



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

**BROUGH SUPERIOR 1936 SS80 1000CC 1 CYL SV 2602**



**SOLD**





## ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

### PRODUCT DESCRIPTION

#### **Brough Superior 1936 "S.S. 80 Special" 982 cc side valve Matchless V-twin frame # M8 1698 engine # BSX/4 4400**

A special feature of Brough Superior catalogues is that "designer-manufacturer – rider" George Brough addresses the reader in a very personal way.

In the introduction to the 1936 range he writes: "Regarding my 1936 programme, I am re-introducing the S.S.80, the first favourite among B.S. Riders.

This "S.S. 80 Special" is in my opinion next to the SS 100-the very last word among luxurious "bikes". Twelve months have been spent in perfecting a fool-proof side valve 1,000 cc Engine that is as economical to run as the average 500 c.c. – is definitely quiet in all its working parts – has a perfect balance – yet has the acceleration of a scalded cat."

Brough refers to "re-introducing", because the S.S. 80 had disappeared from the range in 1934/1935. (We should take this with a pinch of salt, because the works records show that in 1935 32 SS80's were built, reports Brough devotee Scott Beall.)

Brough Superior had had some tough years in the Depression period and the big 11/50 model showed better sales than the lighter S.S. 80.

Only 13 had been sold in 1933, versus 73 11/50s. The "new" S.S. 80 was no longer equipped with the 988cc JAP engine but with a 982 cc Matchless V-twin, as used in the Model X, albeit with modifications dictated by George Brough.

In 1936 150 new S.S. 80 models were produced, against 18 11/50's....

Before production ended in 1939/1940, 1,086 S.S. 80's were manufactured in total, of which 460 were Matchless-engined.

Motor Cycling conducted the first press test of the new model and published the article in their issue of November 27, 1935.

The machine's conduct on the road was highly praised and the author concluded the article thus: "To sum up, the SS 80 Brough Superior is a high speed mount of great refinement which offers luxurious and effortless travel coupled with a high standard of reliability and silence.

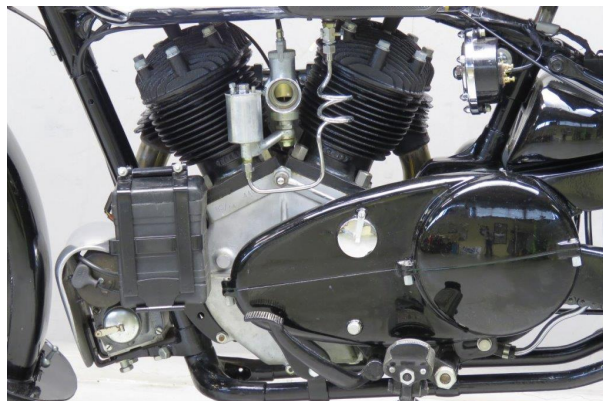
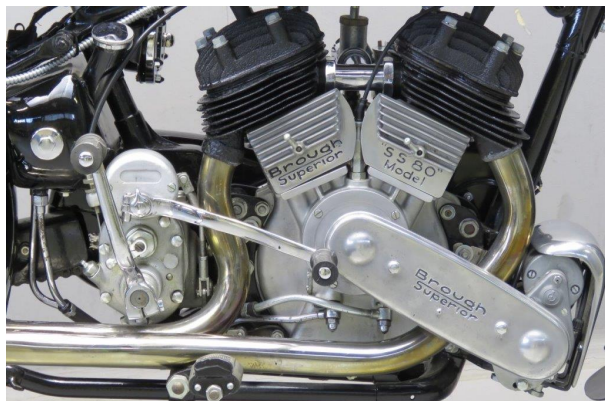
The price asked for it, £ 90, is, in the circumstances, a moderate one."

This well-restored machine was dispatched on Sept. 30, 1936 to Adams & Gibbons in Newcastle-on-Tyne. Full specifications can be seen on the works record card that is available.





## ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS





## ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

