – it's worth running the correct tap into the hole.

Above: Tap and die set will help renovate old nuts and bolts

Left: Similar, but different

DID YOU KNOW?

If you find all this a challenge, spare a thought for the owners of vintage Morris and MG cars built from 1922 to 1955. Some of their engines were built with Metric threads, but the bolts have Whitworth heads. This is because after the First World War, Morris still had the equipment it had been given to build field guns in during the conflict for the French company Hotchkiss, and used them to build cars.

Use a tap without a point if running it into a blind hole and coat the tap in a coating of light grease or thick oil so that any metal you have cut away comes out with the tap. Turn the tap a third of a turn, turn it back a fraction, and turn again until things are moving smoothly.

If this doesn't work, you haven't lost anything and can always helicoil the damaged thread.

For exposed threads on a bolt or shaft, run the appropriate die up and down the thread using the same third of a turn method. Some dies are circular and require the use of a die handle, while others, more commonly used for thread repair, are hexagonal, allowing the use of a spanner to get the die into awkward spots.

You are best off buying individual taps and dies of the type you need at jumbles or tool specialists rather than buying a budget set. These are a false economy and often contain cheaply and poorly made taps and dies of odd sizes. They also rarely contain the twin taps with different starting tapers that you should really use when tapping a new hole into fresh metal.

If you don't have the right dies, which is often the case when trying to repair larger items like threaded shafts, it could be worth investing in a thread restoring file for Metric, UNF/UNC or Whitworth/BSF. This is a square bar with multiple machined faces, each containing a thread of a different pitch.

Simply run the file against the thread firmly, and it can often bring things back into line, restoring a thread on something you thought was scrap. The more expensive files have a smaller end to repair internal threads, too.

Cheap ones for occasional use cost between £10 and £15, but as always you get what you pay for, and the cheaper thread repair files do not have the sharpest cutting edges.

A specialist thread reforming tool that reforms the thread completely and makes it tougher than before is available from Sykes-Pickavant for upwards of £200. CBG

Draganfly Motorcycles

Specialists in classic motorcycle spares since 1976

It's that time of year!

Have a look at our gift shop: T-shirts, mugs, badges and many more perfect stocking fillers! Just go to our website and click 'gifts'.

Don't forget: receive an extra 10% on gift vouchers bought in December and redeemed in the New Year!

ARIEL BSA TRIUMPH

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

Craven Equipment

Est. 1951

Vintage luggage for a modern age

CRAVEN EQUIPMENT craven-equipment.co.uk Melius Quam Ante

Buy a gift voucher this December and receive an extra 10% when redeemed in the New Year

Handmade in Britain

01986 891096

www.craven-equipment.co.uk

Open Monday - Friday, 9.00 - 5.00

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…

MORTONS ARCHIVE
over a century of motorcycle memories

20% off quote MAG20

History at your fingertips

Whether you need an image for a research project, book, film or to place as artwork on your wall or even a favourite mug as a Christmas pressie, Mortons' Archive is the ideal place to visit.

And with **20%** off this Christmas, there's no better time to search through one of the world's great motorcycle and railway archives.

Our website gives you access to a true treasure trove – a host of images and reference material going back well over a century, with our Railway Magazine archive extending back to 1897, and The Motorcycle and Motorcycling's archives stretching back to 1903.

The people, the places and the machines are all there...

Simply log onto our website, and purchase a voucher to access exactly what you need from our helpful team.

Visit www.mortonsarchive.com **or call** 01507 529423

HEDON

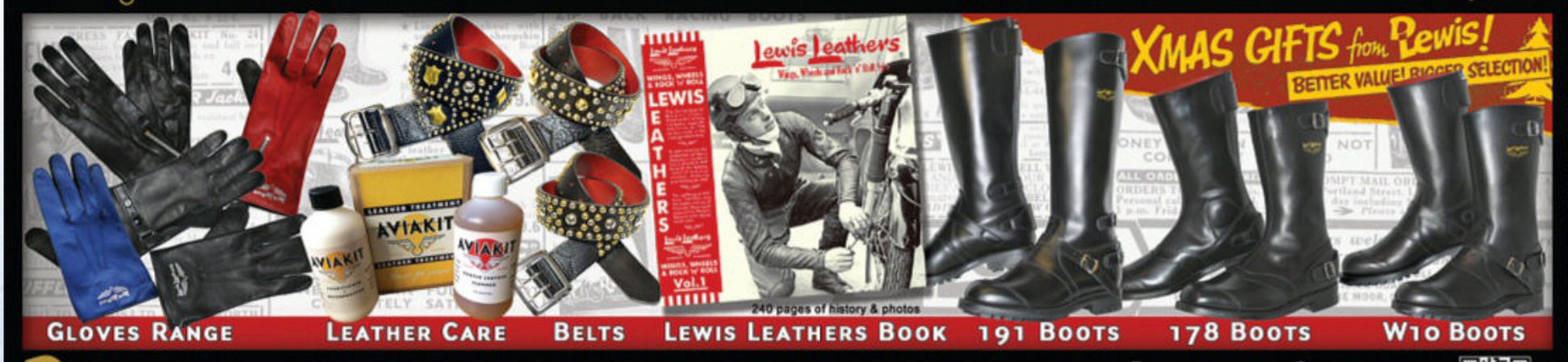
"when form and function work seamlessly together, style is effortless"

www.hedon.com

© Heroine Racer Tux

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

Lewis Ltd.

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

OUTFITTERS

PART EXCHANGE SERVICE OFFERED FOR YOUR OLD LEWIS LEATHERS JACKET
WWW.LEWISLEATHERS.COM

Classic £74.99

Deluxe £139.99

Heavy weight £159.99

Continental £169.99

Ladies Havana £99.99

Trousers £69.99

Pulford £169

Neck Tubes £24

Proofing Wax £11.99

T-shirts £16.20

Pin badges £4.80

Buckles From £11.99

Goggles £29.99

Brown Gauntlet £36

Black Gauntlets £36

Hooded Top £23.99

SPEEDWEAR LTD www.speedwear.co.uk 0151 652 4241

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

LEWIS LEATHERS LTD.

BRITAIN'S OLDEST MOTORCYCLE CLOTHIERS EST'D 1892

Made to Measure OUTFITTERS Service Available

AVIAKIT

Welcome to the Japanese classic bike guide! No doubt many readers grew up with Japanese bikes, just as earlier generations spent their formative riding years on British machines. They felt familiar, were reliable and gave us what we wanted. Now, as classics, they offer all those benefits and so much more. The excellent Vintage Japanese Motorcycle Club (vjmc.com) and the numerous superb marque clubs are all really helpful, there are more specialists making new parts and some new-old-stock (NOS) parts are still turning up!

You'll have to be creative with some parts thin on the ground, like rotten exhausts or bodywork panels, and the Japanese manufacturers had a habit of changing details every year or so – so you need to do your homework, but they use metric fasteners and manuals are generally available.

Prices are rising, but you can still find a bike for your budget. And the smaller capacity bikes are as much fun, if not more than the larger machines! Some importers are bringing in from the USA and other countries and being generally so useful and reliable, a Japanese project bike should prove worth any hassles doing it up may encounter. So two-stroke or four, scrambler, cruiser or sports, there is a Japanese bike for you. Go on, you know there's a little more room in the shed.

Hodaka

When Oregon-based PABATCO (Pacific Basin Trading Company) were looking to expand their portfolio beyond agricultural products, motorcycles were immediately on the agenda. So, in 1961 they took on the Yamaguchi franchise, one of Japan's oldest brands. That all went well until Yamaguchi folded in 1963.

With a ready market but no product, PABATCO turned to Hodaka who had made the last engines for Yamaguchi. Working together, the two trans-Pacific organisations turned out a range of trail and off-road machinery based around well-engineered two-stroke singles. Strong marketing saw machines from 90cc-250cc successfully sold across the US with arguably some of the finest model names ever coined. Road Toad, Super Rat, Dirt Squirt and Combat Wombat were all pivotal models to this unique brand.

A rising yen and falling dollar ultimately saw sales killed off, but the marque still has a loyal following. If you're looking for something a little unusual, then Hodakas certainly fit the bill, but remember all spares will be Stateside, so buy the most complete example you can. These bikes seem to arbitrarily rise and fall in value, so it's not easy to give a fixed price. However, they are all hugely entertaining to ride, sufficiently leftfield to be different, yet not so obscure as to be impossible to fettle.

Honda

It's the one Japanese firm that really requires little introduction. The brainchild of Soichiro Honda, the firm was jointly masterminded by him and his right-hand, Takeo Fujisawa, who added the financial acumen to Soichiro's mechanical genius. From humble commuter machinery to the world's first superbike, Honda led the way while others followed. The sale of 50cc step-throughs funded the firm's early racing and the knowledge thus acquired was fed back to both the R&D teams and the shop floor.

Totally unafraid to challenge the norms, be it number of engine layouts, method of cam drive, suspension systems or established machine shop practices, Honda effectively pioneered modern working practices for the manufacturing industry.

Sometimes Honda is accused of making bland machines; effective yet insipid, but this misses the point entirely. The company's aim has always been to produce machines that are viceless and free of imperfections. Yes, on occasion they get it wrong; VF750 cams, in-board discs, inadequate cam chain tensioners etc. Yet, ultimately, Honda always sorts out the problems without walking away from the concept. Refined and honed, Honda remains an iconic Japanese brand.

C100, C50/70/C90 Series

Engine: 50-90cc four-stroke, push rod OHC singles
Weight: 70kg
Top speed: 55-70mph
Year: 1958-onwards

With more than 60,000,000 examples made, it is the world's most popular motorcycle. Originally push rod motors (C100 etc) the OHC unit, semi-automatic, three-speed Cub just keeps rolling on. Given basic servicing and clean oil, little stops it. The rear section of pressed steel frame can rot away over time but with so many out there, buying a good one isn't hard.

There's a vast range of sub-models from basic commuters through to trail-based models.

CG125

Engine: 124cc four-stroke, push rod single
Weight: 114kg
Top speed: 65mph
Year: 1976-2008

Designed from the outset for third world use, where Honda knew the bike would be regularly overloaded and abused, the CG125 was designed to be bomb-proof. Sold globally, it became a learner school favourite with UK learners. Production transferred to Brazil in 1985, 12v electrics arrived the same year and electric start in 2001. Copied by Chinese, Taiwanese and Korean firms, they are also made by Atlas Honda in Pakistan. A modern day Bantam with charm and character.

C92/C95/CB92

Engine: 125-154cc four-stroke OHC twins
Weight: 110-120kg
Top speed: 62-80mph
Year: 1958-1964

Outrageous for the time, the CB92 made anything below 350cc look slow. With just six volts the super-efficient electric starter wowed customers. The cooking version C92 and its 154cc C95 brother majored in period charm, yet they are still completely usable as modern commuters. Quirky period styling just adds to the charm. All thrive on revs yet still remain reliable. The CB92 is mega-expensive but C92/95s remain attainable.

CB160/175/200

Engine: 160-200cc four-stroke OHC twins
Weight: 112-132kg
Top speed: 77-81mph
Year: 1964-1977

A key model range that began as a feisty small sport twin and finished as a good general all-rounder with a decent turn of speed. Next generation on from CB92 et al and supremely sophisticated engineering. 160 runs old-world styling while 175s got annual cosmetic overhauls and upgrades. Fun reliable and viceless, any models make for a good introduction into reliable Japanese classics. Rare street scrambler version sold in US. Electric start.

CD175/185/CD200/CD250

Engine: 175-250cc four-stroke OHC twins
Weight: 112-132kg
Top speed: 77-81mph
Year: 1967-1993

A range of good honest, no nonsense workhorses. All except CD250U run single carburettor for ease of maintenance. Earliest CD175 Sloper is a genuine classic and so easy to ride. CD175 became the backbone of many Seventies commuters with 185/200 carrying on providing no frills, reliable transport. Still a cheap route into classics, Sloper excepted.

CB250/350 K series

Engine: 250/324cc four-stroke OHC twins
Weight: 112-132kg
Top speed: 87-94mph
Year: 1968-1974

Second generation 250/350s produced to reduce machining and assembly time. A Seventies backbone of biking, the K series mobilised a generation. Early models were pretty in off-white and candy blue/red/gold etc. The later K3/K4 had a more sombre uniform paint scheme. Engines popular for classic racing. CL street scrambler version with high pipes. Electric start.

CB250/400 T & N series

Engine: 250/400cc four-stroke OHC twins
Weight: 170-175kg
Year: 1977-1986

Technical tour-de-force by Big Aitch, taking back top sales in both key markets. Comstar wheels, three valves per cylinder, CDI sparks etc. T series Dreams got slated for bulbous styling but later N series Superdreams became best-sellers. Rare 400A runs semi-auto box with a torque converter and is now gaining in popularity. Electric start. The 400N was actually faster than the much-lamented CB400/4.

CB250/360, G & CJ series

Engine: 250-360cc four-stroke OHC twins
Weight: 122-165kg
Top speed: 87-94mph
Year: 1974-1977

G models essentially updated Ks with revised heads, disc brake and new styling. Honda's response to falling 250/350 sales and popular with anyone not into strokers. Electric start. CJ series are stripped back Gs with 2-1 exhausts with sleeker styling and minus electric foot. Essentially a stop-gap before the new 250/400 Dreams, the CJs were actually proved to be Honda's best-handling twins of the period.

CB72/CB77

Engine: 250/305cc four-stroke OHC twins
Weight: 152-159kg
Top speed: 85-95mph
Year: 1960-1968

First truly 'modern' Hondas and jaw dropping for the period. 305cc CB77 in particular punches above its weight. Four-speed gearboxes have big gap between third and fourth and many swap pairs of cogs around to minimise issue. Was used as a production racer and street scrambler version also sold. Honda openly and cheekily advertised the CB77 as being able to take on Brit 500s and possibly even 650s! Electric start.

CB350/400F

Engine: 350/400cc four-stroke OHC fours
Weight: 176kg
Year: 1972-1978

Both thrive on revs. 350 sounds glorious yet its looks are a little staid for some. Reworked as a 400 with simple elemental lines and unique 4-1 exhaust, it was the bike many reckoned should have been launched years earlier. 350 lives in 400's shadow but still a damn fine ride. 400 is held in high regard, prices solid and unlikely to dip for the foreseeable future. Electric start.
350 said to be Soichiro Honda's personal favourite.

CB250RS

Engine: **250cc four-stroke OHC, single**
Weight: **128kg**
Year: **1980-1984**
Light and sporty 250 single with four-valve head, based around the XL250 engine. Nippy with decent handling, it can eat drive chains. 1983 onwards has electric start. Later CBX version likes to be worked harder and at higher speeds. Popular period conversion was to shoehorn in an XL500 motor!

VT250

Engine: **250cc four-stroke, DOHC, four-valve water-cooled V-twin**
Weight: **153kg**
Year: **1982-1990**
Lithe, slim and fast for a twin, some died early due to bottom end issues but if it's running now, chances are it's fine. Crazy in-board discs are a pain to work on. Electric start. Ride one and ask why it was never a 400.

XL500/600/FT500

Engine: **500-600cc four-stroke, four-valve OHC singles**
Weight: **140-175kg**
Year: **1979-1986**
Honda's responses to Yamaha's XT & SR big singles. Less competent on the rough, but easier to start. Later 500/600 XLs technically advanced, some ran radial valves. FT, aka flat tracker, gained a bad reputation for breaking its electric starter mechanisms. Hard to find good examples of any now.

CB500/550/650

Engine: **500-650cc four-stroke OHC fours**
Weight: **201-212kg**
Year: **1972-1985**
500 arguably the best of the 350/500/750 bunch, usefully augmented by an additional 50cc and 10% more torque as the CB550. Several different styles and possibly the first 'UJM' (Universal Japanese Motorcycle). Later 650 is a massively overlooked machine and potentially the best route into earlier SOHC Japanese classics. All electric start.

CB750/900/1100

Engine: **750-1100cc four-stroke DOHC fours**
Weight: **238-250kg**
Year: **1979-2003**
Honda's belated reply to the Z1/GS/XS fours and seriously good pieces of kit. Euro styling similar to Superdreams still looks fresh. 750 a little underpowered, 1100 a mega-muscle machine, but 900 possibly the pick of the litter. Faired versions make fine tourers. Known to have cam chain rattle and/or gear selection issues so always worth a test ride.

XBR500/GB500

Engine: **500cc four-stroke, four-valve OHC singles**
Weight: **150-185kg**
Year: **1985-1991**
Two takes on the same theme and potentially what a modern Velo would have been. XBR is boxy/slabby and runs Comstar wheels; GB pure retro. Former a UK market machine and latter a grey import, but seems decidedly more popular. Bags of fun from either. XBR parts are now getting hard to find. Electric start.

XL series trail bikes

Engine: **100-350cc four-stroke OHC singles**
Weight: **92-154kg**
Year: **1972-1988**
XL250 Motorsport took the dirt world by storm when launched and is still a class act. Smaller XLs borrow heavily from their CB road-going cousins, so engine parts shouldn't be an issue. Designed to be easy but rewarding to ride off-road, all are hugely enjoyable. 250 better off-road than 350 but latter does offer more torque.

VF750S/F

Engine: **750cc four-stroke, water-cooled, DOHC, V-fours**
Weight: **170-200kg**
Year: **1982-1986**
Honda's first attempt at V4s and painfully embarrassing. Cam radii much larger than any before or since so mega-high tip speed leading to rapid wear. Subject of numerous recalls and upgrades; reg/rec units can die, S version known to crack frame at headstock, and now extremely rare. A sorted VF750F is a thing of joy. Always and without exception buy a quiet one.

CBX1000

Engine: **1000cc air-cooled, inline six, DOHC four-valve head**
Weight: **265-285kg**
Year: **1978-1982**
Honda hubris at its very best, arguably unnecessary given the CB900, yet still glorious. A living facsimile of Honda's early race bike and a statement from the Big Aitch. First off Z models the most desirable, final C series Pro-Link Tourer the cheapest but none will disappoint. Not the best-handling bike of the period but it didn't need to be; it was always a 'heart-on-your-sleeve' motorcycle.

CB750

Engine: **750cc four-stroke, SOHC, four**
Weight: **225-232kg**
Year: **1969-1980**
The grandfather of all modern superbikes. Early and first-off sandcast versions obscenely expensive. Later models (K2-K7) less so, but none are cheap. F1 Euro style often maligned, F2 genuinely one of the best. Later K6/7 perhaps the most refined. Overlooked CB750A automatic also worth considering. Expert input certainly advisable, but in all a great bike.

VF400/VF500

Engine: **400/500cc water-cooled, DOHC, V-fours**
Weight: **170-200kg**
Year: **1982-1986**
Unfairly tarred with the VF750 brush but still not always perfect. Free-revving compact bikes utilising Honda's mass centralisation concept. 400 not a direct competitor to Yamaha's 350s; 500 more in the same league. 400 runs in-board discs that take ages to service. Electric start. Both now rare, especially the smaller model. If they're running now the engines should be fine.

CBX550/CBX750

Engine: **550-750cc four-stroke DOHC fours**
Weight: **190-220kg**
Year: **1982-1986**
Honda's Plan B if the various V4s didn't fare well. Early 550s had top end issues and in-board disc brakes. 750 well accepted but never a big seller. Avoid noisy examples of either due to parts supplies, but if it's running okay it should be fine. Both came in faired and unfaired versions. 750 is just starting to climb in price, but still cheap for what you get.

CB450/500T

Engine: **450/500cc four-stroke, DOHC, twins**
Weight: **190-210kg**
Year: **1965-1977**
Original Black Bomber created a furore with its torsion bar top end that got it banned from racing in the UK. Average handling saw it embarrass home-built competition. Soon gained a much-needed fifth gear and later US versions were fitted with disc front brake. Relaunched with lower compression, stroked motor and brown seats, but CB500T sold badly. All models make excellent classics now. Makes a potential alternative to a Brit twin.

GL1000/1100/1200

Engine: **1000-1200cc flat four, OHC, water-cooled**
Weight: **301-335kg**
Year: **1974-1987**
Initially perceived as a car on two wheels, the Goldwing went on to create a totally new genre of rider. Frames on early models can rot out, carbs don't like being left with old fuel in and brakes do a lot of work. GL1000 now collectable, but smart money would go on the 1200.

CX500/650

Engine: **500-650cc four-stroke, push rod, V-twins**
Weight: **215-235kg**
Year: **1978-1984**
Dubbed the Plastic Maggot and initially cursed with cam chain and big end issues, the CX went on to be a dispatcher's favourite. Later 650 versions were equally popular and robust. Mad choice for a turbo bike – but Honda made it work well. GL versions are faux cruisers and generally cheaper. Their worst issue is rotting swing arms.

Kawasaki

Arguably, KHI (Kawasaki Heavy Industries) never really needed to even make motorcycles, yet they chose to do so. Allegedly the engineering giant wanted to get its name out in the public domain and with spare manufacturing capacity within its aircraft division, it decided to diversify into bikes.

From humble two-stroke singles, BSA A7 copies via buying the Meguro brand, through disc-valved two-stroke twins, the legendary triples to the benchmark DOHC fours and beyond; Kawasaki has consistently delivered fast, eye-catching machinery.

Keenly branded and aware of its target markets, Kawasaki has consistently moved with the times and often been ahead of the game. Having established itself on the scene with its pre-eminent triples, the company strangely chose to first marginalise and then axe their most successful models, as environmental concerns saw two-strokes increasingly demonised. The Z1 totally aced Honda's CB750/4 to become the number one superbike and the brand went on to become arguably the leading player through the late 1970s and well into the 1980s. Class-leading R&D is the brand's hallmark and it has consistently been able to introduce sea changes into the market. Grasping that, its GPZ900R is effectively the grandfather of all modern machines and you begin to see just how dynamic the company is.

G and KH100 Series

Engine: 90/100cc two-stroke singles
Weight: 88kg
Top speed: 70mph
Year: 1967-1978

Feisty disc-valve machines that punch above their weight but are less utilitarian, more sports lightweights. Sold in trail bike form as well as commuter. Super solidly-built engine harks back to when the Kawasaki aircraft division was looking after motorcycle design. G models have bags of style and character.

S1/S3/S3/KH400

Engine: 250/350/400cc two-stroke triples
Weight: 150-165kg
Top speed: 95-110mph
Year: 1972-1980

The smallest of the family and, until recently, not too expensive. Unquestionably the best handling of the genre while unique sound and stunning looks add to the appeal. The drum brake versions are often better at stopping than later disc models. Any 250 is huge fun, S3 and KH400 are arguably the most practical, S2 350s are often referred to as petrol-cooled! Pure adrenaline machines, yet unlikely to petrify like their larger siblings.

H1/KH500/H2 750

Engine: 500/750cc two-stroke triples
Weight: 150-165kg
Top speed: 110-125mph
Year: 1969-1980

Original 1969 500 nicknamed The Widow Maker and justifiably so with 60 horses on tap. Kawasaki spent most of the budget on the engine and then used a cheapened version of the 350 A7 chassis! Rearward weight distribution on early machines makes for interesting handling, while later examples handle better(ish). Motors detuned year-on-year to reduce pollution. KH500 is eminently practical (if still a little thirsty), the final H2 750C is genuinely nice to ride – but is not to be provoked.

W1/W2/W3

Engine: 650cc four-stroke, push rod twin
Weight: 188kg
Top speed: 105-110mph
Year: 1966-1974

Cult bikes in Japan, based on 500 Meguro which, in turn, was a BSA A7 made under licence. Amazingly long-lived faux Brit twin that moved from right to left gear-change, drums to discs, chrome tanks to candy etc. Earliest very Brit-bike looking, the last ones look like twin-pot Z1s. Character by the bucket load, strong engines, classic looks. Come with twin or single carbs and as street scramblers. W3 even runs Z1-type clocks. Take one to the Ace Café and then stand back to watch the confusion.

Z650

Engine: 650cc four-stroke four, DOHC
Weight: 215kg
Top speed: 110-115mph
Year: 1977-1983

Everything that Kawasaki learnt from the 900 Z1 condensed into a 650 and then some. Accessible, practical and eminently reliable, the classic scene is only now waking up to what must be one of Japan's best-ever air-cooled fours. Factory custom versions not too extreme and often significantly cheaper. Arguably the best Oriental four prior to the GPZ900R Ninja!

A1/A7 Series

Engine: **250/350cc two-stroke twins**
Weight: **145-159kg**
Top speed: **95-105mph**
Year: **1967-1971**

Disc valve twins (Samurai and Avenger respectively) that totally rewrote the perception of Japanese strokers. Fast yet civilised and built up to a specification, not down to price. Relatively uncommon and overshadowed by the later triples. Two distinct looks; early models restrained Sixties styling, later models sleeker and less fussy. SS or street scrambler versions run two pipes up LHS. They give a singularly unique riding experience.

Z1/Z900/Z1000

Engine: **900-1000cc four-stroke four, DOHC**
Weight: **230-245kg**
Top speed: **125-134mph**
Year: **1972-1980**

Kawasaki's emphatic reply to Honda's CB750/4 and technically more advanced by some distance. Immensely strong roller bearing bottom end can take huge amount of abuse. Upgraded, enlarged, café-racered, even fuel-injected the Z1-Z1000 range is still in huge demand. Lots of reproduction parts are now available for earlier models so some care may be needed when buying top dollar examples. 750 Z2 Japanese market model rarer but less desirable. Lots of grunt and charisma, but not cheap.

Z500/Z550/GPZ/GT550/GT750/Turbo

Engine: **500-750cc four-stroke fours, DOHC**
Weight: **210-227kg**
Top speed: **105-127mph**

Vast range of supremely viable air-cooled UJMs – it's actually hard to buy a bad one. There's pretty much something for everyone. Rarer 400cc version is not in the same mould as Honda's CB400/4. Well engineered but some have poorer build quality. GT550/750 run shaft drive and seem to go on forever. Non-GPZ versions make stunning lower cost classics – if you can find one! The Turbo version is a truly epic piece of kit and the best of the genre by a sizable margin.

F Series trail bikes

Engine: **125-350cc**
Weight: **110-140kg**
Year: **1968-1975**

A range of rather sophisticated trail bikes that generally few know about. Variously named Big Horn, Sidewinder, Bushwacker and Bison. Most run disc-valve induction motors, except the later 250 F11s. Superbly engineered and aesthetically different, they are easily as viable as the equivalent Yamahas but the earliest models only ran four-speed boxes in some instances. 125,175 & 250 lived on a little later as KE models with changes making them more Tarmac-orientated.

Z1300

Engine: **1300cc four-stroke six, DOHC**
Weight: **322kg**
Top speed: **139mph**
Year: **1979-1988**

Kawasaki's response to Honda's CBX 1000. More of everything and frankly massive. Last of its generation before mass centralisation and weight reduction took over from ego and hubris in the Japanese factories. Super smooth to ride but really built for US freeways and not UK B-roads. One of the first bikes to run fuel injection (1984). Capable of huge mileages, it's still a decent, if heavy, transcontinental tourer.

GPZ900R

Engine: **900cc four-stroke four, DOHC**
Weight: **250kg**
Top speed: **150mph**
Year: **1984-1996**

The first motorcycle to be designed as a single entity and not a new engine to which a frame has then to be fitted. Ground-breaking Eighties missile that's now becoming popular as a cheap(er) modern classic. Earliest are most desirable, last ones best to own and cheapest to buy. Still fast enough for most mere mortals and the only negative is its weight compared to modern machines. The great grandfather of every single modern superbike and still more than capable of giving its owner an adrenaline rush.

Z250/400

Engine: **440cc four-stroke twin, SOHC**
Weight: **155-166kg**
Top speed: **85-95mph**
Year: **1974-1984**

Early examples plagued by oil leaks and wear issues but if it's running now it should be fine. Various faux-custom versions with disc or drum front brakes. Earliest examples look like mini-Z1As, later examples a little plain. Kawasaki US-made models were the best-selling sub-500s for several years. A decent, honest twin with few real vices – but it won't set the world alight.

Z750

Engine: **750cc four-stroke twin, DOHC**
Weight: **230kg**
Top speed: **110mph**
Year: **1976-1980**

The answer to a question no one asked in the mid-1970s and damned with faint praise ever since. Actually a damn good effort but no one wanted big twins in 1976. Lusty big motor delivers grunty portions of torque, which is why sidecar enthusiasts bought them. Custom versions are not to everyone's taste. Complicated by balancers and chains, they're now more popular than they were when new. Not a Yamaha XS650 challenger yet still an enjoyable and memorable ride.

Suzuki

From weaving loom manufacturers to becoming world champions at multi-disciplinary two-wheeled sport is no mean achievement.

Like many of their peers, Suzuki were arch proponents of the two-stroke but their 'acquisition' of ex-MZ racer Ernst Degner gave the company a vital edge that put them centre stage of the GP scene. This success boosted the brand image immeasurably and saw the launch of the hugely successful T, GT and TS families.

The subsequent and expensive blind alley that was the RE-5 rotary almost took Suzuki under but it came back harder and sharper with its celebrated GS range, which totally rewrote the book on air-cooled four-strokes. And it's the same range of machines that really took Suzuki to the next level and, arguably, took the brand over and above its rivals in the 1980s. With unburstable engines and predictable handling, the horrors and potential financial oblivion from the Wankel engine disaster were happily buried. Of the major players today, Suzuki are the marque most in touch with their past. Their Vintage Parts Scheme has seen previously unobtainable components being remanufactured, which has to be good news for anyone who is a fan of classic Japanese machinery.

GS750/1000

Engine: 750-1000cc four-stroke fours, DOHC
Weight: 225-215kg
Top speed: 120-135mph
Year: 1976-1980

750 was unashamedly based on Kawasaki's Z1 but with a substantially better handling chassis and less mass. Everyone goes for the larger GS1000 in its various guises, meaning the 750 is massively overlooked and therefore cheaper. Same electric issues as 550-650 but otherwise sound. GS1000S is a Wes Cooley replica and commands big money. GS750, with wire wheels, arguably the smartest thought-out, best value, air-cooled Japanese four bar none.

TS range

Engine: 50/400cc two-stroke singles
Weight: 72-126kg
Top speed: 55-90mph
Year: 1970-1981

Capacious range of trail bikes and possibly the most comprehensive. All early models drop-dead gorgeous, but later examples a little plain. Extremely robust motors that are eminently rebuildable. Early 400 Savage can be a handful off-road, but later version were easier to ride. Early TS125s incredibly pretty.

T20/T250

Engine: 250cc two-stroke twins
Weight: 143-145kg
Top speed: 89-94mph
Year: 1965-1972

At a stroke the T20/Super Six/Hustler defined the layout of quarter-litre strokers for decades to come. Six speeds in 1965 was unheard of. Robust and elegant, if a little old worldly now. The bike was superseded by the T250, which ran a series of considered upgrades. Both are well built and reliable if properly put together. High-pipe T250II rarer and stunning. The final TT250 is a GT250 with a drum brake. All are devastatingly effective Sixties and Seventies twin-pot strokers.

T200 & GT185

Engine: 185/200cc two-stroke twins
Weight: 128-132kg
Top speed: 79-88mph
Year: 1967-1978

Again, actually distinct models, T200, aka The Invader, built as a smaller version to the T20/T250, with similar attributes. Strong performance, decent handling, decent brakes, flexible, etc. Now a favourite for classic racing. GT185 sold as Suzuki's answer to Yamaha's CD/RD200s. More manic performance and quite peaky by comparison. Featured Ram-Air head cowling adopted from bigger brothers. T200 for style and usability, GT185 for high-revving hooliganism.

GS550/650

Engine: 550-650cc four-stroke fours, DOHC
Weight: 200-215kg
Top speed: 110-115mph
Year: 1977-1983

Unfairly accused of being the original UJM (Universal Japanese Motorcycle) the 550/650 fours provide stunningly good VFM. Only real demon is electrics, which was a Suzuki foible of the time with an odd way of wiring up the generator/reg-rec/switches, etc. Cheaper than a CB500/550, a good solid platform from which to start classic Japanese riding. 650 Katana version not hugely desirable compared to 1000/1100. GS650L factory custom cheap way into air-cooled fours if its styling suits you.

GS400/425/450

Engine: 400-450cc four-stroke twins
Weight: 174-179kg
Top speed: 105mph
Year: 1976-1987

Essentially half a GS750, so very well built. The 400 battled for sales against RD400s, so it never sold in huge numbers. 425/450 became dispatcher's favourites. GSX versions (there's a 250 as well) are arguably overcomplicated for what's on offer. Many were sacrificed as bobbers/café racers/brats etc. The 400 is now becoming recognised as a decent all-rounder classic.

PARTS FOR HONDA PARTS FOR HONDA

David Silver spares

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

SPECIALISTS IN PARTS FOR HONDA

ALL AT DISCOUNTED PRICES

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

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

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

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

DAVID SILVER SPARES

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

PARTS FOR HONDA PARTS FOR HONDA

Specialists for Shocks and Wheels

HAGON SHOCKS

Est 1958
Call Today
Tel: 020 8502 6222
Hagon Products Ltd
7 Roebuck Road
Hainault Business Park, Hainault
Essex IG6 3JH

www.hagon-shocks.co.uk

The Monthly Motorbike

MONTHLY NEWS — Authorised and Regulated by the Financial Conduct Authority — 2d

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

INSURANCE THE OLD FASHIONED WAY

PETER S. TAYLOR & Co

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

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

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

01273 820303 or 01273 329307
First Floor, 81 Church Road, Hove, BN3 2BB
www.peterstaylor.co.uk - sales@peterstaylor.co.uk

K, M, B, A & GP Series

Engine: 50/125cc two-stroke singles
Weight: 65-100kg
Top speed: 60mph
Year: 1963-1981
A vast range of singles from commuters to sporty leaners offering something for everyone. Stunning good looks whatever model, robust engines/transmissions, decent chassis and effective brakes. Initial bikes ran premix, but later used Posi-Lube oil injection. Early models were imported by AMC Group to help boost sales. In terms of quality and reliability, these little bikes were easily a match for the period Hondas but beware; one is never enough… they really are that good!

GT250/X7

Engine: 250cc two-stroke twins
Weight: 145-154kg
Top speed: 92-99mph
Year: 1972-1982
Within a few short years of launch the GT250 became Britain's best-selling 250. Essentially an updated T250 with a disc brake and Ram-Air heads, the GT250 was physically a decent-sized bike, so folk felt they were buying something substantial. Engine changed from three to four bearing cranks towards the end of its life. Replaced by the skeletal X7, also called GT250 in some markets. Massive weight loss allied to reed valves made the X7 the top dog for a couple of years. GT250s are more planted, while the X7 feels like a sports moped on steroids.

RE-5

Engine: 500cc Wankel rotary
Weight: 229kg
Top speed: 105-110mph
Year: 1974-1977
Abortive but brave attempt to exploit rotary technology. Heavy and thirsty, yet also almost hypnotically enjoyable. Only two models; latter cosmetically dumbed down in a bid to increase appeal. Two oil pumps, multi-stage carb and miles of plumbing did little to aid sales. Poor performance for mass; price, allied to Seventies oil crisis, killed the RE-5 stone dead. If you can turn engine over on the kick-starter chances are the rotor tip seals are worn out.

T305/T350

Engine: 305/315cc two-stroke twins
Weight: 143-145kg
Top speed: 92-97mph
Year: 1969-1972
Over-bored T20/T250 with more torque and slightly stronger top end speed. Rarer than the 250s, pistons and rings can sometimes be hard to find, but otherwise a viable alternative to Hondas and Yamahas of the period. Last T350s sold as GT350s. T350 won key endurance race in Australia, beating Kawasaki H2s and Yamaha TZ750s – yes they are that good!

T125/GT125

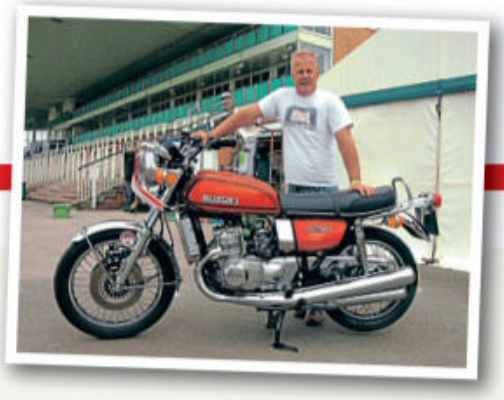
Engine: 125cc two-stroke twins
Weight: 98-115kg
Top speed: 75-80mph
Year: 1969-1978
T125 Stinger a unique stab at building a totally different machine. Stunning looks, decent performance, chassis and brakes adequate. Incredibly hard to restore and often hellishly expensive, but nothing else looks or sounds like a Stinger. Low pipe and 90cc versions also sold. GT125 a frantic little Seventies buzz bomb with lots of noise and pizazz; generally found thrashed within an inch of its life.

T500/GT500

Engine: 500cc two-stroke twins
Weight: 190kg
Top speed: 110-115mph
Year: 1968-1977
The first big bore stroker from Japan and arguably one of the best. Suzuki's direct challenge to large Brit twins. Big on torque and long loping power they're still awesome machines. Initial bikes heavy on fuel and quirky handling but sorted within a year of launch.
Poor front TLS brake a known issue. Received makeover for 1976 to become GT500.
Variously sold in different markets as the Five/5, Titan, Challenger or Cobra.

PE range

Engine: 175/400cc two-stroke singles
Weight: 100-113kg
Top speed: 75-93mph
Year: 1977-1984
Suzuki's enduro range mixing TS and RM motocross technologies. 175 makes for an interesting trail bike, 250 significantly livelier, 400 frankly mad. Most modified, upgraded and inevitably crashed. Interesting choice if off-roading is your thing.



GS850

Engine: 850cc four-stroke fours, DOHC
Weight: 255kg
Top speed: 115mph
Year: 1979-1988
Larger version of 750 with shaft final drive. Heavy bike that sold in large numbers Stateside, where its long distance stamina was appreciated. Arguably too much mass for back roads riding in Blighty. However, it could just be the ideal continental tourer for those who want to ride long distances on a classic.

GT380/GT550/GT750

Engine: 380/55/750cc two-stroke triples
Weight: 183-255kg
Top speed: 95-120mph
Suzuki beyond stroker twins. All well thought-out machines aimed genuinely at being Grand Tourers and not outright sports machines, 550 and 750 have electric starts. First off all have TLS front drums but 750 pushes this too far. GT750 aimed at Honda's CB750 fair and square then tuned up for more power. 380 carried excess weight, 750 heavy even in the day; GT550 might very well be the thinking man's triple.

Katana/GS1100/ GS1150/ GSX fours

Engine: 750-1150cc four-stroke, DOHC
Weight: 242kg+
Suzuki's later big bore chargers before they became GSX-Rs. Massively capable and deserving of a book to themselves, they are the apogee of the genre. German styling derived Katana derivatives have massive cult following with prices to match.

XN85

Engine: 650cc four-stroke four, DOHC, turbo
Weight: 250kg
Top speed: 218mph
Year: 1983-1985
Suzuki's reply to the Eighties fashion for turbo-ing. Slated then for being slower than expected, they're now becoming collectable, simply because so few of them exist. First production bike to run 16in front wheel. Of the turbo machines the XN85 is said to be the best handling of the genre.

Yamaha

From humble origins as a musical instrument manufacturer, Yamaha chose to base its range upon two iconic German machines, the DKW RT125 and the Adler MB250; shrewd moves that catapulted Yamaha into the limelight. From the earliest days, they challenged Honda for supremacy. Formerly overtly two-stroke focussed, Yamaha have successfully worked with automotive giants such as Toyota and Porsche to gain expertise that wasn't necessarily in-house when needed. Always risk-takers, Yamaha have never shirked from gambling on controversial ideas. Some have paid off – XS650 parallel twins and water-cooled stroker LC twins – while others have bombed spectacularly – XZ550 water-cooled V-twin and TX750 parallel twin. Perpetually keen on bucking trends, Yamaha offer a different approach to many challenges. From feisty small strokers through to massive air-cooled fours, the tuning fork brand have consistently delivered inspiring motorcycles.

RD500LC

Engine: 500cc two-stroke four
Weight: 180kg
Top speed: 125-130mph
Year: 1984-1986
Hyped beyond belief, the bike is essentially a pair of TZR250 motors on a common crankcase linked by an idler gear. Engine fairly straightforward but set-up can be difficult. Not the racetrack refugee many had hoped for, but still worth sampling. Japanese market version called RZ500 runs alloy frame with detuned motor. Engine spares supply so-so, transmission parts supply dire. Easiest of the stroker race reps to get along with.

DT/DT250, RT & DT400

Engine: 250-400cc two-stroke singles
Weight: 105-125kg
Top speed: 78-87mph
Year: 1968-1981
DT1 was the world's first proper Japanese trail iron and hugely popular when new. Its big brother the RT360 series has a rep for kick back and/or breaking engine cases on the earliest models. Reed valve DT250/400s make excellent do-anything machines but are heavy in use off-road. MX mono-shock versions are easier to use off-road. Harder to use off-road than smaller models but with more grunt and a higher top speed.

Japanese Bike Guide

YR350 Series

Engine: 350cc two-stroke twin
Weight: 150-160kg
Top speed: 100mph
Year: 1967-1972

Yamaha's first horizontally-split crankcase twin and the basis for the TR racers. Over-square motors fitted to YR1/2/3 perform much better than might be expected. They have old-school potential. YR5 was a totally redesigned machine and father of the legendary RD350. YR5 comes in early and late guises, normally identified by seamed exhausts 1970-1971 and smooth exhausts 1971-1973. All examples are fast for their age and they still retain real world usability. Refined and rewarding to ride.

YG & YB Series

Engine: 80/100cc two-stroke singles
Weight: 70-95kg
Top speed: 60mph
Year: 1963-2007

Engaging disc-valve machines and the YG1 formed the backbone of innumerable versions, including 100cc YB100 and earliest Yamaha trail bikes. First YGs were premix but later moved to Autolube. Look for rot in swing arm and rear section of pressed steel chassis. Easy to work on and relatively cheap to restore, the classic scene has so far not picked up on these midget gems. Parts not overly expensive and they make potentially good entry-level machines for would-be restorers or those who are new to the world of Japanese classics.

IT175/200/250/400 /425/465/490

Engine: 175-490cc two-stroke singles
Weight: 96-113kg
Year: 1977-1984

Built as enduro bikes, many are now on the classic scene. Feisty versions of the DT range with motocross derived suspension and engine technology. Fast, fun and often frantic, the 465/490 versions are awesome if not frightening in use. Not your average Sunday ride.

RD250/350 LC Series

Engine: 250-350cc two-stroke twin
Weight: 139-149kg
Top speed: 95-115mph
Year: 1980-1983

The game-changers that rewrote pretty much every rule. Water-cooled to aid increased performance, the 250 was quoted at 35bhp! Styled for the European market and obliquely linked to the factory TZ racers, this was Yamaha at its most provocative. Like the air-cooled series before them, many 250s were converted to 350 and a single disc is often the give-away. Regularly stolen, thrashed and/or raced, the 350 remains hugely popular and the 250 is catching up in popularity and price. Boy racer bike personified, yet inspiring to ride.

RD250/350/400 Series

Engine: 250-400cc two-stroke twin
Weight: 152-166kg
Top speed: 95-110mph
Year: 1973-1979

Quarter-litre version the must-have learner bike of the 1970s bar none, while the 350 option was the original giant-killer. Round tanked models run 1973-1975 with so-called coffin tanks 1976-1979. Cast alloy wheel optional on 1976 models and then standard thereafter. Ignition changes from points to CDI with E models. Coffin tank European and US models cosmetically different. Final US-only G model, called the Daytona, runs unique heads and anti-pollution fittings. All use reed valve induction technology. Ultimate air-cooled strokers that never fail to impress.

AS/RD125 Series

Engine: 125cc two-stroke twins
Weight: 98-115kg
Top speed: 70-78mph
Year: 1967-1981

Frenetic tiddlers that revel in being used hard. Basic engine design never really changed other than reed valve fitment in 1973. AS1 has marginal brakes, AS3 runs super-efficient TLS unit carried over to round-tanked RDs, later models use front disc. Like many Yamaha strokers tinware can be hard to find, so ideally avoid project examples missing large chunks. Engines well built but longevity of pistons is dependent upon regular checking and adjustment of point and ignition timing. They are tiny terrors and huge fun to ride.

YM Series

Engine: 305cc two-stroke twins
Weight: 145kg
Top speed: 90mph
Year: 1964-1966

Over-bored YDS3 series motor produced to allow Yamaha to compete in the same US market as Honda's Super Hawk. The extra 55cc actually makes a surprising difference, resulting in a torquey powerplant. As per some of the YDS series, YMs came as street scramblers as well. Spares hard to find and almost certainly US only. An early stroker twin with character.

XS250/400

Engine: 250-400cc four-stroke SOHC twins
Weight: 174-182kg
Top speed: 85-95mph
Year: 1978-1983/4

Yamaha's poppet valve answer to the 250/350/400 Honda twins. Lampooned when new for being slow and fussy starters, sales were low due to Yamaha's more popular strokers. But they're decent enough bikes that just need setting up properly. US market-only XS360 occasionally

pops up. Same name used for much rarer DOHC version with slightly more performance, but dire build quality. Worth sampling if you don't want a stroker. Actually much better than their reputation.

RD350 350 YPVS

Engine: 350cc two-stroke twin
Weight: 149kg
Top speed: 117mph
Year: 1983-1986

Total redesign of the older LC engine and the go-to performance machine of the period. Available naked, faired or with cockpit fairing, the 350 Power Valve always was and still is a cult machine. Servo motors raise or lower exhaust port height, which, allied to reed valve induction, give the best of both worlds. Claimed 59bhp was serious stuff in the Eighties. Brazilian-made RR version lower on power and poor build quality. Can be ridden to amazingly high mileages, even viable for long trips.

CLASSIC BIKE·GUIDE

BACK ISSUES

£4.95 EACH
(inc p&p)
For EU and ROW, please see www.classicmagazines.co.uk

Whether it's recent releases or vintage copies, step back in time and browse through the ages with the *Classic Bike Guide* back issue collection.

OVER 250 ISSUES ARE AVAILABLE TO ORDER TODAY AT CLASSIC MAGAZINES.CO.UK

MARCH 2021
- Ton-up for Guzzi
- Single Vincent
- Painting at home

APRIL 2021
- Restored Norton Dominator
- Real-world Honda 350s
- H-D dream racer

MAY 2021
- Greatest Triumph?
- Perfect spraying
- Gorgeous Norton JAP

JUNE 2021
- Totally Super Rocket
- Yamaha's teen dream
- Trying a Trident

JULY 2021
- 50 years of Super Glide
- Guide to Speed Twins
- Dick Mann tribute

AUGUST 2021
- Forgotten Tigers
- BMW's 'dream' R60
- Kawasaki's brute Z1-R

SEPTEMBER 2021
- Norton Navigator
- Readers' lives... in bikes
- European classics

OCTOBER 2021
- BSA's British bulldog
- The REAL Barry Sheene
- Classics on track

OTHER ISSUES ALSO AVAILABLE – ORDER YOUR BACK ISSUES NOW!

2 EASY WAYS TO ORDER

CALL: 01507 529529 **ONLINE:** www.classicmagazines.co.uk/backcbg

Japanese Bike Guide

XS750/850

Engine: 750/850cc four-stroke triple, DOHC
Weight: 249kg
Top speed: 105-110mph
Year: 1976-1982
Typically brave Yamaha decision, the press raved about the 750's do-all, multi-faceted, left field, triple; smoother than a twin, less mass than a four etc. It should have sold like hot cakes but it didn't. A class act then and now, brim full with gutsy performance and a shaft drive designed by Porsche. The thinking man's everyday classic or older long-distance tourer.

XJ650

Engine: 650cc four-stroke four, DOHC
Weight: 206kg
Top speed: 120-125mph
Year: 1980-1987
Arguably Yamaha's first four-stroke with mass appeal. Great engine blessed with shaft drive but build quality less than good. Good beginner's choice for a more modern Japanese four-pot classic. Also sold in 400, 550 and 750 guises. XJ650 Turbo runs pressurised carbs not fuel injection; rare but not hugely popular.

TX/XS 500/750

Engine: 500 & 750cc four-stroke twin DOHC
Weight: 105mph **Year:** 1972-1972
Top speed: 210-235kg
Brave moves by Yamaha as environmental issues prejudiced two-strokes. TX750 technically flawed and swiftly buried. Nice bike to ride but many serious and potentially terminal issues. Early TX500s similarly cursed, can crack cylinder heads but, in reality, nowhere near as bad. Later XS500s better but not the four-stroke RD many had hoped for.

XS1100

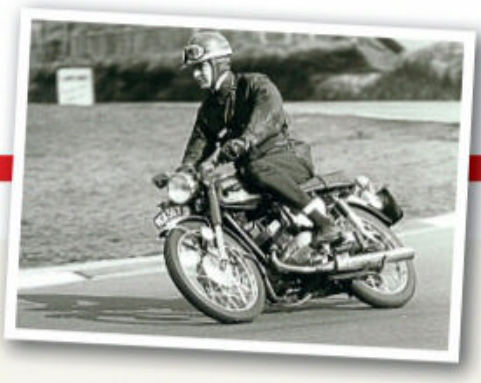
Engine: 1100cc four-stroke four, DOHC **Top speed:** 130mph
Weight: 258kg **Year:** 1978-1981
Essentially an XS850 with an extra pot, the XS1100 was described at launch by one magazine as a high-speed tea trolley. Mass and frame technology overpower the tyres and suspension, yet it remains a classic favourite. As with many XS and XJ models, factory custom versions are available.

XT/SR500

Engine: 500cc four-stroke twin SOHC **Year:** 1976 onwards
Weight: 140-158kg
Top speed: 85-90mph
Japanese interpretation of the classic big thumper. Smaller flywheels allow engine to rev without issue. XT is trail version, SR the roadster version. Not fast but packed with charisma, so much so that the 400cc version is still in production but now fuel-injected. Later Eighties SRX600/400 are different animals entirely but the Japanese market 600 version is prized for having an electric start. What BSA would have made if it had had the investment. Enough said.

V-MAX

Engine: 1200cc four-stroke V4, DOHC
Weight: 260kg
Top speed: 145-150mph
Year: 1985-2007
Arguably the ultimate muscle bike, the engine comes from the much shorter-lived Venture tourer, but with some serious work carried out. Induction system cleverly deposits two cylinders' worth of fuel into one when the V-Boost kicks in above 6000rpm. Legalised sanity possibly, with huge fan-base and possibly the most outrageous motorcycle of the 20th century. Insanity on two wheels but in a nice way!



YDS Series

Engine: 250cc two-stroke twins
Weight: 140-150kg
Top speed: 80-90mph
Year: 1958-1972
Basic design borrowed extensively from German MB250 Adler and continued as 2, 3, 5 & 6 iterations with a vertically split crankcase engine. YDS1 and YDS2 highly collectable, YDS3 a more viable, early choice. YDS5 came with electric start and was often used as a production racer. YDS6 only offered for a short period in UK. Final YDS7 model uses horizontally split crankcases, was altogether more conventional in layout and forms the basic DNA of all subsequent Yamaha stroker twins. Early models take a little getting used to, but rewarding to ride, later models truly delightful.

XS1/XS2/TX650/XS650

Engine: 650cc four-stroke twin SOHC **Year:** 1970-1985
Weight: 197-210kg
Top speed: 110mph
Legendary Japanese take on traditional British twin. Bulletproof ball and roller crank massively over-engineered. Tales of poor handling pre-1975 are totally over played; decent rubber, shocks and fork oil address most issues. Given clean oil and basic servicing they're capable of ridiculous mileages. Factory custom versions often dismissed but they're amazingly good value. Arguably the best big twin to ever leave Japan. Ride one and try not to smile!

CS/RD200 Series

Engine: 180-200cc two-stroke twins **Top speed:** 80-85mph
Weight: 120-125kg **Year:** 1967-1981
Faster and more robust than the 125s, yet lighter than the 250s, the 180/200 Yamaha twins have, until recently, been overlooked. Class-leading TLS front brakes from day one gave way to a disc, with the introduction of the RD's reed valves. Capable of acquitting themselves well against 250s, the range offers solid

engineering at sensible money. High pipe street scramblers also available from 1967-1971. The final offering was a commuter version – the single carburettor RS200. All punch well above their weight and are hugely grin-inducing to ride.

Marusho Lilac

Built by the Marusho Company, the range of Lilac machines was both bold and adventurous. Sadly, small model runs allied to design and build issues generally hobbled the resultant machines. Scarce in the US and incredibly rare in Europe, only the very brave or naive would take on any project example.

Meguro

Small 150cc four-stroke single has period charm but zero parts back-up. The earlier parallel twins are said be based on a 500 BSA A7, allegedly licensed to Meguro. Unfortunately, having been metricised, nothing substantial from Armoury Road swaps over. Latterly acquired by Kawasaki, the resultant W series 650 twins are a different take on a recurrent theme.

Rikuo

Originally a Harley-Davidson importer and then licensee, Rikuo's stock in trade was always V-twins and typically prewar in design. Minimal spares supply outside of Japan and only the truly dedicated will take one on.

MOTO GUZZI CLUB GB

MOTO GUZZI 100 1921 - 2021

The Moto Guzzi Club GB
For owners and enthusiasts

Great magazine
Local Branches
Member Discounts
Rallys and Events

FOR MORE DETAILS ABOUT EVENTS AND THIS GREAT CLUB

WWW.MOTOGUZZICLUB.CO.UK

Rollbru Rim Originally MIRA 100,000 Mile tested
The Motor Industry Research Association

Devon Rim Company
MADE IN ENGLAND

FREE Delivery
For On Line Orders & In Stock Items. UK Mainland only

Premium Quality Wheel Rims & Spokes

Wheel Rims with a *"TRU"* DUNLOP Profile
100% Made In England

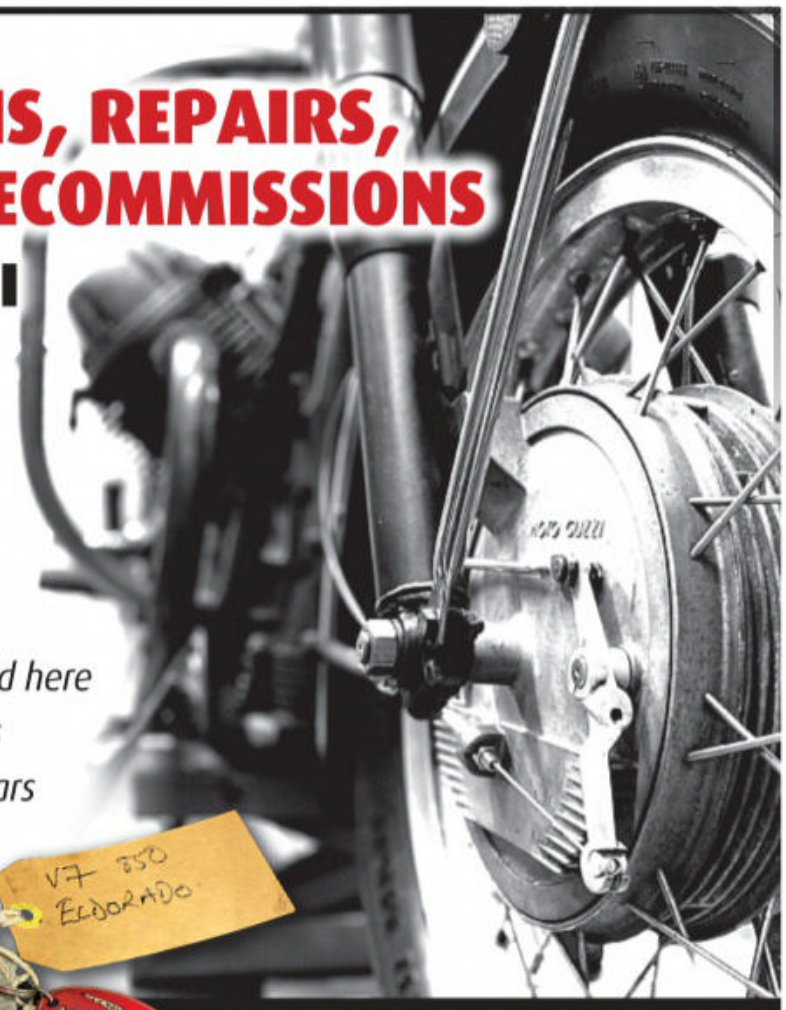
For Web Exclusive Prices & Free Delivery go to
www.devonrimcompany.com

2021-MAG
01769-581700
Copyright DRC All rights reserved

CLASSIC CORSA MOTORCYCLES

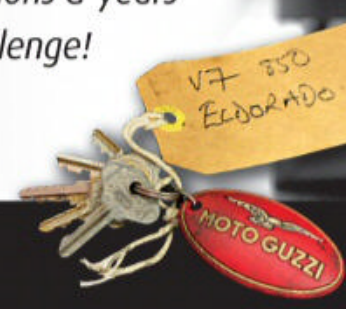
FULL RESTORATIONS, REPAIRS, RENOVATIONS & RECOMMISSIONS

EXPERTS IN MOTO GUZZI



40+ years experience with Moto Guzzi, Laverda, Ducati, MV Agusta, Benelli, Moto Morini, Cagiva...

- *State-of-the-art workshop with every specialist tool imaginable*
- *TEXA & PADS (Piaggio Advanced Diagnostic Software Tool) experts*
- *Mechanical & electrical problems, fabrication, parts, MOTs... all covered here*
- *Not just Italians; huge knowledge of Japanese & many other marques*
- *Guzzi gear box & drive box specialists, 4/5/6 speed, all versions & years*
- *Comprehensive experience of every conceivable Classic Challenge!*



Mike Russell de Clifford *MIMI, Owner*

Everyone's heard of Mike. His work is regularly featured in the popular magazines and his opinion is often sought by journalists and experts all over the world. What Mike doesn't know about classic motorcycles isn't worth knowing, having worked closely with the designers and developers of many of the machines from their conception. Contact Mike for a chat and book your project in with him now:

Email: **Mike@MotoCorsa.co.uk**

with your contact details, an outline of your requirements and any useful photos. Or, call Mike on ***01963 846 124*** *or* ***07894 098 509*** *to discuss your plans.*

New

RETRO

Moto Guzzi V7

Moto Guzzi has lavished some love on its V7 to meet the latest laws and keep the Enfield and Triumph-buying public interested. It's beautiful... does it succeed?

Words by Oli 'How can I afford this' Hulme **Photography by** Gary 'Look at my new lens' Chapman

The Moto Guzzi 850 V7 Special looks like a real motorcycle. Apart from the fuel injection, it could be a Guzzi from any period since the late 1970s – apart from the superlative finish. Unlike many a Japanese retro, there are no pipes, no wires and no radiator to clutter.

It has an ordinary set of right-way-up forks, two clocks with needles, one disc, a round headlight and a 'normal' 18 inch front wheel. There's lots of chrome, spoked wheels, and well-applied paint and graphics. All of these things tick my boxes. The suede-ish seat is a discrete shade of dark brown, but I could live with that.

So far, so good. The footrests are perfectly positioned. The seat isn't too high to sling a leg easily over, too. The 'bars are just about the right height and width, and the mirrors are in the right position for comfortable cruising and do not blur.

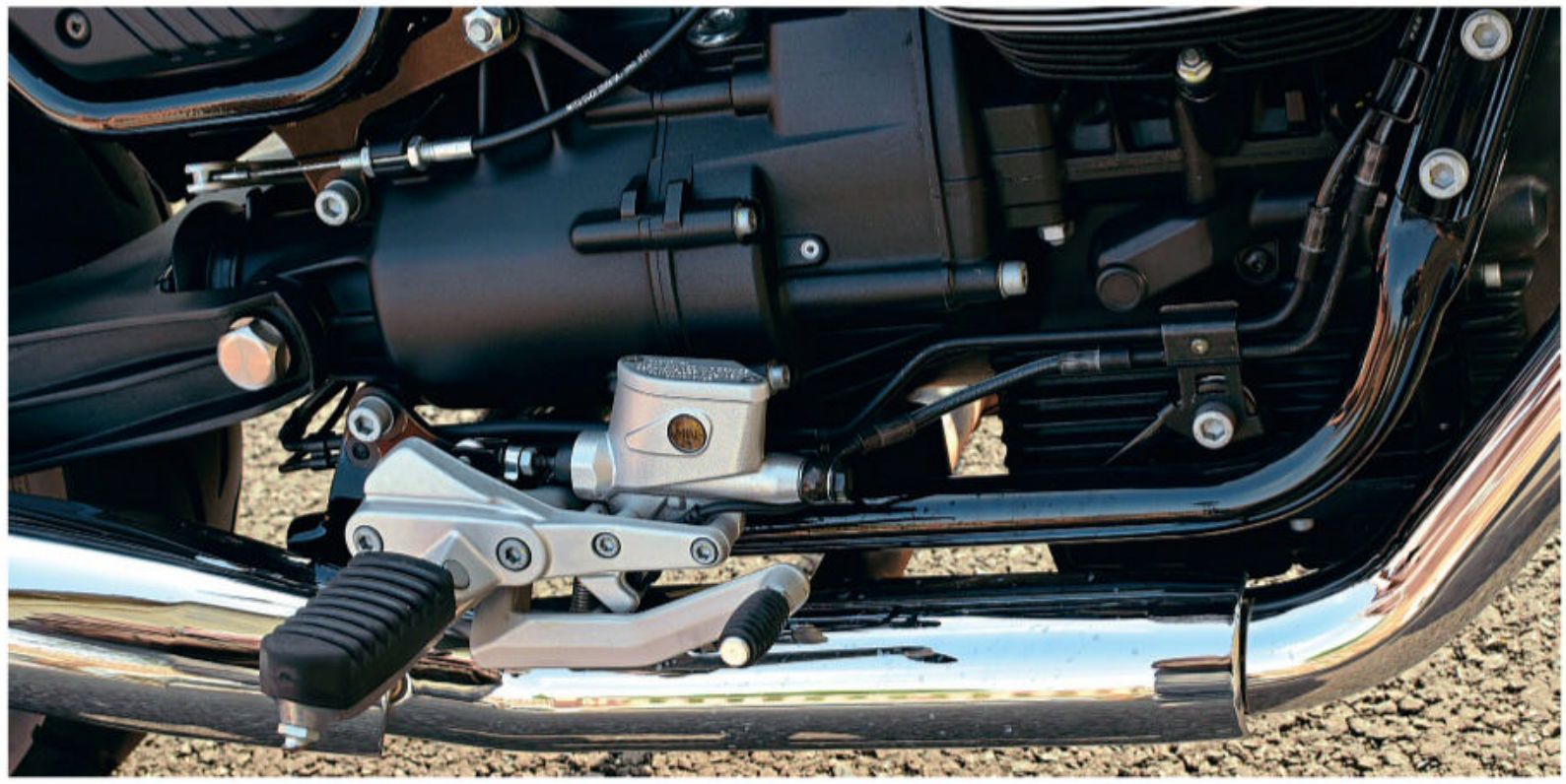
Switch on the ignition and the clock needles do the swoopy dance that seems to be common these days. The LCD mileometer can be switched to trip, average MPG, actual MPG, average speed, journey time, and clock. The display also indicated that it has Moto Guzzi Traction Control. I don't know what this does, as my experience of traction control is more commonly making sure that not too much oil is getting plastered over the back wheel on my old clunkers, so I leave it alone.

There is a gear indicator, too, which works in all modes except mileometer. I set the display to the clock using the handily positioned button on the right-hand switchgear. Time, rather than distance, is what I need to know these days. I later discover that when the fuel level warning light comes on, the display automatically changes to show how many miles you have travelled since it did, which is a neat touch.

Flip up the side stand, which owners of some older Guzzis would be amazed to find actually works, and with no throttle and no choke, you just hit the button. The V7's engine does the traditional Guzzi lurch from side to side for a second, fires up and settles down straight away, with a throaty rumble. Rolling out of the car park, it feels nice and stable at low speeds.

This ride back home on the Guzzi was mostly a pleasure. There was a spirited blast through the Cotswolds countryside and a blast on A roads through to the M5, which I then undertook with some occasional short detours onto back roads to stop the motorway dullness from overwhelming me. The V7 coped with everything, though it does feel a bit big for filtering on.

Below 3000rpm, there's nothing to write home about from the big V-twin and it bogs a bit. After that there's a slightly ill-tempered grumble until you get to 4000. Then, suddenly, everything picks up – and it picks up smoothly, too. It rockets off until you reach 6500rpm, when you feel you should really change up. There's an audible clunk from the gearshift/shaft drive on each change apart from the shift into first when stationary. I'm sure it's not



the intention, but it works as an indicator that you've got things into gear.

There are six gears, but I hardly ever got the thing into top as that would be largely pointless on crowded and speed camera infested British roads. Peak power is at 6500, well past the legal speed limit in fifth. Using sixth on motorways is feasible, but the engine feels smoother and less laboured over 4000rpm in fifth than it does chugging along in top at 3000. Dropping the throttle in a hurry can be a little unnerving, as occasionally the power just stops coming as the cable-operated fuel injection shuts off.

Fuel consumption at legal speeds is miserly. Guzzi say it does 58mpg. On the clock it showed I achieved an average of 78mpg over 700 miles of use. There's no reserve; just a warning light when the level drops to four litres, at which point you have between 40-50 miles of fuel left. Needless to say, it happily uses E10.

Handling isn't in the sports bike class, but it's not that kind of bike. Those steeply angled shock absorbers seem to be that big so they visually balance with the V7 Special's fatter silencers and general build. They're unsophisticated five-way adjustable KYB items. The front forks, similarly, are very straightforward. Despite this, you can scrape the foot pegs and side stand if you are being enthusiastic, but I only know this because of the missing foot peg bobbles and paint inflicted by a previous, more enthusiastic rider. The back tyre, a 17 inch 150/90 Dunlop Arrowmax, is much fatter than the previous 750. It was worn right across the tread, while the front 18 inch Dunlop had noticeable 'chicken strips'.

Tech stuff: What's different about the 850 Special?

The engine is a detuned version of the motor from the V85TT adventure bike, without all the riding mode functionality used on the TT, and it is 15bhp less powerful, though it does produce an impressive 13bhp more power than the old V7. Something has happened in there which can't just be down to an extra 100cc.

There is what Moto Guzzi describes as a 'semi dry sump' with two coaxial pumps (one for oil delivery and the other for oil recovery) that dispense with the need for an oil radiator. The semi dry sump has all the advantages of dry sump engines, says Moto Guzzi, without the disadvantage of the encumbrance of the external oil tank – and it means that the oil doesn't restrict the way the crank spins. Like most Guzzis since the 1960s, the V7 has pushrods and OHV heads with two valves per cylinder.

The gearbox has had a revamp compared with the previous unit. The dry clutch has a reinforcement disc under the clutch plate, as well as a high-performance clutch disc. There is also a new type of synchronisation that reduces gear noise and gearbox play to a minimum, particularly that of first gear, which is noticeable. The final transmission is carried out by a double-jointed drive shaft.

The V7 850 uses a beefed-up version of frame from the V7 750. The bolt-on bottom frame rails, a feature of Guzzi V-twins for decades, still exist but don't form a complete loop, stopping at the back end of the crankcases. They give the footrests, rear brake and side stand something to hang off. The light and responsive clutch is still cable operated, with the actuating lever on the top of the gearbox.

New RETRO

Anything to look out for?

The V7 gathered admiring glances everywhere it went, though some short-sighted non-motorcyclists mistook the 850 badges on the tank and asked if it was a new BSA. Some, myself included, thought the skinny, cheap-looking indicators were a bit bargain basement, and the LED rear light would look prettier with a red lens. The headlight on the V7 Special is a conventional halogen item, where the Stone has gone to LED. The petrol cap is a bit plasticky, and Moto Guzzi obviously feels the same as it offers a CNC machined aluminium aftermarket cover for £87. Speaking of accessories, like any current retro, they are plentiful.

The silencers are big but can be easily removed and shorter, rortier Mistrals fitted, if you like that sort of thing. The single disc does look a bit odd on the front, and there is a brace to stop the forks twisting. As a top of the range model, you might have expected that an extra disc would be fitted... not that the there's anything wrong with the way the single disc and four pot Brembo caliper does its job – it would just be more balanced aesthetically.

Rides short and long(ish)

A country road hurtle to a bike night was a grin fest, and the V7 got a good response from those I spoke to. The following day there was a 300 mile round trip to do, mostly on motorways. Into a slight headwind, I got buffeted about a bit, the 'bars sticking the rider up in the wind. A screen might have improved things but would have ruined the lines, so perhaps it is better to suffer for style. After turning out of the wind, riding the Guzzi was a doddle and following the three-hour ride I was, if not fresh as a daisy, certainly requiring of no more than a cuppa to revive myself. The ride back was just as comfortable.

The Guzzi made me want to ride it further, too. A planned 15 minute trip to a suitable photo shoot location turned into a three-hour tour of the Quantocks and Exmoor. When taking the thing back to Piaggio at its Silverstone base, I decided to completely avoid big roads and took the V7 home the scenic way, just to be sure it was as good as I thought it was.

Should you buy one?

The Special, along with the slightly cheaper Stone, sits comfortably in the niche it has carved out for itself since the current V7 concept arrived in 2008, but this new V7 is more powerful and refined than the previous 750. The closest rival today would be Triumph's Street Twin.

It is an interesting comparison, as they both have 270° crank engines, produce the same power, and the handling is very similar, though the Guzzi just edges it and costs about the same. But it's the way the engine produces the power that makes the difference. The feel of the Triumph is smoother and more sophisticated. The V7 growls as you accelerate, and it feels close to a classic of the old school.

It is a lovely motorcycle with only a few tiny flaws. It's easy to ride and haul about. I could be very tempted by one, though because I'm lazy and don't like to polish things, I'd probably go for a Stone and save myself £600. What the Guzzi has most of all is authenticity, which is quite hard to fake.

I do think, though, that the V7 850 might benefit from a nice fire engine red paint scheme with a black strip down the tank, maybe a little nose fairing, and some back-crippling clip-ons and rearsets, the full power V85 engine, and possibly the name of a French race circuit... I expect that Guzzi has the Le Mans name reserved for some sporty version of its new 1000, instead. CBG

SPECIFICATION:

ENGINE: 853cc air-cooled transverse 90° V-twin, two valves per cylinder **BORE AND STROKE:** 84 x 77mm **POWER:** 65hp (47.8 kW) – 6800rpm (also available at 35 kW, A2 driver licence) version **MAXIMUM TORQUE:** 53.84lb-ft (73Nm) @ 5000 rpm **CONSUMPTION:** 57.65mpg **GEARBOX:** Six-speed **FUEL TANK:** 21l **SEAT HEIGHT:** 780mm **DRY WEIGHT:** 203kg **FRONT SUSPENSION:** 40mm hydraulic telescopic fork **REAR SUSPENSION:** Swingarm twin-sided with two spring preload adjustable shock absorbers **FRONT WHEEL:** Spoked, 18in 100/90 **REAR WHEEL:** Spoked, 17in 150/70 **FRONT BRAKE:** Stainless steel 320mm floating disc four-piston Brembo caliper **REAR BRAKE:** 260mm stainless steel disc 260mm two-piston caliper.

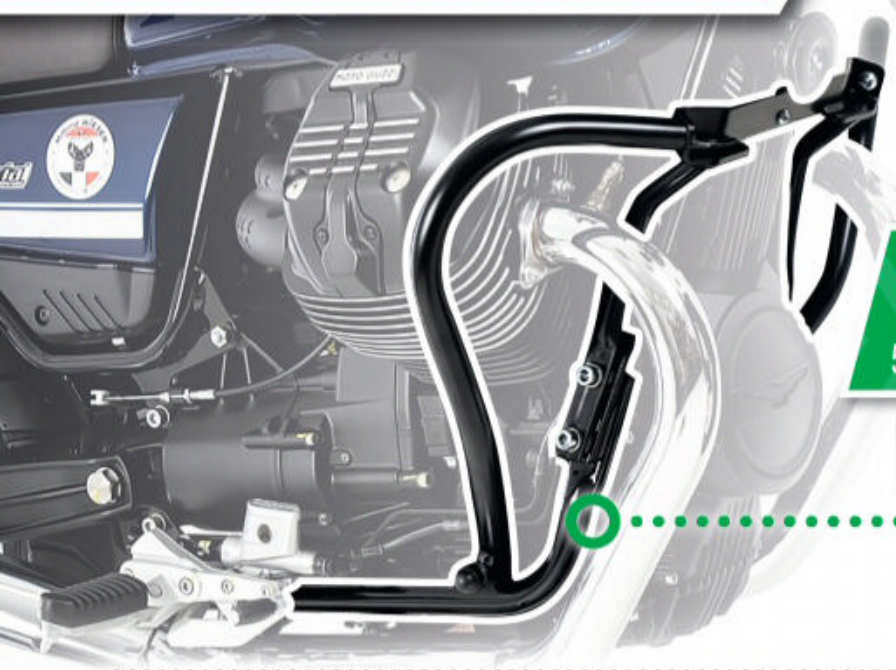
HOW MUCH?

The V7 850 costs £8000 for the Stone, £8200 for the Stone Centenario and £8600 for the Special.

STEIN DINSE

Fuel in the blood.
Italy in your heart.

Get READY with the BEST accessories for your new V7!



Engine protection bars, black
for Moto Guzzi V7 850
5015560001

HEPCO & BECKER

www.stein-dinse.com/htkmx

MANDELLO LARIO
MISTRAL
SPECIAL PARTS

Silencer kit, stainless-steel, black,
short, Euro 5 with EG-ABE
for Moto Guzzi V7 850
300038723-BP

www.stein-dinse.com/mbolb

Sidebag set, Canvas, Fast-Click-System
for Moto Guzzi V7 III, V7 850 and V9
2S000907

MOTO GUZZI®

www.stein-dinse.com/mvuqo

www.stein-dinse.com

Stein-Dinse GmbH • Waller See 11 • 38179 Schwuelper, Germany
Silas Uhlmannsiek +49 0531 123300-25 SUhlmannsiek@stein-dinse.com

YouTube

Unit A4, Northfleet Industrial Estate,
Lower Road, Northfleet, Kent DA11 9SN

Clarke's Classics

British & American bikes always wanted.
Call Phil now or fax on 01322 383431.
Evenings 01732 822475.

E-mail: info@clarkesclassics.co.uk

Triumph Trident restored..... £10,500

BSA A65 1963..... £5500

1938 Excelsior Manxman .....£POA

Indian 741 1941 ..... £15500

Triumph TR6C Desert Racer 1969 £11,000

BSA A65 1963	£5500	Triumph T120 US Spec, 1967 Restored	£10500
BSA Rocket Goldie Replica	£9000	Triumph T120 US Spec, 1968 Restored	£10500
Norton 650SS 1968 excellent	£7250	Triumph T120 US Spec, 1970 Restored	£10500
Triton 650 superb	£11,000	Triumph T140 1976	£4500
Triumph TR6 1967 Restored	£10500	1974 T150 restored	£10,500
Triumph TR6C 1971 Restored	£7750	Velocette MSS 1939 superb	£12500
Triumph T120 US Spec, 1966 Restored	£10500		

Please visit: www.clarkesclassics.co.uk

British bikes always wanted - british bikes can be found to match your requirements - shipping at cost

Classic Motorcycles; Norton, Triumph, BSA, Harley Davidson and many more.
British and American Bikes are our Speciality.

Bonneville 1972 restored £7800

Jacksons of Knebworth

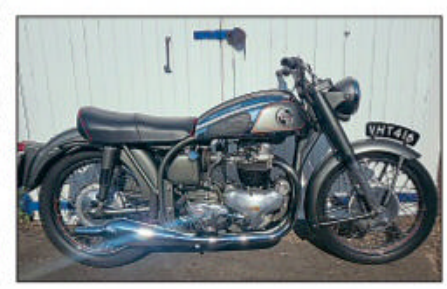
Sales, Service & Repairs of all classic, vintage & veteran motorcycles

BIKES FOR SALE

AJS 16MS 1955 Tidy genuine bike	£4250
ARIEL ARROW 1960 Blue/cream restored	£3495
ARIEL NH350 1957 Excellent condition	£4995
BSA A10 1960 Tidy big twin for only	£4995
BSA B31 1953	£3995
BSA BANTAM D7 1961 Nice example in red	£2495
BSA BANTAM D7 1966 Superb restoration, Ideal first classic	£2995
BSA C11G 1955 Nice tidy lightweight for only	£3495
BSA C15 1965 Smart lightweight machine	£3295
EXCELSIOR AUTOBYKE 1939 Early original Autocycle	£2395
EXCELSIOR ROADMASTER 1954 197cc tidy popular 2-stroke	£2695
FRANCIS BARNET PLOVER 1959, recently restored	£2395
GREEVES HAWKSTONE SCRAMBLER 250cc 1959 Immaculate. Ready to ride/race, a bargain at only	£4495
JAMES COMET 1952 98cc 2-speed lovely little bike, only	£2695
MATCHLESS G80S 1955	£4850
NORTON DOMINATOR 88 1955 Immaculate, be king of the road for only	£7250
NORTON ES2 1955 Beautifully restored	£7895
ROYAL ENFIELD ELECTRA X 500cc 2008 Excellent cond, elec start, 5 spd, only 11000 miles	£3250
SCOTT FLYING SQUIRREL 1949	£8995
SCOTT FLYING SQUIRREL 1957 Birmingham model great winter project	CALL FOR DETAILS
TRIUMPH 3HW 1944 350 OHV	£5995
TRIUMPH THUNDERBIRD 1961 Bath-tub in excellent condition	£6950
TRIUMPH TRIDENT T150V 1973 Beautiful bike, US spec	£7995
TROJAN MINIMOTOR on gents Raleigh Bicycle, Rebuilt engine	£1295
VELOCETTE GTP 1935	£5995
VELOCETTE MAC 1956	£6995
VELOCETTE MAC 1959	£6995
VELOCETTE VIPER 1959 fitted with electric start	CALL FOR DETAILS
VESPA 1962125cc immaculate	£3595

MISCELLANEOUS

HUMBER Ladies bicycle 1928	£295
RALEIGH Ladies bicycle 1935	£450
SHORT FAIRING WITH SCREEN to suit 50's/60's bike	£95



All classic bikes wanted good or bad, restored/oily rag/unfinished projects, what have you? Cash paid quick collection.

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

PHOTOS AND REPORTS AVAILABLE, DELIVERY AT COST

www.PembrokeshireClassics.com

CLASSIC BIKES ALWAYS WANTED, CASH PAID

58 Triumph 3TA Trials, ready to go £3,500

34 BSA B2 250ohv light project.... £3,250

03 Honda XL650 Transalp..... £1,895

Call ANTHONY
07866 637792
ALISTAIR
07794 100386
or 01834 860505
Viewing by Appointment

www.PembrokeshireClassics.com

68 BSA A65 Lightning 650 ..... £6,995

74 Triumph TR5T Adventurer..... £7,495

59 Excelsior Universal 150..... £2,695

50 Ariel VB600, gd plodder	£3,995	26 Douglas EW350, nice patina	£9,995	58 Triumph Thunderbird 650	£7,495
55 Ariel NH350, runs well	£2,995	90 Honda H100, gd commuter	£1,495	61 Triumph TR6 Trophy, superb	£10,500
78 BMW R100/7, gd usable twin	£3,995	56 James Comet, superb	£2,695	95 Triumph Thunderbird 900	£3,995
72 BSA B50MX, awesome	SOLD £7,995	64 James Captain 197	£1,695	69 Triumph TR6C, stunning	£10,995
67 BSA B441 V Roadster	£5,750	04 Jialing JL250 Scooter, 1k miles	£795	98 Triumph Thunderbird Sport	£4,250
31 BSA L31-4 350sv, great bike	£5,500	74 Mobylette 49cc moped	£750	51 Velocette LE200 project	£1,595
61 BSA DBD34 Gold Star	£13,995	79 NVT Easy Rider 49cc	£895	58 Velocette Venom 500	£7,995
58 BSA A7 Shooting Star	£5,750	60 R/E 250 Trials	£3,500	59 Velo Venom Clubman 500	£9,995
72 Bultaco Alpina 250, V5	£3,250	89 Suzuki DR750S	£5,750	77 Yamaha XT500	£5,995
		65 Tri-Greeves 350	£3,750		

Lots more bikes in stock! Visit **www.pembrokeshireclassics.com** for more bikes to ride or restore

Magnetos and Dynamos now overhauled by Pembrokeshire Classics...Call Alistair on 07794 100386

Upload your free advert today – www.classicbikeguide.com

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

Do you want your advert to be seen by

30,000+

Motorcycle enthusiasts in

OLD BIKE MART

For only £8?

Please debit my:

❑ Visa ❑ Mastercard ❑ Switch

Card number:

Security code (from signature strip):

Switch issue number:

Start date: Expiry date:

Signature:

or make cheques payable to:
Mortons Motorcycle Media

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

All private adverts are FREE!

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

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

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

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

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

Terms and conditions for private advertisers

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

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

Classic Bike Guide Reader Adverts

For Publishing

Make	Model	Year
Price		
		County
Tel	Email	

Choose a section

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

Name:.....

Address:.....

.....

.....

Area/County:.....

Telephone:.....

Email:.....

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

Date:.....

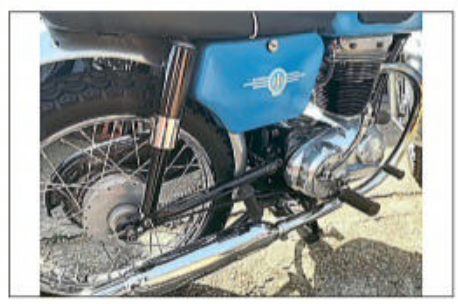
OFFICE USE ONLY MONTH CODE

cbg's pick

BLACK DOUGLAS Sterling, 2015, 5.6k miles, built in the style of a 20's flat tanker but having a modern 230cc engine with electric start, £4850. Tel. 07870 295736. Liverpool

AJS 16MS, 1957, good original condition, owned 30 years, serviced & MoT in 2018, original log book, new back tyres fitted, £3850 ono Tel. Liam 07852 697976

AJS 1955, 16ms, 350cc, original paint with great patina, 30,500 miles, recon mag, LED headlight, new carb (original carb and handlebars included), £2950 Tel. Jon 01970 871530; 07817 104421 South Wales



AJS Model 8, 350cc, bought as a non runner, sold as in show condition the first thing I found was a total lack of any oils so rectified this, will have new MoT, £3000 Tel. Iain 07961 943924 Surrey

BMW R60 1960, restoration project, frame, forks gearbox, with kick start drive shaft, metal mudguards front and rear, tank, seat, £3500 Tel. 02085 341761; 07438 362467 London

BMW R65 1982, first reg 1984, fast and nimble, draws attention when out, fast appreciating in value, £3500 Tel. 01493 749198 after 6pm Norfolk

BSA Golden Flash, 1958, extensive renovation by retired engineer, new BTH magneto, wheels, Avons, battery, remote oil filter, t/l/s, £6450 Tel. 01723 372219

BSA Shooting Star, 1955 model, never been restored, just maintained, you can still make out the original dealer transfers, original registration, £4500 ono Tel. 07733 306046 Durham

BSA 350 B31, 1956 matching nos, original and really beautiful condition, £4500 Tel. 07968 873733 Worcs

BSA 1950 4B, 31 swinging arm bike with XB engine fitted, reconditioned all new wiring harness fitted and new voltage regulator, £4750 Tel. 07778 340933 Notts

BSA B31 1953, excellent condition, Dating Certificate, rebuilt, rewired, Gel battery, new carb, clutch, wheel bearings, brakes, tyres, ready to go, £5000 Tel. 07549 177468 Herts

BULTACO SHERPA 250T 1972, Model 124, matching frame & engine numbers, engine & gearbox recently professionally overhauled, new tyres, competition clutch, £2350 ono Tel. Steve 07816 532416 Lancs

DUCATI 350 Sport Twin, 1977, imported from Italy in 1992, 6800 miles, many new parts inc carbs, exhausts etc, believed to be one of only two in the country, £4000 firm Tel. 07584 253914 West Mids

DUCATI TT2 Saxon frame, 1987, 650cc Harris bodywork, Astralite wheels, new tyres, engine rebuilt, new brake cylinders, Penske shock, new battery, on Sorn, £12,995 Tel. 01487 841873; 07989 149233 Cabs

FRANCIS-BARNETT Sports Cruiser 91, 1965, full nut & bolt rebuild engine, Villiers Services, wiring loom, tyres & tubes, battery, 250cc, 2T jelly mould tank, £3800 Tel. 07885 167819 Glos

FRANCIS-BARNETT Cruiser 71, 1955, £2600 Tel. 01912 362169 Northumberland

HARLEY-DAVIDSON Road King Combination, 2004, 1450cc, 12,000 miles, matched LAK Dutch sidecar, outfit has reverse gear, sidecar yokes, sidecar brake, V5C, MoT, £13,995 Tel. 07798 866071 Middx

www.CLASSIC BIKES.CO.UK

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

www.classicbikes.co.uk

or give us a call.

CLASSIC BIKES & CARS WANTED! Around 30 bikes in stock.

Z1-Z900 SPECIALISTS for 35+years.
Stock is constantly changing with usually around 5 bikes available between £6000 and £19000+ and fully rebuilt to order.

KAWASAKI
74 Z1B 900, candy blue ..... SOLD £15995
76 Z900 diamond green £14995
75 Z900 diamond green ..... SOLD £15995
76 Z900 diamond green ..... SOLD £19995
75 Z900 diamond green, fully rebuilt by us £24995
79 Z1R 1000 silver £15995
79 Z1000ST green £3995
77 Z650B2 super red £5995
84 GPZ1100 A2 silver ..... SOLD £3995
75 H2B 750 green ..... £POA
77 KH250B2 Wine Red £9995

HONDA
73 CB450K7 Blue £3995
74 CB550K1 Orange £6995
75 CB750K5 Red ..... SOLD £9995
75 CB400/4 F1 blue ..... SOLD £5995

YAMAHA
77 DT400 competition yellow £7995
78 RD400DX competition yellow SOLD £9995

99 R1 Blue, as new £6995

SUZUKI
91 GSX1100F Red £2295

MOTO GUZZI
81 Le Mans 2 Black/Gold £7995

CITROEN
87 2CV 6 Dolly Red/White £6995
74 Daimler S1 Sov. 4.2 Heather, low miles £2495

JAGUARs & Other Classic Cars in stock include; XK120, 140 & 150, E Type, Range Rover, 2CV see our website or phone.

Similar bikes & cars wanted!
Delivery Service available globally

BUYING or SELLING? Our website is updated daily with photos and details of all our stock, 'machine of the Month', Links and Information.
We are only "a click" away! Visit us and See all our bikes at: www.classicbikes.co.uk

RWHS CLASSIC BIKES Est. 1983

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.
Please PHONE or email for DIRECTIONS & APPOINTMENT
Tel. 01630 657156 • email will@classicbikes.co.uk

Tel. +44 (01630) 657156

MAYFAIR MOTORS

1955 ARIEL RED HUNTER 350, v. good, V5C £4750
1957 ARIEL COLT 200, original condition, V5C £2500
1923 BSA S23 500 for restoration. V5C, orig reg £6500
1935 BSA B18 250 OHV, good, V5C £4995
1950'S BSA BANTAM D1 125, fair, no paperwork £1895
1954 BSA A10 GOLDEN FLASH 650, WITH WATSONIAN SPORTS SIDECAR, good condition, V5C £6500
1960 BSA GOLDEN FLASH 650cc, blue, fully restored, V5C £6750
1969 BSA STARFIRE 250cc, fully restored, immaculate, V5C £3500
1971 BSA BANTAM D14/4. 175cc, fully restored, V5C .. £2995
1965 GILERA 300 TWIN, v.g. condition, V5C £3695
1929 LEVIS A2, 350cc, twin port, good original condition. V5C £10950
1938 LEVIS A2, 350cc, twin port, good original condition, V5C £8750
1936 NEW IMPERIAL MODEL 30, 250cc, outstanding condition, V5C £6750
1957 ROYAL ENFIELD CLIPPER, 350cc, v.g. condition, V5C £3500
1958 ROYAL ENFIELD CLIPPER, 350cc, fair condition. V5C £2250
1940 RUDGE AUTOCYCLE, MILITARY, 98cc, for restoration, V5C £2250
1936 SUMBEAM MODEL 50, 250cc, good original, V5C £7995
2006 TRIUMPH THRUXTON BONNEVILLE 900cc, low mileage, V5C £4500
1959 VESPA GS150 AUGSBURG, German made, original, V5C £7500

07836 373277 ▪ mayfairmotors@hotmail.co.uk
01202 573117 *Located Near Bournemouth*

Andy Tiernan

Est. 1972

1936 AJS V-Twin 990cc £22,500

1952 BSA Bantam D1 125cc £3,250

1968 BSA D14-4 175cc £1,600

1963 BSA C15 250cc £2,650

1950 BSA 500cc Single £4,750

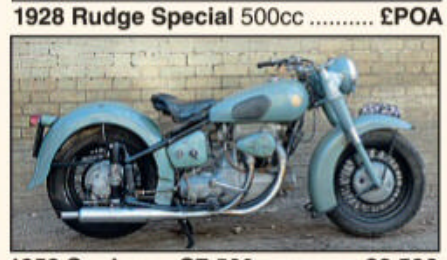
1937 Levis D 500cc £11,500

1965 Matchless G80 500cc £5,500

1959 Panther 120 650cc Outfit £9,250

1928 Rudge Special 500cc ..... £POA

1927 Sunbeam 1 350cc £7,750



1952 Sunbeam S7 500cc £6,500

1947 Velocette KTS 350cc £12,500

1938 AJS 26 350cc charming £9000
1930 AJS R 350cc fine Banbury machine £7250
1938 AJS Silver Streak 350cc top of the range! £11,500
1952 AJS 18S 500cc Andy's bike! £6000
1955 AJS 20 500cc presentable twin £4350
1936 AJS v-twin 990cc rides lovely £22,500
1935 AJW Red Fox 500cc beautiful and rare £13,500
1959 ARIEL Leader 250cc nice machine £3150
1957 ARIEL NH 350cc choice of 2 ..... £4350/£5300
1958 ARIEL VH 500cc nice late model £5350
1951/52 BSA Bantam D1 125cc choice of 2 ..... £2850/£3250
1968 BSA Bantam D14/4 175cc nice tidy example £1600
1963 BSA C15 250cc nice in blue £2650
1952/59 BSA B31 350cc choice of 2 ..... £4500
1938 BSA Empire Star 350cc recent refurb £7500
1927 BSA L27 350cc OHV full potential £9000
1954 BSA 500cc single nice riders bike £4750
1948 BSA A7 500cc early long stroke ..... Reduced £5500
1929 BSA Sloper 500cc OHV bereavement sale £9250
1950 BSA M21 600cc rigid lovely oily rag £4500
1955 BSA A10 650cc plunger lovely in beige £6500
1959 BSA A10 650cc well presented RGS replica £7850
1936 BSA G14 1000cc outfit superb condition £23,500
1954 EXCELSIOR 125cc smart girder rigid £2250
1934 FRANCIS BARNETT Cruiser 39 250cc very attractive £4750
1958 JAMES Cadet 150cc tidy lightweight £1850
1932 JAMES V-Twin 500cc unique and desirable £15,000
1937 LEVIS D 500cc quality machine £11,500
1921 LEVIS 211cc nicely equipped £7500
1957 MATCHLESS G3LS 350cc good value £3750
1957 MATCHLESS G11 600cc nice patina £3850
1941/45 NORMAN 98cc Autocycle choice of 2 ..... £2000
1952 NORTON 596cc side valve pretty bike £5150
1958 NSU Super Max 250cc German classic £2500
1960 PANTHER 100 600cc big pussy £6750
1959 PANTHER 120 650cc lovely tradesman's sidecar £9250
1963 ROYAL ENFIELD Super Meteor 700cc interesting big twin £4500
1936 ROYAL ENFIELD KX 1140cc lovely mellow shed stored £23,000
1921 RUDGE Multi-TT 500cc, selling for customer £16,500
1928 RUDGE Special 500cc new arrival! ..... £POA
1958 SCOTT Flyer 596cc nice Birmingham Scott £8750
1939 SCOTT Squirrel 600cc McCandless s/arm £6750
1955 SUN 1H 225cc smart rare bike £3500
1927 SUNBEAM Model 1 350cc nice usable flat tank £7750
1952 SUNBEAM S7 500cc fresh from garage storage £6500
1967 TRIUMPH T20B 200cc Super Cub pretty example £3750
1958 VELOCETTE Valiant 192cc lovely machine £3850
1935 VELOCETTE GTP 250cc outstanding £7500
1947 VELOCETTE KTS 350cc lovely sporty Cammy £12,500
1962 VELOCETTE Viper 350cc well looked after £6500

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE

www.andybuysbikes.com

GOOD PRICES PAID. IMMEDIATE DECISIONS. NO MESSING

TEL: Andy or Jo (01728) 724321

Old Railway Station, Station Road, Framlingham, Woodbridge, Suffolk IP13 9EE. Mobile 07802 896114
email: andybuysbikes@hotmail.com

HARLEY-DAVIDSON FLSTS Softail Heritage Springer, 1997, Evo 1340cc, two owners, only 6200 miles, superb condition, £18,995 Tel. 07798 866071 Email. dthomas409@hotmail.com

HONDA 400/4 1976, superb example, excellent chrome, new tyres, new shocks, receipts available, previous MoTs, 29,000 miles, £4750 Tel. 01723 372219 North Yorkshire

HONDA CB450 KO, 1967, bike is first class, old log and stacks of paper work, one of the best needs nothing, may p/x British Tel. 01443 226706 South Wales

HONDA NC31 1994, new chain and sprockets, radiator, fork, seals, brake pads, cyl head rebuild, new seat and battery, rear wheel bearings, MoT, £1850 ono Tel. 07954 122255 Tyne & Wear

HONDA VFR NC30 1991, vgc, recent MoT, includes paddock stand, spare exhaust, interesting number plate, all original, £8500 Tel. 01243 584037 West Sussex

HONDA VFR750 1987, 49,000km, recent service including carb overhaul, MoT Feb 28th 2022, new Avons, eligible for post classic racing with CRMC, £1150 Tel. 01932 563982 Surrey

HONDA VFR750F 1994, M plate, 7020 miles, very good condition, best offer secures Tel. 07970 953658 Kent

HONDA VFR750J 1988, 60,000 miles, reg F666 JCN valued at £400 used but good condition, £1200 ono Tel. 01830 520320 Northumberland

HONDA XBR500 1986D, 11,000 miles, UK bike, history known, MoT, original paintwork, owned 5 years, used VMCC, vgc, twin silencers, £2990 Tel. 01323 763812 East Sussex

HONDA XBR500H 1988, 48,000 miles, top end rebuilt 2018, new valves, rings, camchain, brakes, recent chain, fork seals, Hagon shocks, MoT, spares, £1450 Tel. 07704 113646 London

HONDA XBR500H 1987, good condition, 44,000 miles, used regularly on VMCC runs and events, full fairing and pair of wheels Comstar, £1750 Tel. 01453 542855 Glos

KAWASAKI KZ1000 A1 1977, Canadian import 1989, excellent and very good running condition, kept in garage, new battery, plugs, oil and oil filter, £8500 Tel. 07777 661946 Scotland

MATCHLESS CSR250 1965, last of chrome guards model, 2 owners, lots of info, low miles MoT support this, matching nos, excellent all round condition, £3450 Tel. Pete 07831 141541 Bucks

MATCHLESS G3SL 1957, actually 1956 model (last of the Jampots), very oily rag condition, needs fettling by someone good with spanners, £1800 ono Tel. 07942 748066 Kent

NORTON COMMANDO 1973, 750cc, belt primary drive, bronze exhaust inserts, Norman White crankcase breather conversion, £8500 Tel. 07977 789734 Devon

NORTON DOMINATOR 1960, 500, 99, lovely condition, always stored in doors, first kick, runs beautifully, Tel. 07966 111111 Isle of Man

ROYAL ENFIELD 500 Bullet, 1990, unique 194 miles from new, disc front brake fairing indicators recommissioned with one years MoT, £3450 Tel. 01723 372219

ROYAL ENFIELD 350 Bullet, 1961, new points, condensed coil, ignition switch, speedo, good condition, rides very well, £3700 ovno Tel. 01977 677357 West Yorkshire

ROYAL ENFIELD 1926, 350cc s/v, good condition, runs well, £9500 ovno Tel. 07775 907190 Kent

CN
CAROLE NASH
The care it deserves
CLASSIC BIKE INSURANCE
0800 781 9291
Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

www.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**

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, Lichfield *Callers by appointment only*
07954 409 271 bignose304@gmail.com Flat Twins on Facebook

MIS

www.misukltd.com

Telephone : 01636 918270
17 Jessop Way, Newark NG24 2ER
(5 mins from the A1)
Motorcycle Sales & Service in Newark, Notts.
LEXMOTO DEALER
See our website for our full stock list of bikes
www.misukltd.com

Classics & Modern machinery welcome
Motorcycles Bought & Sold
Modern Classics a speciality
Friendly, superb service levels, VERY reasonable pricing

OWENS MOTORCYCLES

Ariel Leader 250cc, lovely condition, starts and runs fine, matching numbers, original reg, V5C, 1960 ..... £2795
Ariel RH350 Red Hunter restored some time ago, lovely bike, needs slight attention, must be seen, V5C, 1938 ..... £POA
BSA A7/A7SS project, lots spent, must be seen, V5C, breaking for spares, 1954 ..... Please call £?
BSA A10 Goldflash 650cc restoration project, great potential, must be seen, valuable transferable reg, V5C, 1960 ..... £3595
BSA B50SS 500cc flat tracker restoration project, ex USA, Nova docs, great potential,1971 ..... £2995
BSA Bantam Major D3 swinging arm, 150cc, nice little bike, runs fine, must be seen, V5C, 1956. £1495
BSA C15 250cc restoration started lots spent must be seen V5C 1959 ..... £1495
BSA B40 350cc restoration project, ideal trials bike/café racer, transferable reg, V5C, 1961 ..... £1395
Bultaco Matador 250cc MKIV restoration project original UK registered bike with spares, V5C, 1971 £2095
Honda CA95 Benly 150cc restoration project and another bike for spares, c/w V5 1965 ..... £1095
Reliant 700cc & 750cc Regal & Robin engines x4, gearboxes x4, various assorted spares, must be seen, please call for more info £1000
Royal Enfield 500 Twin for restoration, must be seen, no documents c.1953, may break £1000
MOPED ASSORTMENT: Mobylette, Motobecane, Cymota, Puch Maxi, please call for more information.... £

BIKES CURRENTLY BREAKING: BSA A7/A10 B31/33 C10/11/12/15/25 B25, A50/65, Bantam B40/44. Triumph T140/T120/110/90/3Ta/5Ta/T20 Cub. Norton 88/99/50/Es2/16H/Commando/Ajs/Matchless G3l/G80.
British Motorcycles & Spares Bought & Sold
Specialists in second-hand spares for BSA, Triumph & Norton + others
7 Poyser Street, Wrexham, LL13 7RP North Wales Email: eldon@owensmotorcycles.co.uk
Please look at our New Website **www.owensmotorcycles.co.uk**
Tel: 01978 266087 MOBILE 078028 11803
New opening hours Wednesday - Saturday 9am - 5pm please phone first to avoid disappointment

Made in Italy MOTORCYCLES

Aprilia 6.5 Stark, low miles V good..... £4,500
Baines 900 Imola, excellent throughout £15,950
Bimota DB4, low miles V good £7,500
Ducati 450 Desmo, 1973, V good..... £16,750
Ducati 750GT 1972, fully restored and stunning £39,950
Ducati 750 Sport 1974, lovely..... £35,950
Ducati 750SS, restored lovely..... £155,000
Ducati 851 Tricolore, Very nice £13,495
Ducati 888SP5, excellent, great history, low miles £24,995
Ducati 900 Egli inspired special, stunning £24,950
Ducati 900GTS, one owner £9,950
Ducati 900SS 1977, V lovely £34,950
Ducati 916 Strada, excellent..... £14,950
Ducati 916SP, excellent £14,950
Ducati MHR 900, 1981, Very good £17,750
Laverda 750SFC replica, nice condition £13,950
Mondial Piega, new £18,000
Moto Guzzi 250 Airone, 1945, restored... £7,450
Moto Guzzi 750S, very nice original bike £16,950
Moto Guzzi 850 T3 Choice ..... £6,950-£8950
Moto Guzzi 850 T Restored £9,950
Moto Guzzi 1100 Griso, excellent 1 owner £6,250
Moto Guzzi Le Mans, 1975 one of the first £12500
Moto Guzzi Le Mans 3 Very nice £7495
Moto Guzzi 500GTS, lovely..... £15,900
Moto Guzzi 750 Ambassador, really lovely £9,950
Moto Guzzi 750S 1974, Good..... £12,500
moto Guzzi V7 700, good runner, average condition £5,500
Moto Guzzi V7 Sport, excellent..... £14,950
Moto Guzzi T3 California, choice..... £6950-£8950
HRD Vincent Rapide 1948, V good..... £49,000

Ducati 750GT 1975, fully restored by us..... £36,000..... **Now £33,500**

Ducati 750SS Replica complete new build by us..... £45,000 ..... **Now £42,000**

MV500/3 genuine GP works bike

Ducati 350 SCR, restored and excellent £9,500

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

Somerset Classic Motorcycles

Specialists in 1970's Japanese classic bikes.

Most of our project bikes are running and only require light restoration. All have been hand selected by us in North America. Here are some examples of our current stock.

1982 Suzuki Katana 1100 £9,995

1976 Kawasaki KZ900 A4 £7,495

1974 Honda CB450 £3,995

1977 Yamaha XS650 £3,795

1974 Yamaha TX500 £3,450

1978 Honda GL1000 £3,245

To see our full range of stock go to www.somersetclassicmotorcycles.co.uk
Find us on Facebook or Instagram. Or call us on 01823 762261

cbg's pick

HONDA CBX550 F2C, 1983, lightness & agility & remarkable performance, its characteristics are closer to those of recent 750cc machines, MoT till 3/22, £1400 Tel. 01442 831439. Hertfordshire

ROYAL ENFIELD Super Meteor, 1957 proper Cafe Racer, 12 volt electrics, electronic ignition, starts and runs £3600 or offers Tel. 07783 829336 Cheshire

SCOTT 600cc, 1950 Special, swing arm frame conversion, Norton front end, induction by twin Reed valves, good interesting tourer, offers Tel. 01162 362944 Leics

SUZUKI 550 1983, 4 cyl electric start, good runner, new tyres, battery, oil and filters, MoT, soon to be tax and MoT exempt, £1650 Tel. 01977 673281 West Yorkshire

SUZUKI BANDIT 2000, 600cc, 33,292 miles, very good condition and runs smoothly, full MoT and service history, £1500 Tel. 07572 620115 Staffs

TRIKE PROJECT engine VW Beetle, complete & fitted to chassis, not had running, parts for body, needs seats & complete re-wire, tyres BF Goodrich Radial T/A, £1500 ono Tel. 07885 597649 Suffolk

TRITON 650 1959, very good condition, lots of modifications including primary belt drive etc, £15,000 ono Tel. 07931 850499 North Yorkshire

TRIUMPH 1971, 250ss, project bike as will need work on the engine and tlc to the rest of the bike, comes with some spares and boxes of bit and bobs, £1100 ono Tel. 07715 131830 Hampshire

TRIUMPH Trophy 500, T100c, 1970, 500cc, matching frame and engine numbers, fully rebuilt to a high standard, zero mileage, vgc, £7995 Tel. 07860 573171 West Sussex

TRIUMPH Trident T150, 1969, vgc, new Tri-spark ignition + Tri spark coils, Ethanol resistant floats + needles etc, brakes fully rebuilt matching numbers, £9000 Tel. Martin 07342 620670 Durham

TRIUMPH Tiger 90, 1962, runs, not matching numbers, needs a bit of tlc, mainly on exhaust as shown, £3200 ono Tel. Rob 07398 845718 West Midlands

TRIUMPH Bonneville, 1970, US spec, restored 2010, maintained by Rockerbox, always garaged, excellent cosmetic and mechanical condition, runs sweetly, £9500 Tel. 07971 986813 London

TRIUMPH Thunderbird 900, 2000, a real collectors item, done under 4000 miles since first reg, vgc Tel. 07788 775509 East Sussex

TRIUMPH Tiger Cub, good runner and fabulous condition, well cared for and genuine reason for sale, £2750 ono Tel. 07717 825596 Kent

TRIUMPH T120 1970 Bonneville, excellent condition, restored Boyer ignition, starts first kick all gear select, £8500 Tel. 07923 225041 Tyne & Wear

TRIUMPH TIGER 110 1960, matching nos, stored in private collection prior to my purchase, currently showing 17,700 miles on speedo, great deal of money spent, £7950 ono Tel. 07741 485763 Notts

VELOCETTE VENUM 1957 in museum condition, you won't find one better, always keep in the lounge, runs rides beautifully, £1195 Tel. Phil 07966 111111 Isle of Man

SADDLEWORTH

MACHINES IN STOCK INCLUDE ...

1959 Ariel Arrow 250	£2450
1952 BSA B31 350 (plunger)	£4100
1961 BSA Bantam D7 175	£1900
1968 BSA Fleetstar 250	£2650
1921 Excelsior ladies model	£6250
c.1972 Honda CB450	£2950
1936 Sunbeam 500	£9250
1957 Triumph Tiger 100 pre-unit	£7950
1963 Triumph Twenty One 3TA 350	£3750
1961 Triumph T120 Bonneville pre unit replica	£7850
1961 Triumph T120 Bonneville pre unit	£12,500
1978 Triumph Bonneville T140	£5250

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

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

H.J. Pugh & Co

LEDBURY
01531 631122
www.hjpugh.com

HAZLE MEADOWS AUCTION CENTRE, LEDBURY HR8 2LP

2 Day Auction

Friday 19th November - 10am

SALE OF BRITISH AND OTHER MOTORCYCLE SPARES, PROJECTS AND LITERATURE

Saturday 20th November - 10am

OVER 150 VINTAGE, CLASSIC & MODERN MOTORCYCLES, MOTOCROSS AND JAPANESE MOTORCYCLES

ACCEPTING ENTRIES NOW

FURTHER CONSIGNMENTS ACCEPTED. EARLY ENTRIES FOR FREE ADVERTISING
Transport and storage can be arranged for whole collections. No storage fees.
Call us on 01531 631122 www.hjpugh.com

NEW Free Catalogue subscription and email sale notification service. www.hjpugh.com
If you have a single item or whole collection to sell please contact us.
ON SITE PRE SALE ADVICE AVAILABLE. SINGLE ITEMS AND WHOLE COLLECTIONS UNDERTAKEN.
ALL ENQUIRES TREATED IN CONFIDENCE. **www.hjpugh.com**

For Sale

ARIEL HUNTMASTER 1958, loads new parts with all receipts, ready to ride, fair price for quick sale, call for more info £4800. Tel. 07564 242876. Kent.

BSA C15 250cc, 1963, useable classic ride or restore, good engine and fuel tank some spares, £2000. Tel. 07469 815169. Derby.

HARLEY- DAVIDSON FLSTF Fatboy 1340cc evo, 1997 with only 1800 miles, absolutely stunning near showroom condition MoT but on Sorn, red as manufactured not altered or molested still has part labels on the mudguards, collectors bike or use, images can be sent to genuine buyers £10,500. Tel. 07825 376982. Derbyshire.

HONDA KZ1000 1979 bought Somerset Classics restored cambelts brakes, lighting, carburettor new needles and seals, oil seals renewed, ready to ride, too heavy for me now, offers. Tel. 01904 763175.

KAWASAKI GPZ600 1989, good for its year, on Sorn, new battery, reluctant sale, £1100. Tel. 01142 341323. South Yorkshire.

NORTON DOMINATOR 1961, model 99 Slimline, in good condition, as seen in Oct 2017 mag, new battery, new Amal carburetter and magneto rebuilt, £7500 ono. Tel. mobile 07745 448082; home 01821 640244. Scotland.

NORTON DOMINATOR 99 1960, vgc, matching numbers Thorspark ignition 12V Akront alloy rims external oil filter restored tank, £5500 ono. Tel. 07512 090121. Bucks

ROYAL ENFIELD Super Meteor, 1957 proper Cafe Racer, 12 volt electrics, electronic ignition, starts and runs. Tel. 07783 829336. Cheshire.

SUZUKI GB450 1980, last tax disc expired 30/4/82, sat in back of garage until 2018, is in very good condition, overall, carbs cleaned, split diaghrams replaced oil change (first?) new battery, started first time, may consider p/x anything British, doesn't have to be runner as long as complete, Suzuki has 5806 miles on the clock, £1695. Tel. 07713 940198.

TRIUMPH DAYTONA T595 black, 8488 miles, new tyres, alarm, anything aged replaced, drained, Sorn'd and stored, £3950 or very nearest offer. Tel. 07836 268068. London.

TRIUMPH TIGER 80 pre-war, 1937, project for restoration, complete apart from headlamp and instruments for tank, spare gearbox, no docs, £4290. Tel. 07971 631685; 01242 861164. Cheltenham.

TRIUMPH TR6R 1966 matching numbers, recent refurbished, 7655 miles, spotless condition, new front brake and tyre all work carried out by retired engineer to very high standard, show or ride, to see will buy, £7925 ono. Tel. 07903 813771. Dorset.

VELOCETTE LE 1965, easy restore, metal work all good, £1550 ono. Tel. Andy 01760 440205. Norfolk.

Parts For Sale

BSA BANTAM GPO s/arm models, B175 rear carrier with pannier frames, look nos but black, also red legshields, good condition, fibreglass Motoplas, GPO, £300 and £130. Tel. 07396 270365. Sussex.

DMW EARLES type forks, model fitment uncertain, possibly Dolomite? No shock absorbers or apparent damage. Photos can be supplied. Offers around £150 (plus delivery). Tel. 07767 331809. Aberdeenshire. Email. dr56moore@aol.com

TRIUMPH T140 COMPLETE ENGINE in good order, phone for more details and price. Tel. 07398 764409. Middlesex.

HARLEY-DAVIDSON 45 front forks, could be of WLA or WLC needs some springs or nuts on top and a bit of paint, sound condition, £1250 or exchange Watsonian GP700 sidecar the wider one, why? Harley 45 tool box original, £250. Front stand, £100. Tel. 02085 341761; 07438 362467. London.

HARLEY-DAVISON 1938-1940 sidecar mudguard, could be off Harley-Davidson servi car, three wheeler, £500 or exchange why? Harley 45 WLC, WLA, Ducati GTS Bevel, 1980, Harley 45 WLC or WLA tool box, 1940s, £250 ring for photo. Tel. 02085 341761; 07438 362467. London.

NORTON COMMANDO 1969/70 front forks and tls front wheel wanted, preferably must include top/bottom steering yokes, front wheel spindle and all associated fasteners and fixings. Tel. 01305 826670. Dorset.

SUZUKI GSXR1100 WP 1149cc, Big Bore, barrels, bare head, pistons, new head gasket, clutch basket, Joy cams and various bits, any offers, pick up only. Tel. 07703 698995. Colwyn Bay.

TRIUMPH 6T ENGINE complete less carb, good engine no faults, bargain, £925 can post or you can pick up, approx year 1954, pre-unit engine, also gearbox for spares Triumph. Tel. 07443 642408. West Yorkshire.

TRIUMPH T140 EXPORT PETROL TANK with matching side panels in original Triumph colours with rear seat in good condition, Triumph T120R 4 gallon export petrol tank with badges in good condition phone for more details. Tel. 07398 764409. Middlesex.

TRIUMPH TR5T ADVENTURER/ TROPHY TRAIL 1972, in storage last 5+ years, in need of lots of tlc, complete bike, engine was running, kickstart needs sorting, spares including good wheels; good steel tank; exhaust ok plus spare exhaust box etc, has V5, £2500 as a reasonable price. Triumph T25, 1971, in storage as above, was running, steel tank model, has V5, BSA B25 scrambles engine in good light B25 OIF frame, spare badly lightened frame, no V5, £2000 the pair, various wheels, ally rims etc. Tel. Steve 07905 010763. Kent.

YAMAHA XSR700 complete original exhaust system (as new) £75. Yamaha YFZ450, 95mm barrel and piston, £70. Honda CB750/900 DOHC s/arm assy, £25. Tel. 01772 783774. Lancs.

Wanted

R A Jones
Classic Motorcycles
WANTED CLASSIC MOTORCYCLES
Any condition including projects, parts also wanted.
Collection from anywhere, motorcycles sold on your behalf.
Tel: 0161 748 0865 (Manchester)
Mobile: 07779 999 025
E: rajonesclassicmotorcycles@gmail.com
W: rajones-classicmotorcycles.co.uk

A CLASSIC BIKE wanted basket case to a nice bike, BSA, Ariel, Honda any makes considered, good price paid. Tel. 07432 566835. Blackpool.

BSA BANTAM WANTED for a restoration project, any model in any condition considered, but D1/D3 or B175 would be great, any spares especially engine and speedometer welcome, will travel or send courier? Tel. 07538 696157. Leics.

BSA BEAGLE winter project runner preferred most things considered, not mint condition, complete if possible is there one out there? Tel. 01708 751653. Essex.

BSA OR ANY BRITISH bike wanted please, while still able to ride, I will collect promptly. Tel. 01462 817218. Beds.

CLASSIC MOTORCYCLE WANTED in any condition from a basket case to one in nice condition, cash waiting. Tel. 07811 189755. Notts.

DUCATI GT5 1980 spares wanted why? have Ducati GTS 1980 seat for swap, Harley-Davidson, 1938-1940 sidecar mudguard original, £500 could be off Servi car three wheeler, may exchange why? Triumph 6T Thunderbrid, 1959 parts, Harley 45 WC parts why? Tel. 02085 341761; 07438 362467. London.

HONDA NAVI 110cc, 2015? in running condition, about 6 years old with or without MoT, cash, can collect, anything considered. Tel. 07971 492685. Northants.

HONDA TWIN or single wanted for a restoration project, road or trials, anything considered any condition, eg C90, CB125, CB250/350/400, XL125/250, Black Bomber etc, will travel or send courier. Tel. 07538 696157. Leics.

HONDA VFR750 wanted for donor bike no problem if engine is not working. Tel. 07891 936838. Kent.

INDIAN OR HARLEY-DAVIDSON old and requiring attention, or runner, must have V5, any condition, any age, any model considered, any cash price and collect any area, not a dealer, old biker looking for weekend rideout down country lanes, ex engineer, so no problems with mechanics, will travel anywhere for right bike. Tel. John 07788 453318. East Yorkshire. Email. smithjw29@outlook.com

LOOKING FOR British, Japanese or European, pre 1990 Motorcycles, geared scooters, pedal mopeds, geared mopeds, etc. Tel. Andy 07474 128407. Somerset.

LOOKING FOR HONDA CB500 1997 to 2003 spares preferably a rolling chassis with tank, faired or not doesn't matter, don't need the engine as I have a first class one already, willing to pay a fair price. Tel. 01628 668799. Buckinghamshire.

LOOKING FOR: Suzuki GT750, reg KCX 85N, anyone owning or knowing the whereabouts of this bike please get in touch. Tel. 07767 331809. Aberdeenshire.

NORTON ES2 1952 still looking for 1952 Norton reg EVG614 last V5 from DVLA August 2009, information please if you can help phone after 6pm. Tel. 01493 749198. Norfolk.

NORTON ES2 1952/55 looking for shed and dead Norton ES2 1952/55 complete in parts or basket case as base for project. Tel. 01493 7491988. Norfolk after 6pm.

NORTON P11 PARTS WANTED engine, forks, wheels, frame, tank etc, would also consider complete/ incomplete, runner/non runner project. Tel. 01305 826670.

NORTON SINGLE 1952, still seeking Norton single, reg EVG614 last V5 Aug 2009, help in my quest appreciated and small reward if successful. Tel. 01493 749198 after 6pm. Norfolk.

TRIUMPH early rigid parts: tinware, hubs, boxes, rigid any rigid early stuff wanted, anywhere anytime, cash on collection. Wanted rigid Thunderbird, cash paid. Tel. 07443 642408. West Yorks.

WANTED BOOK The Racing Motorcycle - A Technical Guide for constructors - Volume 2, by John Bradley, ISBN095129293-5. Tel. 07734 793239. Email. compfast100@gmail.com.

WANTED ELECTRIC START Triumph combi. Tel. 01780 751879. Lincs.

WANTED NSU QUICKLY Puch Maxi, Cycle Master, Winged Wheel, any type of auto cycle or just parts, any Japanese mopeds, fair price paid and quick collection. Tel. 07790 168224. West Midlands.

WANTED RETIRED ENGINEER looking for a classic bike project or complete bike, anything considered non runner, Special even Race machine, also wanted a Scrambler or Enduro bike, cash paid and will travel anywhere. Tel. 01613 350497; 07931 557018. Lancashire.

WANTED YAMAHA YDS5 PARTS by private enthusiast, anything considered, even a complete bike! why? Tel. Richard 07769 715916. Lincs.

WATSONIAN MONZA 1960 parts wanted, cover, hood, seats, also Watsonian spoke wheel, new or old stock, or used ok, have some sidecar fittings and parts for exchange, I may have that rare fitting you are looking for. Tel. Gordon 02085 341761; 07438 362467. London.

Miscellaneous

BIKE JACKET Trike Moto, size 3XL, 44 chest, unused, collect £50. Tel. 01248 681466. Conwy.

BKS ENDEAVOUR new motor bike trousers, waterproof, thermal liner, armoured, cargo pockets, vented, brand new never worn, size large, bought as present doesn't fit, £80. Tel. 01162 774128. Leics.

FLYING JACKET brown sheep skin, leather, £225 or swap why? Watzonian Monza 1960 parts, sidecar Belstaff black, wax cotton jacket, size XX Large, £225 or exchange why? Harley 45 6T Thunderbird, 1959 Triumph why? parts. Tel. 02085 341761; 07438 362467. London.

GPO TELEGRAM BOYS uniforms sixties type nos belt pouch blue greetings pouch, new helmet in original box, labels still attached, plus more all new, stored fifty years, offers. Tel. 07396 270365. Sussex.

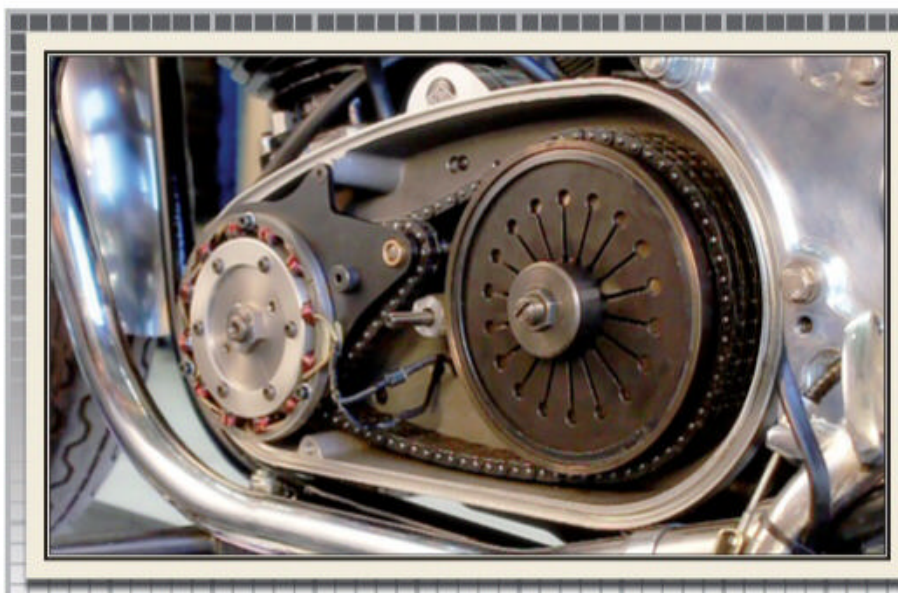
HYDRAULIC LIFT Sealey hydraulic motorcycle lift, 365kg capacity, as new, £200. Tel. 01502 679988. Norfolk.

LEATHER JEANS Texspeed 42 waist, black, worn twice; Shoei Raid 2, white, large; Oxford gloves brand new, large; Gearx apparels waterproof jacket 2xl; Uber boots, black size 9, hardly worn, £150 the lot. Tel. 07850 896280. Cleveland.

MAGAZINES: seven Classic Motorcycle magazines, 4 of them special 'Classic Mechanics', £5 plus £3 post. Tel. Richard 01366 728030. Norfolk.

MAGAZINES: six old Motorcycle Mechanics magazines and the First Issue of 'The Biker' £4 + £3.50 p&p. Tel. Richard 01366 728030.

VOLKSWAGEN T25 air cooled camper, 1981 Transporter vintage n-clutch, 87,675 original miles, service history, owned 10 years, MoT exempt in April 2022, good unrestored condition, £14,500 or exchange vintage 1940s motorbike with sidecar Harley 45 or Harley 45 Servi car 3 wheeler ring for details. Tel. 07863 262603. London.



Electric Starter Kit

Norton Commando 750 & 850 MK II

"La Jambe électrique"

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

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

ALTON

+33 965 373 852

English spoken

www.alton-france.com

Except Mk3 and 750 Fastback with distributor

Machine Mart

SHELTER/SHEDS

UP TO 12' (3.7M) LONG

Great for use as a workshop or storage area

"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

FROM ONLY £179.00 EXC.VAT £214.80 INC.VAT

LENGTH UP TO 12'

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1M	£179.00	£214.80
CIS8612	3.7 x 2 x 2.4M	£219.00	£262.80

5 EASY WAYS TO BUY...

ONLINE machinemart.co.uk

SUPERSTORES NATIONWIDE

CALL & COLLECT AT STORES TODAY

TELESALES 0115 956 5555

CLICK & COLLECT OVER 10,500 LOCATIONS

All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.

PUT TOO MUCH PRESSURE ON THAT OLD BOLT?
SNAPPED? STRIPPED THE THREADS?
DON'T WORRY THAT'S WHERE WE ARE SPECIALISTS!

VISA

UNI-THREAD

MasterCard

SUPPLIES QUALITY THREAD REPAIR KITS, INSERTS AND INSERT TAPS IN BSC, BSF, BSW, BA, UNF, UNC & METRIC.
BY SPEEDY MAIL ORDER SERVICE.
WE ALSO STOCK QUALITY TAPS, DIES, REAMERS, DRILLS, ETC.

WWW.UNI-THREAD.COM

CALL 01803 867832 Or Fax 01803 867982
for your free catalogue

CARBON STEEL TAPS & DIES NOW AVAILABLE
20% OFF ALL CARBON TAPS. 30% OFF ALL CARBON DIES

Triple S

Automotive Coating Specialists

Premium Restoration of
Motorcycle, Bicycle & Car Parts
UK Collection & Delivery Service
See website for details

Unit 3, Bradware Industrial Park
Harris Street, Bingley, BD16 1AE
www.TRIPLE-S.CO.UK 01274 562474

Quality is Not Expensive it is Priceless

TRIUMPH T140 BONNEVILLE

Spares, Service & Expert Advice

Complete range of T140 Bonneville spares by worldwide mail order

- New T140/T120 Electric start kit £2250

Now available for Home /workshop DIY installation

Shropshire Classic Motorcycles
www.triumphbonneville.com
info@triumphbonneville.com
Tel: 01743 860146

SHROPSHIRE CLASSICS

CLASSIC & VINTAGE MOTORCYCLE INSURANCE

SINGLE OR MULTI-BIKE, MIX & MATCH LAID-UP AND / OR ON THE ROAD COVER

www.MSMINSURANCE.CO.UK
TEL: 01279-870535

moto lug®

COLLAPSIBLE MOTORCYCLE TRAILERS

www.motolug.com

Single & Twin models available

Manufactured in the UK

+44 (0)1789 459234

Parts Sp

Triumph Twin Power

Performance parts for the air cooled Triumph twins 2001-2016

TTP EFI or Carb Stage 1 Kit

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

TTP EFI or Carb Stage 2 Kit

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

TTP Fire Starter Performance Igniter Unit

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

904s Sports Big Bore Kit

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

Tel: 01202 901 584

For more product information visit our website

www.triumphtwinpower.com

TRIUMPH BSA Norton

Monty's Classic Motorcycles Ltd

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

For advice and orders tel:

01822 617010

or shop online at

montysclassicmotorcycleshop.co.uk

Also BSA A7 A10
- Repairs
- Wheel Building

Over 35 years in the British bike trade

All major credit cards taken

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

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

CLASSIC BRITISH AND EUROPEAN SILENCERS AND EXHAUST PIPES

You will not find a better product. Armours have made 'HD' quality exhaust systems since 1972. We make them heavy, and use one of the best chromers around. Restorers often tell us that the systems we supplied are still nice after 15 or 20 years' service.

We sell direct to the customer, so our prices are moderate. We send them insured to anywhere in the world. We usually have them in stock for most 1930-1985 models, including AJS, Ariel, BSA, Douglas, Matchless, Norton, Panther, Enfield, Sunbeam, Triumph, Velocette and Vincent. Specials and prototypes undertaken.

ARMOURS

www.armourmotorproducts.co.uk

STAINLESS STEEL EXHAUSTS

For pre 85 BMW, Ducati, Laverda, Guzzi, Morini.

784 Wimborne Road, Bournemouth, Dorset BH9 2HS.
Tel: 01202 519409. E: sales@armoursltd.co.uk. Closed Mondays.

Open for business

MORGO

PERFORMANCE PARTS FOR TRIUMPH AND ARIEL BIKES

PLUNGER PUMPS – ROTARY PUMPS – PISTON KITS
TAPPET BLOCKS – OIL FILTER KITS – OIL PRESSURE GAUGE – 750CC BIG BORE KIT

WWW.MORGO.CO.UK +44 (0) 1274 614 424

ecialists

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

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

PRODUCTS

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

Drill Sets

Taper Shank Drills HSS

Reamer

Taps & Dies

Tracy Tools Ltd
Tap & Die Specialist, Engineer Tool Supplies
Tel: 01803 328 603 Fax: 01803 328 157
Unit 1, Parkfield Ind Est, Barton Hill Way, Torquay, Devon TQ2 8JG
Email: info@tracytools.com
www.tracytools.com

SUSPENSION MADE-TO-MEASURE

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

For help, advice or more information

MAXTON
MAXTONSUSPENSION.CO.UK

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

ACEWELL

10% discount on all products
voucher code "COVID19"
01670 898402
www.acewell.co.uk

5 heat levels
heated grips from £89.99
With integral control button

Renowned for high quality speedometers and rev counters
new range of heated grips available to order NOW!

Norton Race Parts

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

NRP Norton Race Parts

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

www.nortonraceparts.com

WHAT WE'VE BEEN UP TO ON OUR PROJECTS...

Steve's Yamaha AS1

Part five

Hammers, saws, chisels and gas torches all feature prominently this time.

WORDS AND IMAGES BY STEVE COOPER

Oooh, it's been a messy few days in that there workshop at the bottom of the garden – and on several occasions I've exited looking like a demented, dirt-encrusted hobgoblin. Why, you ask? Because I have been fighting with a veritable raft of fixtures and fittings originally supplied by Messrs Yamaha & Co, but latterly furnished by sensible folk who saw fit to offload their old tat onto a naïve punter, i.e., me.

In reality, I still don't regret buying the numerous boxes of sundry Yamaha ephemera, as the haul has divided up some really useful stuff for this project, and for mates' bikes, too. However, what I do regret – and still rue to this day – was the decision to strip my mouldering AS1 down and lump its giblets in with everything else in the same boxes. It may have seemed like a good idea at the time, but not now – and the gift of 20/20 hindsight is a singular, useless talent.

Assorted brackets – are any correct?

Be that as it may, I needed to progress the project – and that meant sorting out a viable footrest mount bracket. This device seems to be peculiar to Yamaha and is made from various gauges of steel plate. It bolts under the steel that takes the place of a seat post on a more conventional frame and also acts as a brace to the lower part of the frame. To add a touch of spice, said contrivance further carries the side stand via a shouldered bolt and (for good measure) offers three holes for the footrest bar to bolt to, but only after you've added in two large rubber blocks that dampen out any vibration and another flat steel plate. In all honesty, this unit – blithely called BRACKET, footrest – in the parts book is something of a lash-up but we have to deal with the cards we're dealt, etc. Adding further grist to the mill, this bracket has the ability to screw up a fair

Bracket is only finger-tight...

...but everything lines up when bolted tightly up

Straightening foot rest thanks to a friendly scaffold bar

bit of the bike if it's not properly fitted, as its fitment also facilitates the lower rear engine mounts. With it so far?

Yamaha must have gotten VFM (Value For Money) from the strange arrangement because, in various guises, it ran from 1966 on the AT90 through to 1982 on the RS200, taking in every 90, 100, 125, 180 and 200cc machine. Effectively, each model runs a subtly different analogue of the same basic design – see where this one is going, folks? Yes, of course yours truly had a gamut of options to choose from as he'd stupidly not labelled up the correct one he'd pulled off the bike come strip down. Yet in reality, this wasn't too bad an oversight as, given the state of the bike, what was there was likely to have been severely mucked around with anyway.

So, faced with manifold possibilities and opportunities, several happy hours (not!) were squandered finding a bracket that best fitted the recently repaired lower frame.

Given that even NOS units always look a little squiffy, it's not too easy to find the right one from a pile, and when you do something rather odd happens – you get a discrepancy where the bolts fit. Perversely, you're left with what appears to be a significant gap at the rear of the fixing, yet this all sorts itself out when the bolt is fully tightened. I'm pretty sure this isn't best engineering practice, but it does seem to work.

With that conundrum addressed, next up was the footrest bar, which was bent every which way, like they always are on old tiddlers. A good talking to with a length of scaffold➡

Side stand clearance tweaked; should help bike stand properly

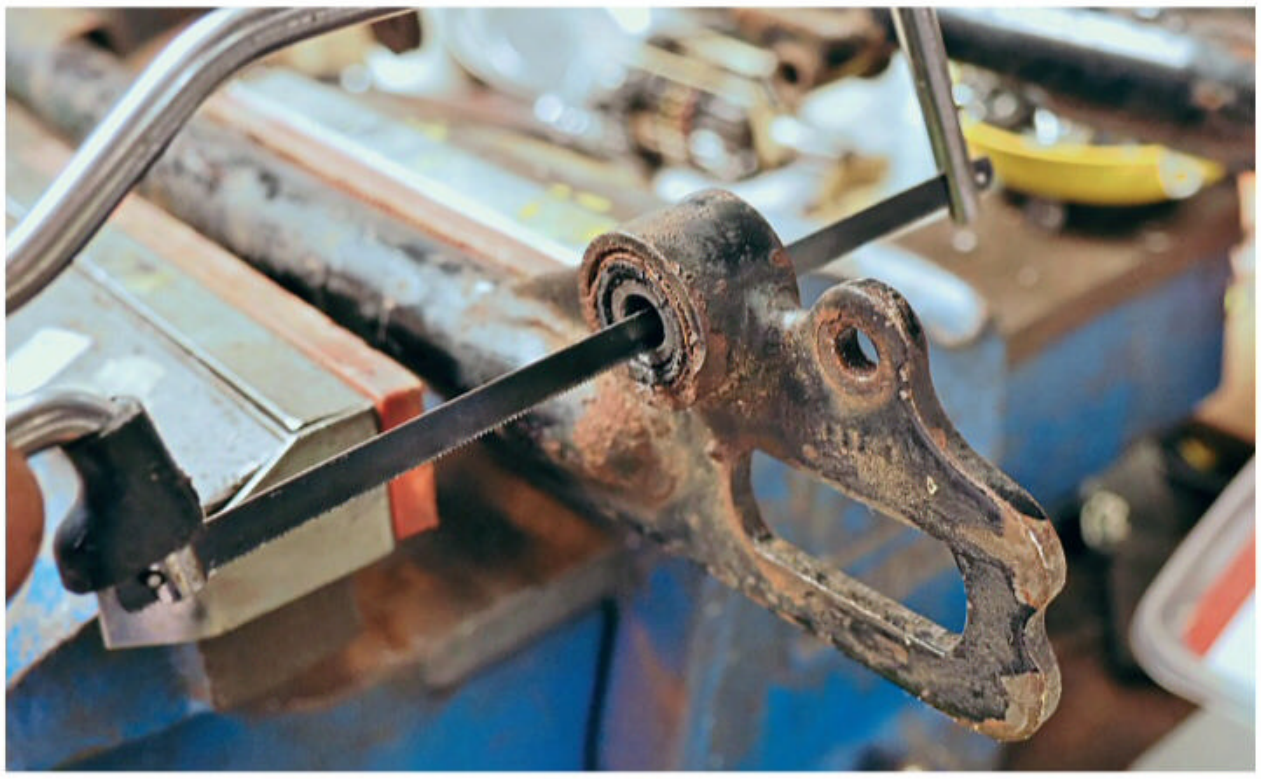
Lower suspension bush...

...and swing arm bush need removing

Frame finishes

In an ideal world, the chassis parts of the AS1 would be painted semi-satin cum semi-gloss black two-pack paint, but that's not happening on this project. Due to the myriad of corrosion spots, the scabby nature of the swinging arm, the rough-as-a-badger's-derriere footrest bar and all the other countless flaws, we're going down the power coating route. I know it's not 'authentic' but I'm really not too bothered as I'm rescuing an old wreck from the scrapyard rather than building a potential show winner. Yes, I could get the frame blasted and spend countless hours filling in all the nicks and dinks, then rubbing down, priming, re-sanding, undercoating, top-coating and the like but I've neither the time, the resource or, truth be told, the patience. Powder coating has come a long way since the gloopy, drips-at-every-corner early days. The coatings now are vastly improved in terms of both bonding ability and resistance. Better still, any powder coater worthy of the title will also offer a zinc-rich base coat which offers added protection, so that's where this particular project is headed. Hopefully next time I'll be surrounded by piles of smart black steel bike rather than the final knockings of Steptoe's yard – well, I can dream, can't I?

Tried a puller, which failed



Tried hacksaw, which was better

Inner bush came out

pole soon had the thick steel bar notionally parallel and true. Still in this same area, a side stand was chosen from the pile and, as there's at least three options, yet more time was wasted faffing around. A quick tweak in the vice had the pivot end trued ready for eventual powder coating. Just like the centre stand, a previous owner doubtless sat on the bike while it was on said stand, thereby deforming the heavy steel yoke at the top – this is why I take profound exception to people sitting on bikes when they're on stands!

With that little nest of poisoned vipers hopefully put to bed, I'd stupidly thought I could offload all the black work onto the powder coaters, but no – there was an entire, long day yet to be played out on the swinging arm. Again a foible of the sub-250 twins, the entire range is blessed with metalastic bushes, and not just the one set – oh no! There's a pair of these steel-rubber-steel gadgets at the pivot point and a second set for the lower end of the shock absorbers, which feature

But heat was needed to evict rubber

"Just like the centre stand, a previous owner doubtless sat on the bike while it was on said stand, thereby deforming the heavy steel yoke at the top – this is why I take profound exception to people sitting on bikes when they're on stands!"

a yoke or clevis instead of the far more conventional threaded and shouldered stud. Why Yamaha simply couldn't opt for shockers with eyes at both ends and easily removable rubber bushes in them is anyone's guess but hey-ho, it is what it is. On every other bike thus equipped, I've managed to get away with the existing bushes but not this time, so I guess it's a rite-of-passage job I'd inevitably have to undertake.

Hoping I might just be able to persuade a bush to pull out, I knocked up a puller from a length of studding, a socket, nuts and sundry washers. This achieved two things – nothing and bugger all! Plan B consisted of fitting a junior hacksaw inside the shock bush, which is actually a three-handed job given that these blades are held in tension by the saw's frame. Two slots thus cut, the inner bush was removed but the rubber inner remained steadfastly adhered to its outer steel sleeve and effectively hampered any further cutting – so Plan C then! Outside,

Steve likes this bit!

Heat it up and it just falls out

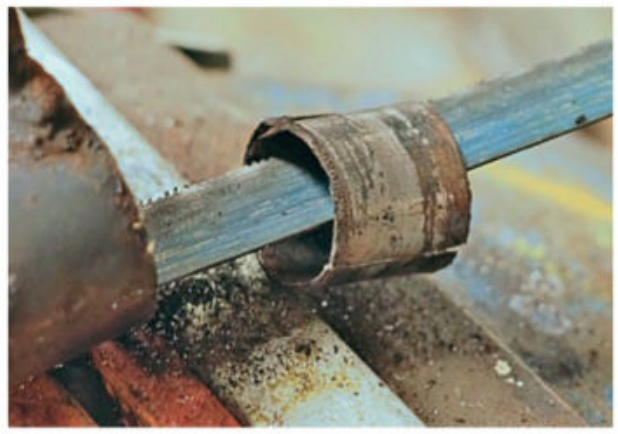
the Rothenberger gas torch was fired up and the bush heated. It doesn't take too long to effect a merry little blaze which then becomes self-sustaining. Concept thus proven, the remaining trio of uncut bushes were similarly immolated, which saw the inner bushes simply fall out as the burning rubber almost magically ejected itself out of the bush – result or what!

From here a little care was needed slicing through the outer sleeves of the bushes, taking care not to damage the surrounding material any more than absolutely necessary. One sleeve almost fell out at the end of the second cut, but the other pair required a severe talking to with a small cold chisel. From this point, all that was needed was to dress the mounts with a Dremel and a red oxide abrasive sleeve.

Looking at the pile of sorted parts, it's frankly hard to believe there's a few days' work there, as they don't really look any damn different to when I started. However, I know everything fits and is straight (hopefully), so now I can scoop it all up and hand it over for cosmetic refreshment.

I just needed to source those metalastic bushes, but friendly Yamaha chaps – Webbs of Lincoln – reckon the small ones are available and should have a pair of the now obsolete swinging arm ones. Happy days! CBG

Cutting an inner bush...



... and getting it out

Cold chisel gets a little medieval, but works

AJS & Matchless Owners Club

MONTHLY MAGAZINE
ONLINE PARTS SERVICE OPEN
ONLINE FORUM

visit us at www.jampot.com

BSA Owners' Club

Join one of over 20 branches across the country!

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

IF YOU LIKE BSA BANTAMS

then you're going to love us...

BSA BANTAM CLUB

Events Quarterly Magazine
Technical Info Machine Dating
Discount Insurance Club Shop

Join the flock
Please quote 'CBG'

Contact: Bryan Price Membership Secretary
01529 497 304 www.bsabantamclub.com

CJ POWDER COATINGS LTD

As used by RC's Mike Powell

Polyester powder coating and shot blasting services

Over 25 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 www.cjpowdercoatings.co.uk

Electronic BT-H Magnetos

BTH Components Ltd

BT-H Delivers

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

We are UK distributors for the Alton

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

We also stock a range of accessories 01908 550 044
Visit our website on www.bt-h.biz bthcomponents@gmail.com

Bumpstop®

motorcycle holding

Suitable for: vintage/classic/modern motorcycles

Used by: Police, Suzuki GB, Condor Ferries etc

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

www.bumpstop.co.uk
tel: 01604 845050 sales@bumpstop.co.uk

TRICOR ANDY

Triumph Twin Specialists!
TEL- 01432 820752
FAX- 01432 851934
www.Tricor-Andy.com
Andrewsgregory65@gmail.com
Po Box 338 HR1 9LU

ebay Shop Tricor-Andy

-Mail Order Only - No Shop Counter

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

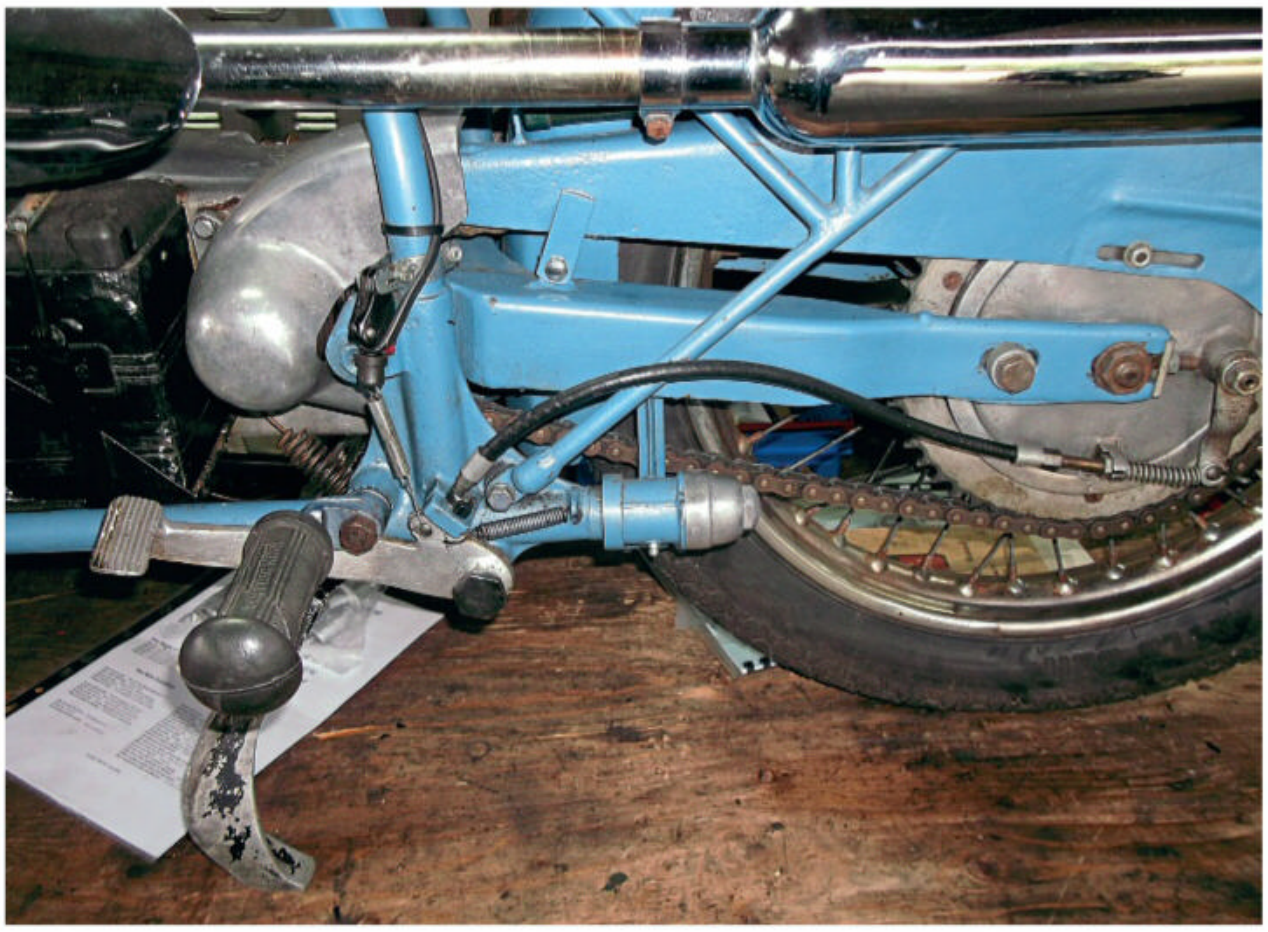
All enquiries please call 0121 666 6595
Mob: 07703 723347

32-36 Bissell Street, Highgate, Birmingham, West Midlands B5 7HP
Email info@bournespowdercoating.co.uk
www.bournespowdercoating.co.uk

BY HUTCH AND CHELLEY OF HTE

A sloppy bush

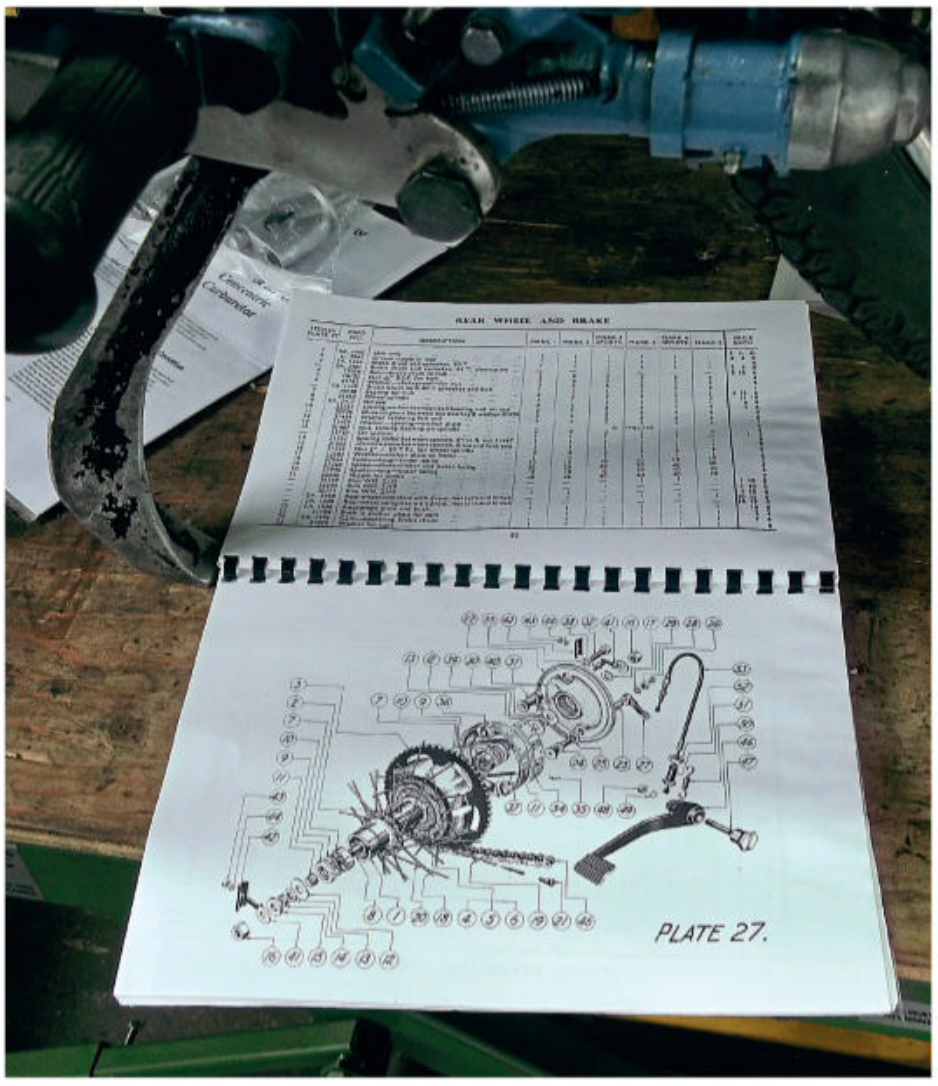
A loose bush on the rear brake is spoiling Hutch's new purchase, a Douglas T35



The rear brake as bought – very sloppy

I RARELY GO OUT LOOKING TO BUY A certain make or model of bike, preferring a more organic approach to buying what comes along at a price that suits my pocket at the time. If I like the bike, I keep it, at least for a while, and if not, I move it on. This method can certainly develop your taste in bikes. Like everyone else, though, I do have a mental want list of bikes I think I'd like – although I'm sometimes proven wrong once I own one, so it's a bit of a big day when the cosmic supply chain and the want list collide. This recently happened, and I now have a 350 Douglas flat twin sitting on the bench.

Like most of the bikes that come into my possession, the Douglas is neither 'conkers' (concours) nor original, and it needs a little fettling. Having the bike up on the bench to fit a new magneto cable and repairing one of the throttle cables gave me a good opportunity to have a long, hard look at the bike in detail. This inspection gave me a couple of jobs I



Hot it should be – in pictures...

You can easily see the wear from here

Everyone needs an It'll Come In Handy tin

Parting off old bush to length

Looks about right

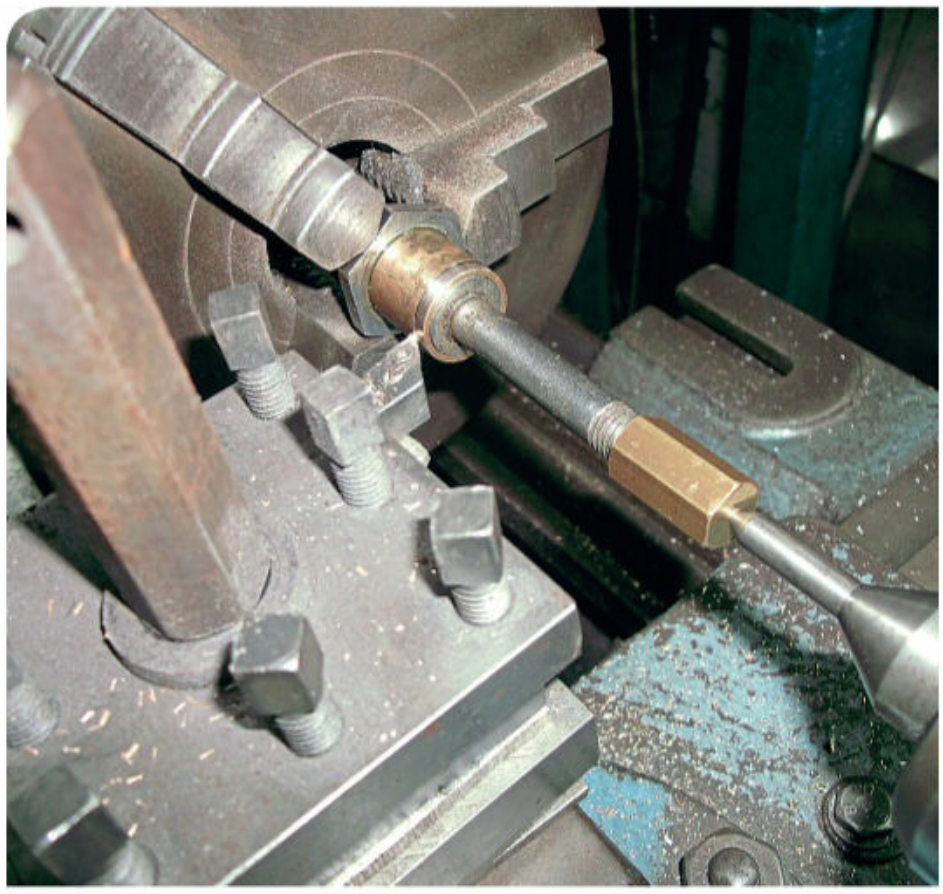
really must do before running and test riding for the sake of safety, number one of which was to sort out the rear brake actuation where the brake lever pivot was overly sloppy (the technical term is a p***k in a shirt sleeve), plus it needed a missing adjuster.

Fortunately, the bike came to me with both a manual and a parts list, so this was the first place to start to see if the parts present were at least similar to those that were meant to be there.

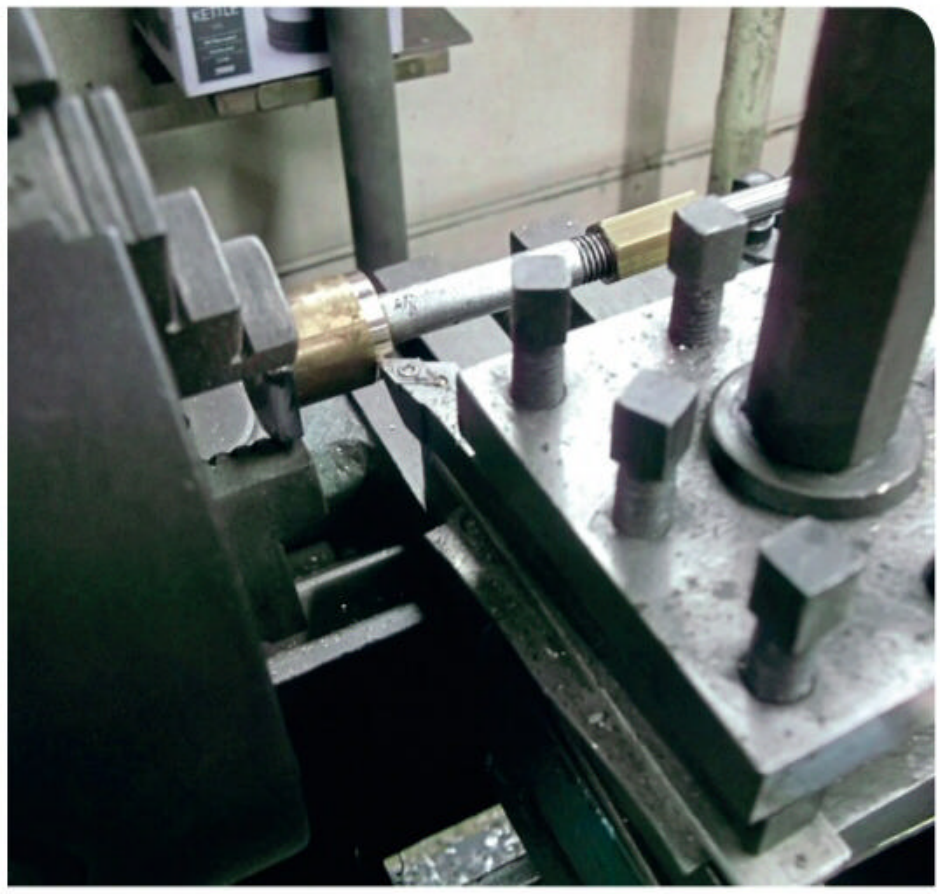
I removed the all the rear brake components, most of which were only finger tight (which doesn't bode well), making a mental note to run a spanner over the rest of the bike before going too much further.

With the parts removed, they were compared to the parts list diagrams,

Who needs limits and fits tables with modern adhesives?

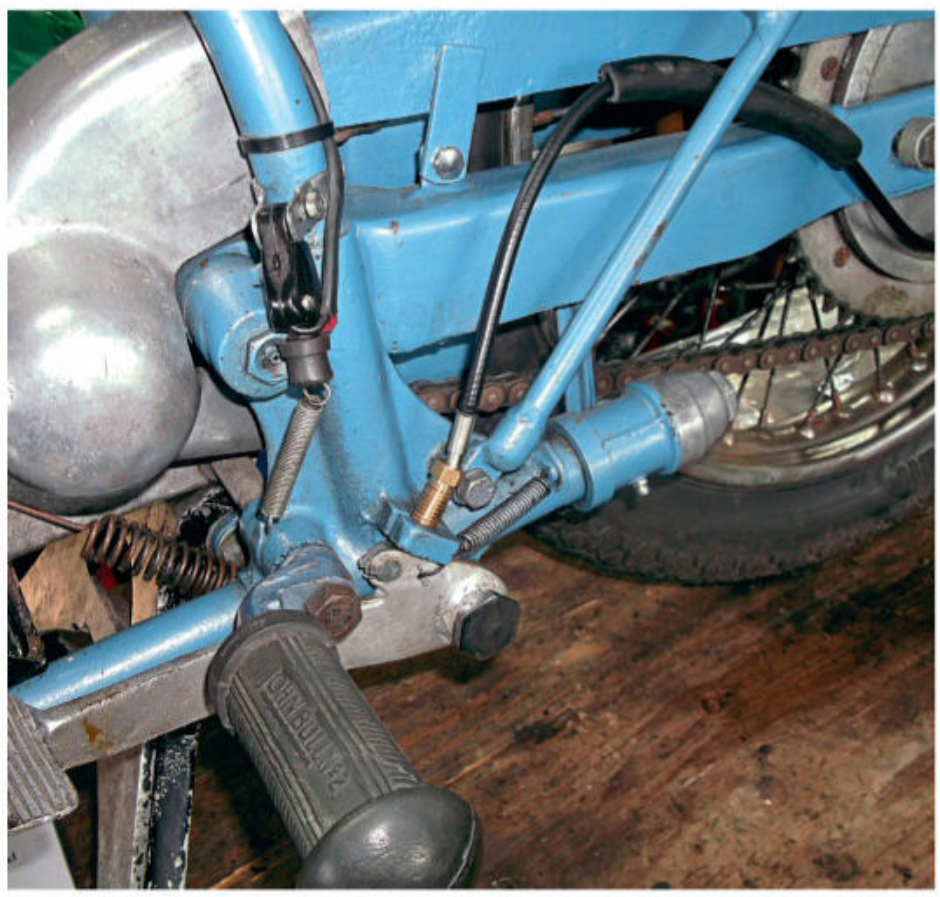


Turning down the new bush to size



Note the support between centres

Plenty of grease for reassembly



All sorted, with a new cable fitted

showing that I had one part extra and a couple missing.

The rear brake lever and its pivot bolt showed an excessive amount of clearance, which accounted for the slop in the brake actuation. Obviously, this needed bushing to bring the action back to somewhere useable.

Measuring the I/D (internal diameter) of the brake lever bush gave a diameter of 0.75 inches, and that it was round within 0.1mm, so a bush fitting will be fine. The pivot bolt measured an O/D (outer diameter) of 17.25mm, possibly 11/16-inch originally.

A search through my tin of old bushes and brass bits presented a couple of suitable bushes (see, I knew that stuff would come in handy one day!) The I/D of the longer of the two bushes was a perfect fit for the pivot bolt, so I popped it into the chuck on the lathe and machined it down to length. The pivot bolt and shortened bush were cleaned up and the bush glued into place using Loctite on the bolt, then given a day for the Loctite to go off. There are many types of Loctite for different uses and materials; use its website to check for the most suitable witchcraft!

The next day I set the pivot bolt up in the lathe to turn the O/D of the bush to a nice fit in the brake lever bush. It was a bit difficult to hold well in the chuck, with the pivot bolt head being quite slim, so I turned up a 3/8-inch 20tpi (threads per inch – see page 50) BSF brass nut to fit to the threaded end of the pivot bolt, which I could then locate with a live centre in the tailstock of the lathe. Once set up like this, I turned down the O/D of the bush to 0.75 inches. I am not quoting sizes and clearances – a nice fit is enough for chassis components like these. Once complete, the components were re-assembled on the bike with a good dollop of grease and much nicer rear brake action.

All that was left to do was to make up the missing Whit brake adjuster, a new cable, and fit these also. Another step closer to finding out if a 'want list' bike lives up to its expectations. CBG

CJ AUTOS
(HEYWOOD) LTD OL10 1HY

01706 620082

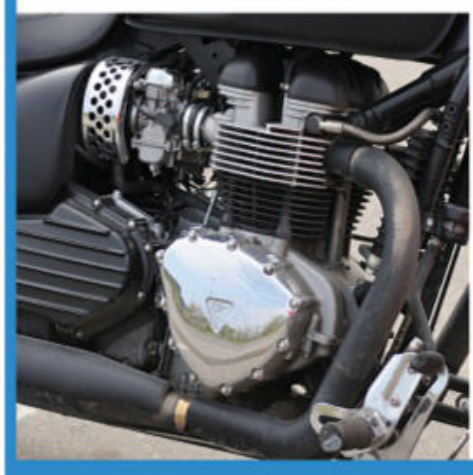
SEE WEBSITE FOR ALL DEALS

www.cjautosheywood.co.uk

Email: info@cjautosheywood.co.uk

SCE South Cerney Engineering

AUTOMOTIVE MACHINE SHOP AND GENERAL ENGINEERING SERVICES



Complete engineering service for all motorcycles, classic, vintage and modern. Including Chrome restoration and engine rebuilds.

- Aqua Blasting
- Line Boring, Honing, Polishing
- Cylinder Head Porting
- Valve Seat Replacement
- Weld Repairs.... and more!

www.southcerneyengineering.com

Since the 1950's we have been entrusted, worldwide with the engine work for some of the oldest, rarest, & most exotic of motorcycles.

01285 860295

CLASSIC BIKE MAGAZINES YOU'LL LOVE

GREAT OFFERS AVAILABLE ACROSS THE RANGE

SUBSCRIBE TODAY AND SAVE UP TO 39%

VISIT: WWW.CLASSICMAGAZINES.CO.UK/CLASS21 CALL: 01507 529529 QUOTE: CLASS21

Rebuild time!

After a brief break from project BMW to get married, Matt now starts to build the R100S

WORDS AND PHOTOGRAPHY BY MATT, WITH HELP FROM BDK RACE ENGINEERING, MOTOBINS, MOTORWORKS AND MARIA!

I WENT INTO THIS RESTORATION DIFFERENTLY FROM previous attempts, by working on sub-assemblies as I took them off the bike. I was hoping this would make the build, so often the part I struggle with, easier, as I could remember things more easily, not have such a chance to lose parts and spread the cost over a greater time – so often I simply run out of money, lose stuff and forget how it all went together.

Above: That's it, get the tube in carefully, then nip it with the lever...

Right: Corroded alloy rear brake lever is rubbed down with 400 Scotchbrite, then polished on the wire wheel and lacquered

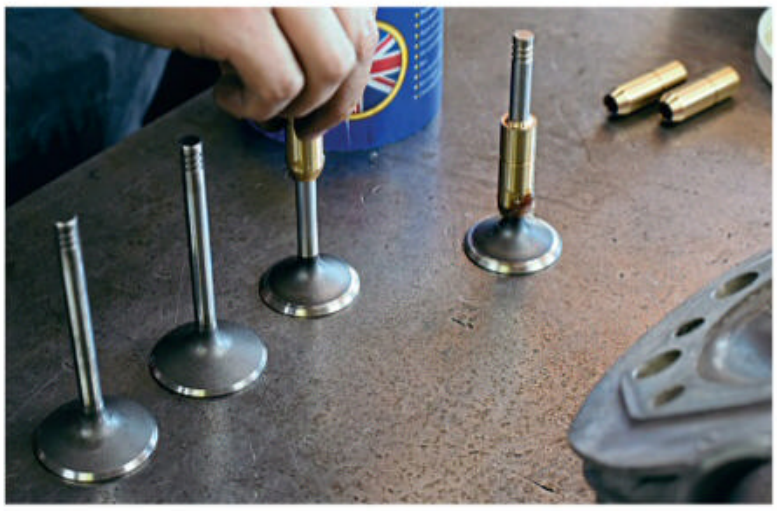
With a repainted frame, subframe, swing arm, fairing mounts and other parts sitting on the bench, it signified the start of the build up. I even found myself not wanting to use the original nuts and bolts, as they weren't shiny enough, so a trip to Norfolk Fasteners, my local emporium of nuts and bolts, had me grasping a box of mainly stainless steel items, from M4 to M12 and of different lengths. I'll use original where they clean up and are safe.

Then I realised that somehow I've lost the swing arm pivots. Gutted. After spending hours looking here, there and everywhere and missing a pair on FleaBay, I unusually remembered there was a box of parts in another shed. They couldn't be in there – it was full of parts from earlier on in the strip – but they were! Maybe this won't just be another unfinished project in the Hull shed.

A quick clean and rehash of the workshop helped mentally and physically – something about clean workshop, clean mind? (Empty mind, more like – Maria) My wooden bench is great for full rebuilds, but the weight of the BMW and the lack of space to use a ramp means a job like this can only be completed

Old petrol and Gunk do a fine job of cleaning rocker covers and seat lock

Head and ports after being sandblasted carefully to avoid seats



Checking sizes of new valves and guides

BMW heads are no more difficult than other heads to replace guides, so long as you use heat

Workshop looking clean, ready for rebuild

on the hydraulic ramp, if I ever want to ride it! So the wooden one, just for now, is for laying out parts, ready for planning the efficient way to put this old boat together.

With a clean workshop, I can start building the front while I search for the pivots. With the lovely new Continental K112 tyre fitted to the shiny, rebuilt wheel, I tried so carefully not to catch the new tube with my tyre levers, and guess what, failed miserably. It's a horrid feeling, pumping it up and seeing the dial fail to rise, so I just had to take it off and put a new one on, this time successfully.

With a new, inflated tyre, the discs could be fitted along with the rebuilt forks, cleaned and regreased head race bearings and kindly donated top yoke. I would have the subframe fitted, too, but forgot to get the battery tray painted, which is easier to fit before

'You hold it, I'll whack it'. Matt and Charles remove the old guides

Making sure everything is right – again

A new tool to press new guides in

BMW use a circlip to get guides in correct depth

Again, checking diameter!

New tool prevents any damage

the rear is bolted on, so will have to wait.

I wanted to get the engine fitted early on as it's easier to wiggle the frame to get the mounting points lined up. But I've decided to replace the front and rear crank seals, so that is a job that's easier on the bench. I also paid a visit to friends and immensely talented engineers, James, Matt and Charles at BDK engineering, who after working flat-out for the classic racing at Donington Park last month, had a 'slot' to help me. Simple jobs for Matt and Charles, but the valve guides needed replacing, the new valves lapping in and the bores honed for the new piston rings.

Matt started by checking sizes of old and new guides and then seeing if they had a tool to get the old ones out and the new ones in without damage. They didn't, so Matt made one up on the lathe. This is especially important on guides that don't have any seals, as the taper on the top of the guide helps prevent oil seeping past the valve stem. While Matt's on the

Straight out of the freezer!

A little rough, then a little fine lapping compound

Can I stop yet??

Bottom yoke needs parting to fit forks, unlike Japanese bikes

lathe, Charles sand blasts the exhaust port clean.

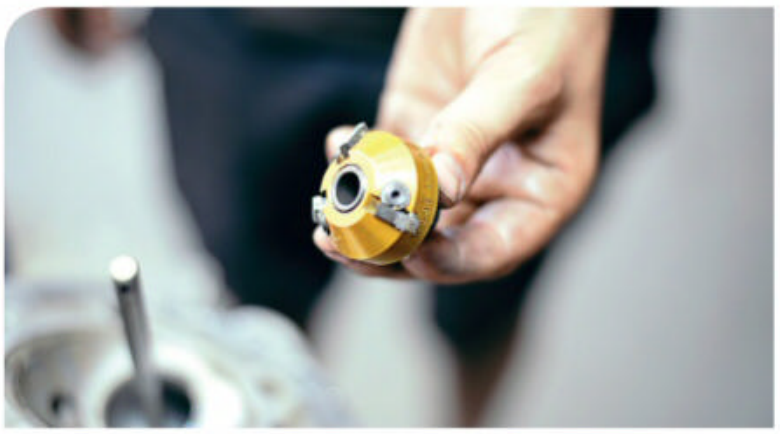
I cannot believe how often I see Matt measuring something. Check, measure, check, measure. He doesn't take the word of the manufacturer, he measures and checks. I learn to trust what's written on the box less.

This bit is like telly's 'Bake off', but with oily welding gloves and no cake. We get the heads up to around 220 degrees on a hot plate, while the valves and guides are popped in the freezer. Matt's new drift does the job and with him on the hammer and Charles holding the scalding-hot head with gloves, the old guides are hit out. Circlip pliers are needed to remove the clips that show the depth, then after more heat, the new guides are out of the freezer and into the position they will hopefully occupy for some years.

It's amazing to someone like myself who isn't an engineer, how powerful and how much difference heat makes, creating a perfect interference fit. The valves are now fitted and just one seat needs a slight cut to align, after which I get the job of lapping in the new valves, which while frustrating as the suction cup on my stick wont stick, is still satisfying.

Thanks to the lads, I now have a top end as good as new, waiting for newly-ringed pistons into freshly honed bores. I'll pop them on once the bottom end is in the frame. Thanks, lads!

Not everything got cleaned as the bike was pulled apart – bottom yoke needed some TLC



Cutter was only needed for one seat

Matt kindly lapped the new valves in

A light hone was all that the barrels needed

New tool for fitting, old guides and generic tool for removing them

Starting to get there!

The gearbox is getting a clean up before I delve inside. Gearboxes are not my thing, I've never done one before, and several people I trust have said to leave the BMW ones to an expert. So I'll have a look for any obvious problems and refit – they are not that tricky to remove if we find an issue later.

This leads to another question when restoring – how far do you go? For example, crank seals – fairly cheap to replace, easy enough when the engine is out and a pain when the bike is one place – these I understand. But the gearbox has done tens of thousands of miles – even if it is okay, it will have wear. So do I replace all the bushes, bearings and seals? The rear wheel should just need a good clean up as the spokes are stainless, unlike the chromed ones on the front wheel – but do I replace them? Seal the tank? Am I being silly not replacing the crank shells?

Whether to just build a bike with parts, fix an old one, replace or repair everything or build a concours winner, the choice is that of no one but the owner. Not the oxygen-thieving trolls on forums, social media or the whingers with their sarcastic comments at bike meetings. Like the decision to not redo the paint, my opinion is that this is a 43-year-old bike and certain parts reflect that. It will help the bike keep its identity, telling the story of its 60,000 plus miles, even at standstill, with new parts helping it hopefully keep reliable. If I wanted a brand-new bike there are plenty of great dealerships and lots of great new bikes. But I don't; I want this one. My one. A 1978 BMW R100S with an RS fairing and an unusual paint scheme. CBG

CLASSIC BIKE·GUIDE

WINTER 2022 CLASSIC

JANUARY 8-9, 2022

Gates open 9am – 5pm Sat & 9am – 4pm Sun

Newark County Showground, Notts NG24 2NY

LIVE DISPLAY FROM TRIALS WORLD CHAMPION **DOUGIE LAMPKIN**

STAR GUEST ROAD-RACING LEGEND, **PHILLIP McCALLEN!**

- Get the new motorcycling season off to a great start!
- Classic bikes everywhere!
- Indoor and outdoor trade and autojumble

ADVANCE TICKETS ON SALE NOW! *FREE PARKING!*

PRICE FREEZE! Adults only £10 each. 15 and under go FREE!

Cash / Card on the gate: £12 each. **SAVE OVER 16% WHEN YOU BUY IN ADVANCE.**

CLASSICBIKESHOWS.COM

Customer Services: 01507 529529

@classicbikeshows
@classicbikeshows
@classicbikeshow

Services

To advertise in Classic Bike Guide
Kieron on 01507 529413 kdeekens@mortons.co.uk

ACCESSORIES

Henry Cole HCTV
T shirts
DVD's
Accessories
www.henrycole.tv

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

CHROMING

CASTLE CHROME

Castle Chrome Plating

Unit F1, Shaw Road, Dudley, West Midlands DY2 8TP. T: 01384 214429

We are a dedicated team of skilled metal polishers and platers with more than 100 years experience of polishing chrome, copper and nickel plating.

We specialise in the restoration of all car and motorcycle bright work to a high quality.

♦ Our aim is to provide you with the best quality finish at the most reasonable price possible.
♦ We can take on all projecs, from the biggest to the smallest.

Telephone: 01384 214429 • www.castlechrome.co.uk

Quality Chrome Ltd

SPECIALISING IN NICKEL, COPPER, CHROME, GOLD PLATING, FULL METAL POLISHING SERVICE, ELECTRO-PLATING OF STEEL, COPPER, BRASS AND MOST ALLOYS.

*There are many Chrome Platers - but few can actually deliver the goods. We Can! **FACT***

We can have your parts collected from your door on next day delivery anywhere in the UK. Phone today for friendly advice. Don't throw money at your motorcycle without thinking about it.

Consult the expert in this field.

ALL WORK IS CARRIED OUT BY OURSELVES IN OUR FULLY EQUIPPED PLATING PLANT.

UNIT 1 & 2, MALTON STREET, WITHAM, HULL HU9 1BA
TEL & FAX
(DAY) 01482 589838
Email: sales@qualitychrome.co.uk
Website: www.qualitychrome.co.uk

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

CLASSIC BIKE GUIDE
www.classicbikeguide.com

DELIVERY

SPS Motorcycle Transport

NEED A BIKE MOVING? **Prompt attention. Good prices.**
Quick Turnaround. Fully Equipped Vehicle for Safe and Secure Travel.
Careful and Friendly Service. Fully Insured. UK Nationwide.
Based in Mansfield, Nottinghamshire. Secure Storage Available
Ring Steve anytime on 07779 044512 or 01623 649456 with your requirements
email: info@spsmotorcycletransport.com • www.spsmotorcycletransport.com

DELIVERY

MOTORCYCLE COLLECTION & DELIVERY SERVICE

- Nationwide
- Over 20 years experience
- Fully insured
- Competitive rates
- Secure storage available
- Satellite navigation systems fitting thus ensuring a speedy delivery which can be tracked at any time.
- All vans are fully equipped to hold your item securely.

Call for details

Call ACCELERATION
07774 964386 or 01244 532443
www.accelerationcads.co.uk

ELECTRICAL

AO Services
V Reg 2a Dynamo Regulator **£52**
LUCAS RITA repairs.
6V and 12V Alternator Regulators **£38**
Charge indicators **£15** and BSM **£22**
35 Griston Rd, Watton Thetford, IP25 6DN
www.AOservices.co.uk
01953 884681

DYNAMOS
DYNAMOS & only
DYNAMOS
Reconned and off the shelf
Lucas E3L, E3LM, E3HM, E3H, E3AR, E3N, E3MD + Miller
Lucas conversion for Velocette and Vincent
* Range of Spares * Dynamos always wanted *
P Dunn BSc (Hons) Tel: 01782 856839

DISTRIBUTOR DOCTOR
Tel: 01984 629540
Email: martin@distributordoctor.com
www.distributordoctor.com

423486 54410823 425219

RECONSTRUCTIVE SURGERY FOR LUCAS DISTRIBUTORS AND PARTS

ENGINEERING

SEAGER engineering

- High Quality Component Restoration on CNC machinery
- Alloy tig/laser welding and aqua blasting
- Exhaust Thread Specialist for all models

Call: 01728 598516 Text: 07880 602012
seagereng@btconnect.com
Debenham, Suffolk, IP14 6RP

MAGNETOS

MAGNETOS
Dynamos, Regulators rebuilt - guaranteed three years.
One-off components.
Exhaust pipes manufactured to pattern. *Please quote CBG*

Despite COVID-19 we are still open for business

D. H. Day, Aldrans, Church Hill, Wroughton, Swindon, Wiltshire SN4 9JR
Tel. Swindon (01793) 812323
www.dhday.co.uk

PAINTWORK

Vale Paints *As highly recommended in Classic Bike Guide*
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

NUMBER PLATES

CLASSIC NUMBER PLATES

See us at your local show!

Specialists in the manufacture & supply of all formats of number plates for your classic, plus any other vehicles from tractors to modern day.

From just £23.50 for CBG subscribers

NUMBER PLATE CENTRE LTD

Trade & Wholesale enquiries from UK & Worldwide welcome

Unit 4A, Waterside Business Park, 1649 Pershore Road, Stirchley, Birmingham B30 3DR

Tel: 0121 773 8107 • davidcollier58@hotmail.co.uk

www.numberplatecentre.com

POLISHING

Medallion Vintage & Classic Metal Polish

Medallion Vintage & Classic Metal Polish is brilliant on:

- *Aluminium*
- *Stainless Steel*
- *Chrome*

BULLET POLISH

www.bulletpolish.co.uk

This Vintage & Classic Metal Polish is a quick & easy way to make polished metals shine with a high lustre – whether it's in the workshop or out at a show.

Tel. James on 01299 896117

POWDER COATING

MERSEYSIDE SHOW WINNING FINISHERS

Top quality powder coatings, Quick turnaround, Grit & bead blasting, 2 pack finishing, Alloy & stainless welding & polishing Vintage & classic specialists

ELITE ENGINEERING & POWDER COATINGS

THE BOX WORKS, HEYSHAM ROAD, AINTREE, LIVERPOOL MERSEYSIDE L30 6UR Email. eepc@hotmail.co.uk

TEL. 0151 524 2838

RESTORATION

MOTORCYCLE SEAT RENOVATION SERVICE

SUPPLIERS OF NEW SEATS FOR MOST BRITISH CLASSIC BIKES

LOOSE COVERS & FOAMS SUPPLIED

R. K. LEIGHTON

Unit 81, Empire Industrial Park, Brickyard Road, Aldridge WS9 8UY

TEL: 01922 277 550

Email: info@rk-leighton.co.uk **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@triumphtigercubspares.co.uk
Worldwide shipping. Order over the phone, via our ebay store.
(Greystones Tiger Cub Warehouse) or through our website
www.triumphtigercubspares.co.uk
Unit 31 Reeves Yard, Warwick Road, Whitstable, Kent CT5 1HX *Visitors strictly by appointment only.*

SPEEDOMETER REPAIRS

www.classic-speedometers.com

Classic Speedometers

Smith's Magnetic Motorcycle Instrument Repairs, Restoration & Sales

Call Stuart Walker

07941 020161 / 01623 365469

Clocks always wanted

info@classic-speedometers.com

110 Chesterfield Road North Mansfield, Nottinghamshire NG19 7HZ

SHOCK ABSORBERS

NEW SHOCKS FOR YOUR CLASSIC

Specialised shocks for most road and off road bikes from only **£89** a pair inclusive

NJB SHOCKS

Tel: 07788 715163

www.njbshocks.co.uk

norman@njbshocks.co.uk

CLASSIC BIKE GUIDE

www.classicbikeguide.com

TRANSFERS

CLASSIC TRANSFERS

ROBERT DERRICK LTD

Visit our new fully illustrated website with secure online ordering facility!

James Tank Badges now available to order.

Call Today!

9.00am - 1.00pm (Mon - Fri)

+44 (0) 1454 260596

Printed catalogues available on request

The badges are 2.375" dia with holes centres at 2.0625" - £55.00 Pair

www.classictransfers.co.uk

service@classictransfers.co.uk

Classic Transfers, PO BOX 17, Wotton-Under-Edge, GL12 8YX United Kingdom

Marcia Derrick

M/C graphics by Adam Wilson

STAINLESS STEEL

www.stainlessmiddleton.co.uk

STAINLESS *ENHANCE YOUR MACHINE FOREVER*

BOLTS • ALLEN SCREWS • NUTS • WASHERS • HOSE CLIPS • NIPPLES • BAR • ETC

CYCLE, BSF, BSW, BA, BSP, UNF, UNC, METRIC AND METRIC FINE

ASK YOUR FRIENDS... **WHO HAS THE WIDEST RANGE? WHO HAS THE BEST QUALITY? WHO HAS THE BEST MAIL SERVICE?**

D. MIDDLETON & SON

Unit 5, Lady Ann Mills, Batley, West Yorks, WF17 0PS

CALLERS WELCOME BY APPOINTMENT

Tel: 01924 470807 24-hr

Fax: 01924 470764

Email: sales@stainlessmiddleton.co.uk

52 blade thread pitch gauge £7.00 inc VAT & p&p

VISA PayPal

41st YEAR OF TRADING

TRAILERS

DAVE COOPER BIKE RACKS

The NO.1 Name

Trailers

Price includes light-board and ramp

Single Bike £359

Double Bike £449

Treble Bike £479

Quad/Sidecar Trailers £415

Tow bars: supply and fit or DIY kit available

Spare wheel £38.50 extra. Each trailer comes with independent suspension, clip-on loading ramp, lie-down loops, security locking facility, removable light board. New wall-mounting brackets to hand trailer on your garage wall: £15/pair. Delivery service available.

Tel: 01732 820 082 **Mobile: 07860 702 112**

Email: info@davecooper.co.uk **www.davecooper.co.uk**

Dave Cooper, Unit 7 Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH

VINTAGE TYRES

SADDLEWORTH

Email: saddleworth7@gmail.com **www.saddleworthclassics.co.uk**

CLASSIC TYRES

AVON:	
300 x 19 rib	£76.00
325 x 19 rib	£82.00
325 x 17 rib	£97.00
300 x 20 rib	£97.00
325 x 17 SM	£94.00
400 x 18 SM	£105.00
350 x 19 SM	£92.00
350 x 19 Sidecar	£88.00
DUNLOP:	
360 x 19 TT100	£127.00
410 x 19 TT100	£132.00
425/85 x 18 TT100	£147.00
OTHERS:	
325 x 18 rib	£95.00

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

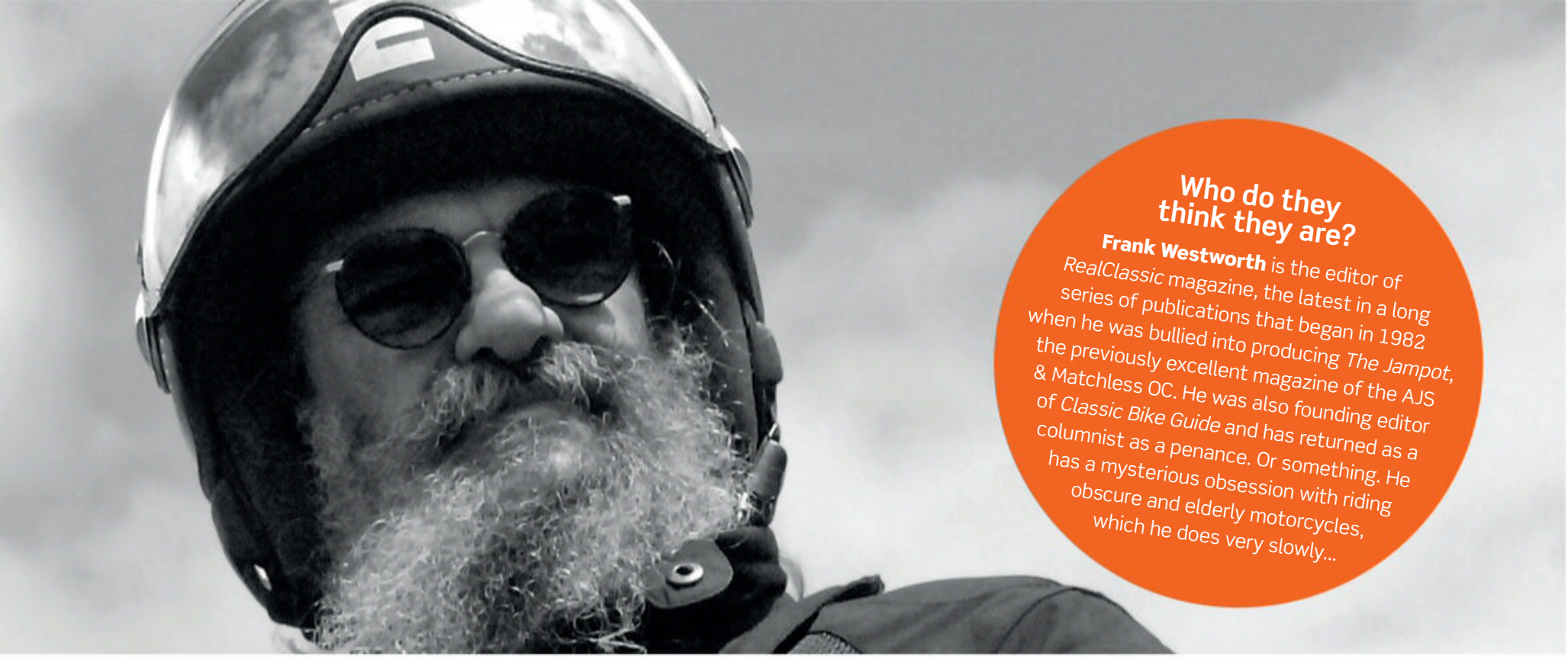
Normally open Wed-Sat 9.30am - 5pm

QUALITY WHEELBUILDING at COMPETITIVE PRICES

Please ring.

Knarr Mill, Oldham Road, Delph, Oldham, Lancs. OL3 5RQ

Telephone: 01457 872788



Who do they think they are?

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...

Frank's Famous Last Words

Do we never learn? Why is it that whenever one of his old bikes reappears in an advert, Frank wants it back? Madness...

Years ago, and quite a few years ago, too, I built a Matchless G80. Nothing too remarkable about that. Lots of otherwise sensible souls rebuild Matchless singles. This one was special, but only for me. I've long been a great fan of the last of the AJS and Matchless lines, the post-1964 models with Norton forks and wheels, and they are sadly rare. This tells you that by 1965, Joe Biker did not want a traditional British banger, and sadly for AJS and Matchless, neither did Sir Joseph Motorcyclist. So the rarity is because almost none were sold – nothing more exciting than that.

Even more years ago, when the otherwise sensible AJS & Matchless OC entrusted me with its previously excellent magazine, I helped compile a register of all the bikes known to the club. Lots and lots of 1957 to 1961 machines. Lots. After that? Remarkably few. A glance at the factory records revealed how few were sold. People prefer Hondas. Remarkable.

Anyway, one of those rare old bangers turned up, unearthed within a dank shed in North Devon by a great pal who instantly told me about it and ensured that I got first dibs. No one else was interested, of course, but I still paid far too much because I had a fear that the other fan for similar machines might somehow miraculously hear of it and gazump me. Which might hurt – who can tell?

Once it was home, I stood and stared at it. Then I sat down and stared at it. This continued for a while. Finally understanding that idiocy, imbecility or worse has gripped hard is never easy. I parked the rotten hulk in a corner of The Shed and forgot about it... until a recently retired friend wondered whether I maybe had an engine he could rebuild. Preferably not one he knew anything about. I offered him the engine out of the Matchless. He was almost certa14inly excited beyond description, but despite that he agreed to accept the challenge, which in turn demanded that I extract the defunct engine from the rusty wreckage.

One thing always leads to another thing, and of course I stripped the entire machine, down to the very last nut, bolt and washer, and then started to clean it. This is a true journey of adventure. Every old wreck is different. Every one displays decades of neglect and a complete absence of maintenance. Every one becomes a challenge. And hurrah for that.

Inevitably, the beautifully renovated and pristine engine returned and I put it into a dark place in The Shed so I could ignore it. There it sat, uncomplaining and gleaming only slightly, until I surrendered to inevitable guilt and spent another year or two searching for the almost infinite number of parts needed to rescue a bike from the ruins. This is great fun, if distressingly expensive. Did you know that the correct silencer is still available new from a nice man in Slovakia? Life is filled with surprises.

Of course, I completed the job. It only took about five years. These things should not be rushed. Patience is its own reward, and patience also turned up almost everything the machine needed to return to the road. Never surrender when seeking rare parts.

And finally it was time to ride it. It started easily, sounded excellent, charged its battery, and neither smoked nor leaked. I rode it. And then I rode it some more.

It was genuinely great to ride. The speedo over-read by an exact 10mph, but that simply made me feel heroic. It was quick, comfortable and steered with excellence – even the 8-inch sls Norton front brake worked. It did not leak and neither did it smoke. Perfect.

Of course, I sold it, along with another couple of perfect motorcycles, for a dull reason which is best ignored. That reason evaporated somehow after a year or so, and I told anyone who would listen that only a complete fool would have sold that bike and that if I ever saw it again I would snap it up in a flash. In. A. Flash!

A friend sent a link to a dealer website, and there it is. That G80. Even more perfect than before, gleaming and with a different speedo.

And I have no spare cash. None. Otherwise reunion would be imminent. Probably. Because I sold it (at a large loss) before and would need to pay a lot more than that to be reunited. And if I insanely sold it again, I would lose even more money! What to do?

Little pointless musings like this provide almost comfortable escapism in these peculiar days, don't you think? Maybe my Better Third would lend me a few shillings? Lots of shillings. Hmm... CBG

LOW PRICE GUARANTEE

RaceLeathers

FIRST FOR BEST PRICE, QUALITY & SERVICE

Richa Brookland Boots

£99.99

Merlin Yoxall 2 Waterproof Jacket

£249.95

Scorpion Exo Tech Helmet

FROM £249.95

Route One Mason Waterproof Jean

£149.95

Merlin Gable Waterproof Leather Jacket

£399.95

Merlin Halo 2.0 Waterproof Glove

£79.99

SEE STACKS MORE BARGAINS ON OUR WEBSITE

www.raceleathers.co.uk ☎ 01254 704000

Probably the largest Halvarssons and Lindstrands stockist in the UK

RaceLeathers Britannia Mill, 136 Bolton Road, Darwen, Lancashire BB3 1BZ Opening hours Mon-Sat 10am-5pm Tel:01254 704000

DRIFT · Arlete · BELL · daytona · rukka · SHOEI · SIDI · Schuberth · SPADA · TCX · SHARK · RICHA · LINDSTRANDS · Halvarssons

RaceLeathers, keep the skin in & the road out

*If any of these products are found for less (which we highly doubt) we will look to beat it. Items must be readily available from UK suppliers stock.

FREE SHIPPING ON MOST ITEMS (Channel Islands Not Included)

CLASSIC MOTORCYCLES LTD

ALWAYS BUYING & SELLING - PART EXCHANGES WELCOME

ARIEL NH Red Hunter 350cc 1955 ..... £4,150

ARIEL Red Hunter 1959 350cc £3,850

BENELLI Motorella GL 49cc 1976 ..... £1,150

BMW KI 1989 980cc..... £4,750

BSA Bantam D3 150cc 1957 ..... £2,999

BSA Bantam D7 175cc 1960 orig. reg £2,250

BSA C15 250cc 1960 .... £2,999

BSA C15 250cc 1966 Ex Constabulary £3,750

BSA A10 Gold Flash 1960 650cc £6,450

BSA Gold Star DBD34 Clubmans 500cc, choice of..... From £19,000

BSA Rocket Gold Star 650cc, 1962 and 1963, choice from £23,500

BSA Bantam Trials Rep 148cc 1960..... £3,500

BSA A7 497cc 1951 Original Reg 4,999

BSA A10 Golden Flash 650cc 1955 ..... £5,999

BSA DB32 Gold Star 350cc Choice From £15,750

BSA Bantam D1 Rigid 125cc 1949, choice of 5 ..... £3,499

DKW RT 200VS 1959 175cc £2,999

FRANCIS BARNETT Falcon 200cc AMC Engine. 1964 .£1,999

FRANCIS BARNETT Falcon 67 197cc 1954 Original Reg .. £1,999

FRANCIS BARNETT Light Cruiser 79 171cc 1959 Original Reg. £1,750

JAMES Captain L20S 200cc 1961 Original Reg..... £2,250

MAICO Maicoletta 247cc 1959 ..... £5,999

MATCHLESS G2 250cc 1960£2,999

NEW IMPERIAL Unit Super 250cc 1933..... £4,999

PANTHER 35 Sports 1961 250cc Original Reg £3,499

PUCH MS50D 49cc 1973 3 Speed £1,950

ROYAL ENFIELD Super 5 with Airflow fairing 1965 250cc. £3,500

TRIUMPH 3TA 1967 350cc Matching Nos..... £4,999

TRIUMPH Tiger 100T 1968 500cc Matching Nos..... £5,999

TRIUMPH Daytona T100R 500cc, 1972, Matching Numbers.....£5,995

TRIUMPH TR6R 1960 649cc Fully Restored..... £11,999

TRIUMPH Speed Twin 500cc 1961 ..... £5,999

VELOCETTE Thruxton 500cc Factory Pairing....Choice from £19,999

JAPANESE CLASSICS

HONDA CT90 & CT110 Large selection 1966-82..... £POA

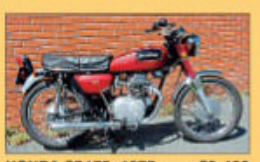
HONDA PC50 1975 Pedal Start £1,499

HONDA C50 1968 Only 8575 miles & one owner from new £2,999

HONDA CB450 1971 Stunning Dream Machine Paintwork £5,500

HONDA CB125S 1975, choice £4,699

HONDA 125SS 1969 Beautifully Restored.....£4,999



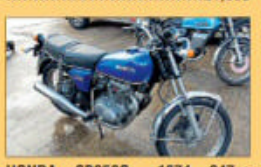
HONDA CB175 1975 .....£3,499

HONDA CD200 Benly 198cc 1986 .....£1,995

HONDA CB200 197cc, Choice of 6 .....from £2,499

HONDA CL200 1973..... £2,999

HONDA CD200 Benly 1980 Ride & Restore £2,350



HONDA CB250G 1974 247cc £2,999

HONDA CB250 Super Dream 249cc 1981..... £2,450

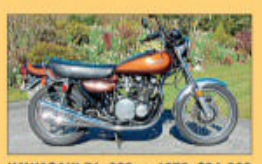
HONDA CB500 Four 1972 .. £8,999

HONDA CB550 Four 1977 544cc £8,999

HONDA CB400 Four. Choice of colours.....from £4,499

KAWASAKI F11 250cc 1973.£3,850

KAWASAKI KZ400 1975 398cc £3,999



KAWASAKI Z1 903cc 1972 £24,999

KAWASAKI GA90 1970 89cc £3,450

KAWASAKI F7 175cc 1971 £3,499

KAWASAKI KL250 1984....£2,599

SUZUKI GT250 1975 .....£3,750

SUZUKI TC90R 1971 .....£2,999

SUZUKI XN85 D Turbo 673cc 1983.....£5,999

SUZUKI AS50 49cc 1970 Stunning Example £4,499

SUZUKI TC125L 1974 123cc £3,999

SUZUKI TS185 1973 183cc £3,999

SUZUKI 100 1978 ..... £2,350

YAMAHA XT500 1977 497cc Restored. UK bike from new £8,499

YAMAHA CS3B Electric 200cc, 1971, choice of..... £3,750

YAMAHA RXS100 1991 98cc Matching Nos £2,399

YAMAHA TX650 1973 .....£7,500

YAMAHA RD200 1976 Matching Numbers.....£3,750

YAMAHA DT250 1972 Matching Numbers..... £4,999

YAMAHA G5 80cc 1968 Matching Nos. Electric Start £2,999

YAMAHA FS1E 1972 49cc Matching Nos..... £9,500

YAMAHA CT1-C 1971 171cc Matching Numbers £3,950

YAMAHA DT250 1970 246cc Matching Numbers £4,999

YAMAHA DT100 (LT2) 98cc 1972 ..... £2,999

VELOCETTE Venom 500cc 1959 Original Factory Frame & Engine Pairing. Original Registration. £9,499

VELOCETTE Thruxton 500cc 1969 original factory pairing £29,999

VELOCETTE Venom 500cc 1959 Stunning..... £12,999

PORSCHE 911 Carrera 3.6 Tiptronic Auto £39,999

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