



MOTOR BIKES GALORE inside Aylsham Road Drill Hall, Norwich, today.

Motor bike glory

● Thousands of pounds worth of motor cycles, from the old and battered to the brand new, went on display in Norwich today.

● But they all have one thing in common — they are British and their owners are proud of the fact.

● The show, at the Territorial Army centre in Aylsham Road, has been staged by Brimbo, the East Anglian British Motorbike Owners' Club, with the sole aim of bringing together local enthusiasts.

● And there are certainly plenty of those, according to the exhibition's organiser, Mick O'Neill.

● "We are catering for 500 visitors and I am overwhelmed already by the number that have turned up," said Mr. O'Neill, just an hour after the show opened.

● Pride of place at the display of 75 machines is given to Brimbo's president, veteran road racer Dick Aldous, who has just completed his 28th season, and is looking forward to the next.

● Mr. Aldous, of Potash Farm, Banham, was exhibiting his 1956 BSA Gold Star and 1962 Manx Norton, which he still uses in races.

● "I've always stuck to British motor cycles. They cause a hell of a lot of interest" he said.

PRIDE OF VETERANS

THE motor cycle display held in Norwich earlier this month by the British Motor Bike Owners' Club was an eye-opener for anyone who thought interest in British machines had died.

As club president, veteran road racer Dick Aldous of Banham, observed: "It makes old-timers proud to see so many fine examples of good old British bikes on show."

Bantam

Dick put on display his 1956 BSA Gold Star Clubman racer and the 1962 500cc Manx Norton which he still rides in classic bike events.

The range of bikes was impressive — from the BSA Bantam which was the

Motor bikes by Brian Caldecott

introduction to motor cycling for thousands of people, to the superb Vincents shown by Mark Turner and B. Rolland, enthusiastic members of the Vincent Owners' Club.

The first new machine I owned was a 200cc Triumph Tiger Cub and I was pleased to see some neat examples of this popular sports lightweight from Meriden.

Ariels

Other lightweights which caught the eye included a couple of beautifully preserved 250cc two-stroke twin Ariel Arrows shown by E. and J. Clarke, a sporty Royal Enfield 250cc single Continental (L. Trevail) and an Essex-built 250cc Greeves (S. Court).

P. Williams and P. Rawlence showed a brace of shaft-drive 500cc Sunbeam twins and the classic lines of J. Fraser's 500cc Velocette Thruxton drew plenty of admiring looks.

The pre-war era was represented by a 1937 Matchless Model X 990cc side-valve twin (M. O'Neill) and a 1939 1000cc Square Four Ariel (G. Dixon).

Nortons

Triumph and BSA were well represented, there were competition bikes from AJS and the Nortons on show ranged from a 1961, 350cc Navigator twin (S. O'Neill) to a 1975 Interstate 850 (J. Robinson) the last Norton model in production.

Former sidecar racer John Kinley exhibited his 1978, 500cc Silk, a water-cooled two-stroke twin on the lines of the famous Scott and the Bensley brothers of Banham rolled up with a 1981 Quasar, a futuristic looking streamlined device powered by an 850cc Reliant engine.

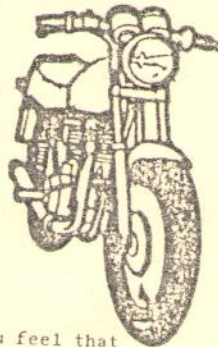
The Brimbo enthusiasts are doing a splendid job in restoring British bikes and keeping them on the road. Andy Culyer, of 1, Broad Street, Eye, would be happy to supply further details.

Norwich Mercury Series, Friday, December 17, 1982

BRITISH MOTORCYCLE DISPLAY

PROGRAM
10p

Admission 50p



'BRIMBO'. This is the place where British is spoken. If you feel that you are interested in joining us please step onto the stage and talk to any Brimbo member. Application forms are available and there is a special offer of 3 months free membership if you join today.

CHAPMANS, Duke Street, Norwich. One company still faithful to British endeavour. Chapmans are displaying several brand new Triumphs so place your orders here.

VIDEO. Thanks to R. Peacock and D. Coleman we have a day long performance of motorcycle films.

MOTORCYCLE SHOP, Rashes Green, Dereham. The three machines on show are examples of MCS's rebuilds. The bikes are re-imported and completely renovated. MCS also supply many British spares.

NORWICH UNION, Surrey Street, Norwich. Now is your chance to discuss your insurance problems with a man who's also interested in bikes and probably understands your requirements. Ask Now!

VINCENT OWNERS CLUB. A fine selection of these awesome machines displayed by M. Turner and B. Rolland, active members of the Norfolk section of the V.O.C.

BENSLEY ENGINEERING, Church Farm, Long Lane, Banham. Grit and Bead blasting, as well as hot metal spraying. Talk about frames, mudguards etc. Also displayed by J. Bensley is a 1981 Quasar. This is a radical approach to motorcycling which uses an 850c.c. Reliant engine.

**TERRITORIAL
ARMY CENTRE
AYLSHAM ROAD
NORWICH**

Organised by
BRIMBO
BRITISH MOTOR BIKE OWNERS

1. B.S.A. BEAGLE 1964. 75c.c. O.H.V. Single built only in 1964 to compete against Japan, very unsuccessfully. (E. Clarke)
2. - 5. B.S.A. BANTAMS 1949/51/53/51. 125c.c. 150c.c. Two Stroke Singles, over $\frac{1}{2}$ million of these were built between 1948 & 1970. (G. Glennie, R. Lye, A. Trevail & G. Barker)
6. FRANCIS BARNET PLOVER 1956. 150c.c. Two Stroke, Francis Barnets answer to the Bantam. (L. Trevail)
7. B.S.A. BANTAM 1968. 175c.c. D14/4 the last and most sophisticated model of this range. (M. Smith)
8. TRIUMPH TIGER CUB 1968. 200c.c. O.H.V. Single built between 1954 & 1968. (A. Smith)
9. GREEVES ROADSTER 1959. 250c.c. Two Stroke Twin best known for their interesting frames and forks. (S. Court)
10. ROYAL ENFIELD CRUSADER 1960. 250c.c. O.H.V. Single produced from 1957 - 1962, then became Super Five. (R. Peacock)
11. & 12. ARIEL ARROWS 1961. 250c.c. Two Stroke Twins manufactured from 1959 - 1965. 97 EOK was featured in Which Bike March '79. (E. Clarke & J. Clarke)
13. B.S.A. S.S.80 1962. 250c.c. O.H.V. Single. Sports version of C.15 '80' was expected max. speed. (A. Tooke)
14. ROYAL ENFIELD CONTINENTAL 1966. 250c.c. O.H.V. Single. 5 speed Gear Box. The Super 5 was restyled in 1965 to produce this sportier model. (L. Trevail)
15. VELOCETTE KSS 1947. 350c.c. O.H.C. Single. The model 'K's were in production from 1925 - 1948. (J. Fraser)
16. MATCHLESS G3L 1948. 350c.c. O.H.V. Single extensively used by the army in W.W.II. The 'L' denotes Tele.-Forks (A. Trevail)
17. VELOCETTE VIPER 1957. 350c.c. O.H.V. Single. Started in 1956 as a development of the M.S.S. (A. Culyer)
18. NORTON NAVIGATOR 1961. 350c.c. O.H.V. Twin. Bigger version of the Jubilee also available with electric start as 400c.c. Electra. (S. O'Neill)
19. ROYAL ENFIELD BULLET 1962. 350c.c. O.H.V. Single first built in 1948. Jigs and tools still used in India today. (L. Stevenson)
20. B.S.A. B40 1965. 350c.c. O.H.V. Single. Ex Civil Defence machine. (P. Rawlence)
21. RUDGE SPECIAL 1934. 500c.c. 4 Valve Single. These engines were extremely successful and were used by other bike manufacturers. (M. Caston)
22. B.S.A. M20 1943. 500c.c. S.V. This bike is 100% authentic and is painted in the colours of the 21st Army Group Reme 1944. (J. Greaves)
24. NORTON DOMINATOR 1951. 500c.c. O.H.V. Twin introduced in 1948 with plunger suspension this was the forerunner of all Norton twins. (H. Dade)
25. NORTON E.S.2. 1952. 500c.c. O.H.V. Single. First available in 1927. (J. Cook)
26. & 27. SUNBEAM S.8 - S.7 1951/55. 500c.c. O.H.C. Twins. Shaft Drive. The S.8 was announced in 1946. The S.7 came 3 years later as a lighter, sportier version of this luxury twin. (P. Williams & P. Rawlence)
28. ROYAL ENFIELD BULLET 1956. 500c.c. O.H.V. Single. This is the bigger version of the more popular 350. (N. Stevenson)
29. NORTON E.S.2 1956. 500c.c. O.H.V. Single. One of the last pre featherbed framed E.S.2s. (J. Middleton)
30. VELOCETTE THRUXTON 1970. 500c.c. O.H.V. Single. Last real classic Velo. A similar model won the 1967 Production T.T. (J. Fraser)
31. ROYAL ENFIELD BULLET 1960. 500c.c. O.H.V. Single. Special 'Big' Head version. (T. Godbold)
32. VELOCETTE VENOM 1964. 500c.c. O.H.V. Single. Big brother to the 350c.c. Viper. (T. Godbold)
33. B.S.A. M21 1951. 600c.c. S.V. Single built primarily as a sidecar hauler. Used extensively by the A.A. (P. Rawlence)
34. NORTON DOMINATOR 1957. 600c.c. O.H.V. Twin. Also known as the 99. This bike uses a feather bed frame. (M. Dakin)
35. ARIEL HUNTMASTER 1957. 650c.c. O.H.V. Twin. High quality parallel twin which lacked the carisma of other 650's. (A. Culyer)
- 36, 37. & 38. B.S.A. A. 10 1957/59/61. 650c.c. O.H.V. Twin. Three examples of this popular bike, one original Super Rocket and two showing contrasts in period customizing. (R. Peacock, M. Yarham & M. O'Neill)
39. TRIUMPH THUNDERBIRD 1961. 650c.c. O.H.V. Twin produced for 15 years. Very popular throughout the world. (G. Barker)
40. B.S.A. THUNDERBOLT 1970. 650c.c. O.H.V. Twin. This is the A.65 unit construction twin which superseded the A.10 range. (B. Hislop)
- 41, 42. & 43. TRIUMPH BONNEVILLE 1961/60/60. 650c.c. O.H.V. Twin. Probably the most popular roadburner of it's day. Compare standard models with a typical cafe racer. (G. Glennie, J. Bensley & J. Bensley)
44. SILK 1978. 700c.c. Water Cooled Two Stroke Twin produced by George Silk very much to the original Scott Design. (J. Kinley)
45. ROYAL ENFIELD SUPER METEOR 1957. 700c.c. O.H.V. Twin. First big parallel twin, virtually a double up of two 350 singles (T. Godbold)
- 45B. AJS/TRIUMPH. 750c.c. O.H.V. Twin. 'Morgo' converted triumph motor in 7R racing frame. (D. Coleman)
46. NORTON COMMANDO 1968. 750c.c. O.H.V. Twin. This is the fast back model which was motorcycle of the year for 5 years. (H. Dade)
47. TRIUMPH 1975. 750c.c. O.H.V. Twin. This is the only British bike still in mass production. (R. Reynolds)
48. TRIUMPH TRIDENT 1971. 750c.c. O.H.V. Triple introduced in 1968 with B.S.A. Rocket, the first bikes to 'coin' the superbike name. (R. Lye)
49. NORTON INTERSTATE 1975. 850c.c. O.H.V. Twin. Last model Norton in production, which ceased in 1977. (J. Robinson)

50. MATCHLESS MODEL X 1937. 990c.c. S.V. VTwin. Matchless also sold this engine to Morgan, Brough and others. (M. O'Neill)
51. ARIEL SQUARE FOUR 1939. 1000c.c. O.H.V. Four. The world's first commercially successful 4 cylinder bike - predating Honda by 37 years. (G. Dixon)

The following bikes are all used in the 'Brimbo' off road series, some are also used as daily transport.

52. TRIUMPH CUB 1962. 200c.c. (E. Clarke)
53. 'FRUB' Francis Barnet frame. Cub engine. (M. Smith)
54. TRIUMPH CUB 1964. 200c.c. (R. Lye)
55. GREEVES SCOTTISH 1958. 250c.c. (A. Trevail)
56. 'GREBSA' Greeves frame B.S.A. engine. (M. O'Neill)
57. COTTON STARMAKER 1968. 250c.c. (S. Court)
58. A.J.S. 16MC 1959. 350c.c. (D. Coleman)
59. A.J.S. 16C 1952. 350c.c. (N. Barnby)
60. A.J.S. STORMER 1974. 410c.c. (P. Hislop)
61. B.S.A. A.10 1958. 650c.c. (H. Womack)

'Brimbo' is also a family club and many wives also ride. There are several sidecars, two of which are shown here.

62. B.S.A. A.10 and sidecar 1951. (P. Rawlence)
63. TRIUMPH and sidecar. 1974. (A. Atkins)

'Brimbo' does not road race although many of it's members follow modern, classic and vintage racing, visiting many circuits during the season including the T.T.

'Brimbo' president Dick Aldous has been racing for many years and has displayed his two racing machines.

64. B.S.A. GOLDSTAR 1956. 500c.c. This has been owned from new and all the original 'Clubman' equipment is still retained in store.
65. NORTON MANX 1962. 500c.c. O.H.C. Single. The classic British racing machine which has launched many riders on the road to fame.

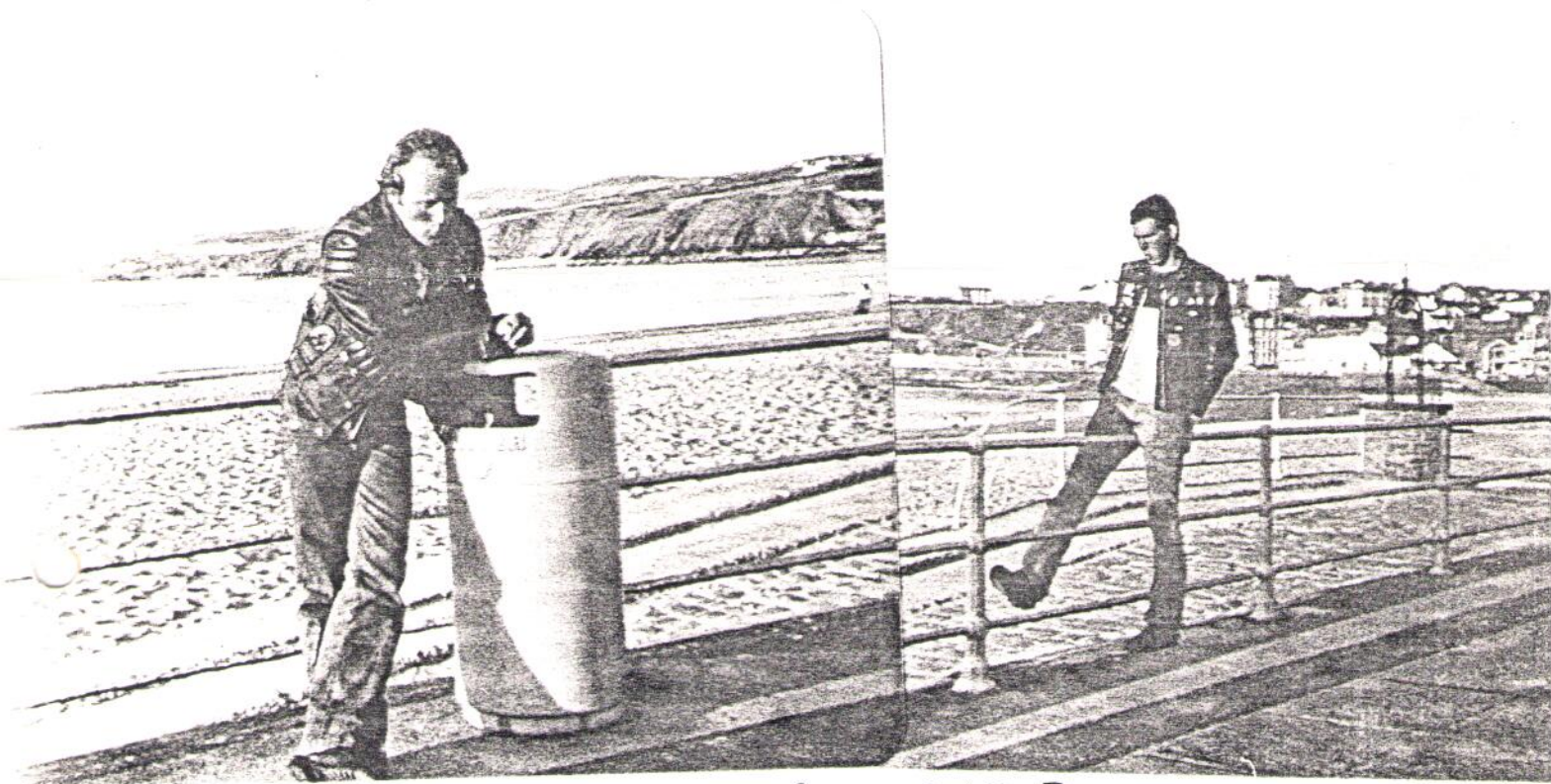
For further details of Brimbo and membership forms contact:-

Andy Culyer,
1 Broad Street,
Eye,
Suffolk.

BRIMBO

BRITISH MOTOR BIKE OWNERS

JANUARY NEWSLETTER



BRIMBO WRECKERS ?

After taking the largest gamble of its life in staging the exhibition last month in Norwich, Brimbo emerged somewhat dazed at the tremendous response which was received. Throughout the day a steady stream of visitors filed in and all told some 800 people came along which far exceeded everyone's expectations. In order to achieve such success it required everybody to do their piece and that is exactly what happened. The whole thing was the brain child of Mick O'Neil and he saw it through every stage with the necessary determination to ensure that everybody involved in the organisation side of the event did exactly as was required. Going back a little way, the first plan was to hire the huge Blackfriars Hall, Norwich. The price nearly gave everybody coronaries but the deciding factor was the fact that the only date we were offered was too close, far too short notice for anything like Mick had in mind. Therefore an alternative venue was sought and found

the Territorial Army Centre in Aylsham Road. After that it seemed like Mick could concentrate on the mammoth task of organising people, getting people to turn up at 8.30 in the morning! Unheard of apart from Isle of Man trips. Once the posters had been printed and then plastered liberally around Norwich and the surrounding district, the remaining areas in which to publicise the event were the weeklies/monthlies; Motorcycle News and Classic Bike were but two in which the display was mentioned. So with the display being advertised near and far the time had come to see what response it would have. As well as the mostly clean, some immaculate bikes to run their eyes but not their hands over, the visitors could glue their eyes to the TV to which a video courtesy of Ray Peacock and Dave Coleman was connected supplying enough films for the day. A real touch of professionalism this. If you didn't come you really did miss something and the call to come and bring whatever you had didn't fall on many deaf ears. There were people there I hadn't seen for a long time. Congratulations Mick, you would get an Honours Degree in organisation!

Now from events of the past to the near future. The AGM will be held on 15th February at Pulham Market Village Hall (where else you may ask) at 8 p.m. where one of the items on the agenda will be to select one of you to perform the task of Secretary. After three years I have decided to let someone else have a go. A non riding Secretary is a little crazy not to mention extremely boring.

Therefore as this is my last newsletter I just had to mention the following story which I believe is not known to many of you. the day Brimbo met the Queen. There has been a tradition almost over the last few years to make an outing up Peddars Way on 1st January. There are usually about six people participating (usually the same six) most of them know the track so well they can get home with no lights.

On the occasion I wish to mention the Royalty were as is tradition on holiday at Sandringham. The pheasants around there can't like such holidays because they usually get blasted with shot. Indeed several were getting blasted in the very close proximity to Peddars Way. The authorities had blocked the tarmac roads whilst the Royalty had their fun. Unfortunately they hadn't envisaged somebody coming along Peddars Way. Therefore this was how Tony Tревail was able to make a good effort at exposing himself to Her Majesty whilst relieving himself against a bare hedge. Ray Reynolds even tried to persuade a stupid dog to drop a pheasant in his bag. All he took home was a piece of shot when one of the Royal marksmen went a little off target. The fact that they had blundered over a Royal Shoot did not sink in until later when Horrie finally worked out who the woman was in the hat - not shooting of course but just out with her dogs - nobody believed him at first, only later.

It has not exactly been a happy year for Brimbo. If it hadn't been for the exhibition in Norwich I think funds would be virtually non-existent. As it is, the balance is fairly respectable and gives the club a chance to put on an evening event a disco or whatever. This will have to be sorted out fairly soon. As for the coming year, that will be have to be sorted out soon as well. The exhibition has shown that interest is still keen but interest in what? Competition exists in the on road and off road competitions. The off road series evolved by itself almost whereas the on road was formed last year really because we thought there ~~was~~ a need. I have my doubts about that - I think too much competition is a bad thing, it can be a killer which is something Brimbo can do without. As far as Brimbo's future goes, I have heard many predictions mostly of the obituary type. What I am sure of is that the old days of dozens of British bikes assembling on the first Wednesday night of each month are over. It is no good trying to rekindle this notion - what we have to do is make the most of what we have got but accept that part of what we have got contains a large number of the membership who own foreign as well as British bikes. It may be difficult to accept for some but it is reality and that's something you can't ignore.