

In the early 1980s I bought a 1929 FN 348cc bike built in Belgium by the same manufacturers as the famous rifle (it was Royal Enfield who named one of their bikes "Bullet"). The bike had a Brooklands type silencer and the brake and clutch levers were of the inverted type (round the other way). I had only had the FN for a day or so when I sold it to someone who just had to have it!!



**My c1929 FN**

My next motorcycle I bought at an Auction at Alexander Palace, North London. It was the last entry and an extra lot. I paid £800 for the Brough Superior (Reg. No. VD 9802). I used the bike for a while and having joined the Brough Superior Club became aware that my model was the SS80 with the 996cc V twin engine built for Brough by Matchless.



**My 1938 Brough Superior**

Deciding that the bike would benefit from some refurbishment, I removed the petrol tank, headlamp, and saddle etc. A week or so passed without me seeing the bike when I had a knock at the door at home. A man with a van introduced himself and said he had several Manx Nortons and at a motorcycle meeting met someone with a Brough. He mentioned to him that in the 1930s his father had owned one and the Brough owner enquired if he knew the registration number, VD 9802 he replied. The Brough owner was able to advise him subsequently, via the Club, that I now owned his father's bike. This story he relayed