



1968 D14 Bantam. The one I rebuilt, then swapped for the 71 B25FS



1967 D14 in Blue. Bought as part of a Bantam collection and swapped for the Suzuki X7.



1957 D3 bantam with the 150cc motor. In some ways the nicest of the Bantams. Always have a soft spot for this one.



The 1959 D7, one of the first of this model. Quite proud of this restoration. A local bike which still had the original Fowlers badge on the mudguard.



This is the 1966 D10 model with 3 speed gearbox. When acquired it had a 150 D3 motor, Fortunately, I did have a spare D10 motor to make it more original. Head is the central plug type as fitted to B175s. Makes a surprising difference to power output.



This is my Bantam special. It's built out of all the good bits I had left over after 18 months of intensive Bantam rearing. I decided to indulge my fantasy on what BSA should have done to update the Bantam. Most of the bits are BSA, the forks and disc front brake are from a Z200 Kawasaki. Barrel has been ported and it has a George Todd head. Goes, handles and stops well. One of my favourites for short journeys.



What the 66 D7 looked like when first acquired. Believe it or not it was mostly all there and original, even the engine number and frame numbers matched. First time I have ever seen that on a Bantam.



1966 D7 model with coil ignition. Paint scheme on tank is not correct but I think it looks pretty good. One of my better restorations. It now has the correct front wheel.