

B r o u g h
Superior

Since 1919

S.S. 100





SUPER SPORT 100
ANOTHER WAY OF SAYING BROUGHT SUPERIOR

Georges Brough wanted to produce luxury motorcycles from the very beginning and that's what he did. In 1924, he introduced the first SS100, a Super Sport motorcycle which, unlike the production of the time, was destined to be essentially a single-seater.

Created for rich and famous lovers of beautiful mechanics and speed, like Lawrence of Arabia, the SS100 has entered the history of luxury. By its design, look, finish and performance, this emblematic model of the brand has amply earned the name "Rolls-Royce de la moto".

Production was stopped in 1939, on the eve of the Second World War, but Georges Brough's SS100 remained mythical. It has gone through the years and has reach dizzying prices in auctions.

In 2004, an English entrepreneur Mark Upham bought the brand to revive it, and it was with a Frenchman, Thierry Henriette and his design office, Boxer Design, that has brought this moto back to life more modern and luxurious than ever.







SS100 as Super Sport and 100 as 100 miles/h

The SS100 is the iconic model. It has served as the basis for such exceptional models as the Sand Racer Pendine and the SS100 Alpine Grand Sport.

In terms of innovation, Georges Brough has switched from Geneva's MAG engines to the 998 cc JAP engines, produced especially for his machines. The cycle piece fully brazed and not bolted as on some competing machines, and a fork manufactured under Harley-Davidson license by Castel Forks, a company owned by G. Brough and H. Karlake, are other notable points.

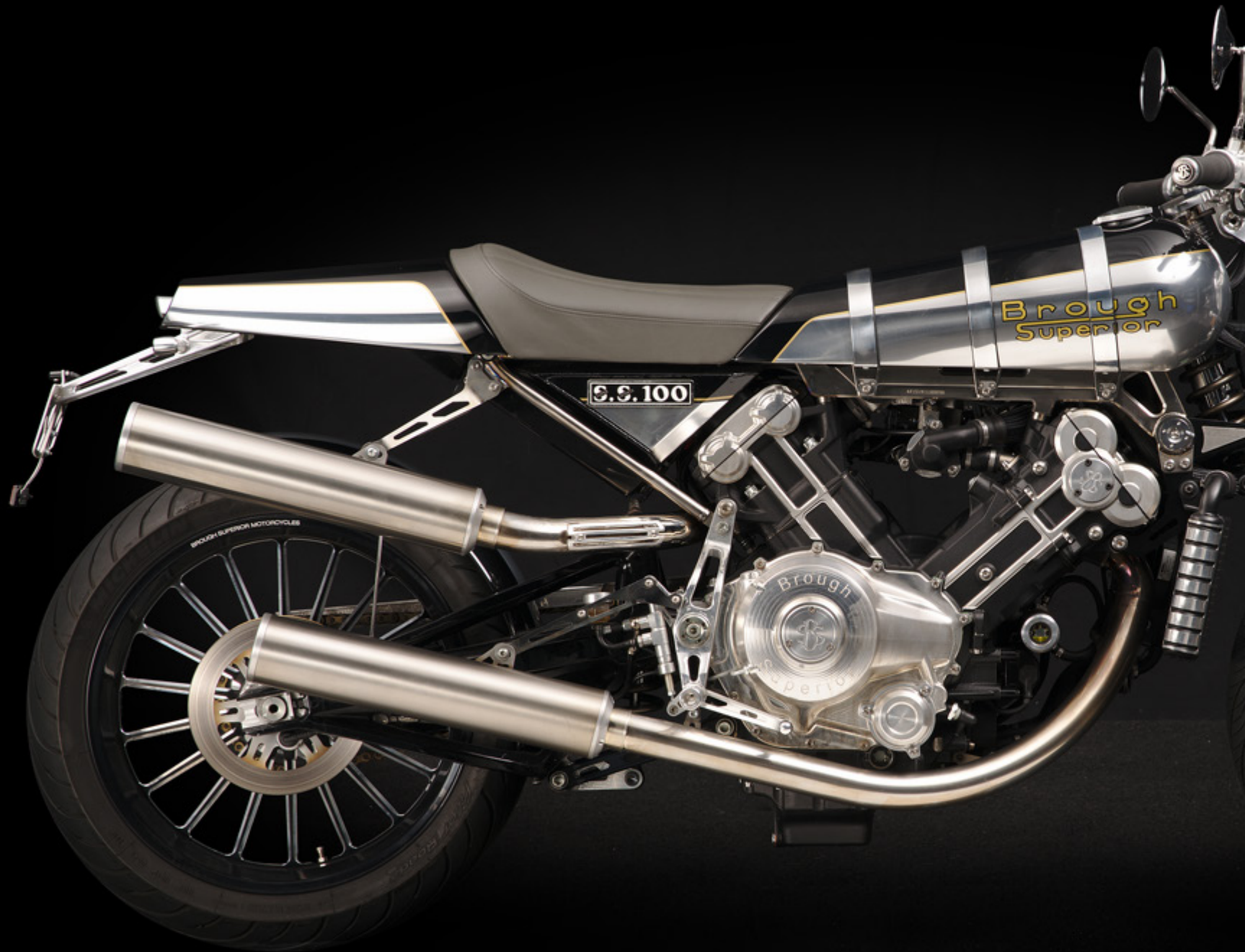
Each SS100 is then sold with a certificate attesting to its guaranteed speed. Each model is assembled once, tested for its performance, then dismantled to receive the five layers of enamel and nickel plating on copper and fine gold thread.

With the SS100, G. Brough has created machines that are as beautiful to look at as they are wonderful to drive.











Rebirth of a myth

Despite all the attention G. Brough paid to his machines, despite the incomparable quality and prestige of the brand, the name has been forgotten over the years. This may be due to the fact that production couldn't resume after the Second World War.

However, some enthusiasts continue to admire the motorcycles still in circulation and prices are reaching heights at auction.

Then came Mark Upham. He wanted to revive this excellence and then turned to Thierry Henriette. He was able to reinvent the SS100 without distorting it. He brought him the advanced technicality of aeronautics for certain parts, an engine designed by Akira's goldsmiths and a casing and finish worthy of the most beautiful dresses of great couturiers.

Today, the most famous English brand has become exclusively French, produced entirely in the South-West region with the same rigor, finesse and luxury as at the beginning of the last century.



Famous owners

Do you know what Lawrence of Arabia, Bernard T Shaw and closer to us Jay Leno have in common? They are or have been crazy about their BS machines.

Bernard T. Shaw has a reputation for introducing T.E. Lawrence to Brough Superior motorcycles.

Lawrence of Arabia had 7 of them and they each had a nickname in homage to their progenitor G. Brough, from Georges 1 to Georges 7.

Jay Leno, host of The Tonight Show, is said to have the largest collection of classic Brough Superior on the planet.

He bought his very first Brough Superior in 1980 for \$5,000, a 1939 model.

Then his career took off and allowed him to make other visible acquisitions in his "Garage". A first generation Brough, an example of a police unit, a 1924 TT Racer from the Isle of Man, several SS100 models including a 1925 model built at 1/69, a 1930 model and an original example built by Mr. George Brough himself.

More beautiful than ever, the new SS100 should soon join its predecessors in the "Garage", bringing a touch of modernity to the world of Mr. Jay Leno's Broughs.







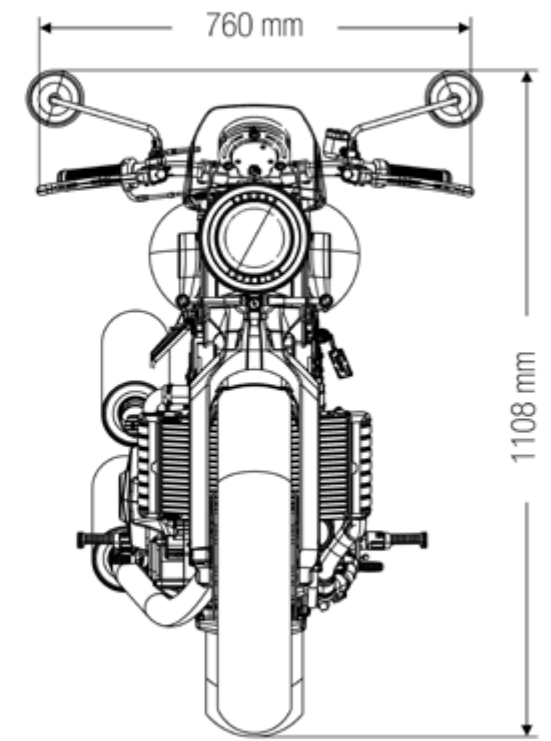
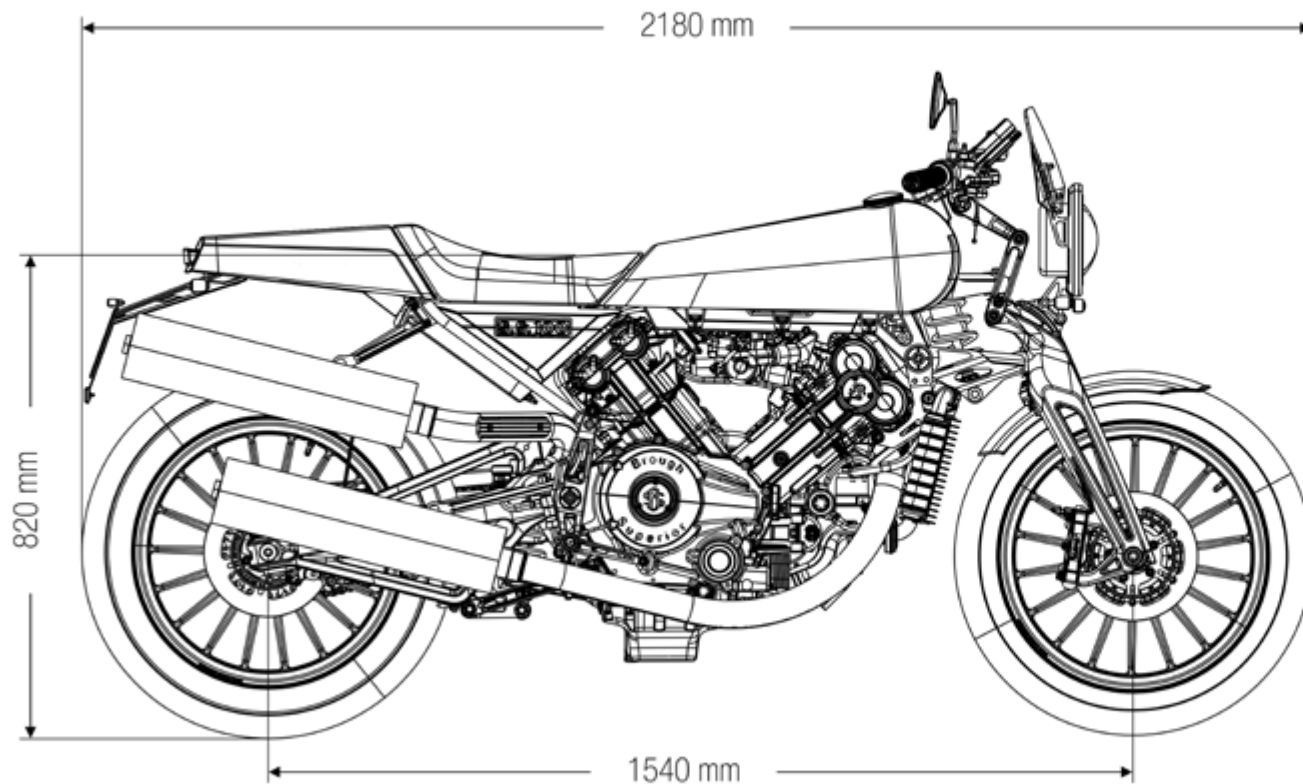
TECHNICAL SPECIFICATIONS

ENGINE

Engine	997cc watercooled dohc 88° V-twin four-stroke with four valves per cylinder and composite chain / gear cam drive
Dimensions	94 mm x 71.8 mm
Power	102bhp (75kW) @9600rpm Euro 4 Homologation
Maximum torque	87Nm (64lb-ft) @7300rpm
Compression ratio	11 : 1
Fuel / Ignition system	Electronic fuel injection with Synerject ECU and 2 x 50 mm Synerject throttle bodies, each with a single injector
Gearbox	6-speed
Clutch	Multiplate oil-bath clutch with hydraulic operation

CHASSIS

Frame type	Machined Titanium frame with Titanium subframe and triangles
Front suspension	Fior-type Aluminium casting fork with twin articulated triangular Titanium links and Pre load and rebound adjustable monoshock with 120mm travel
Rear suspension	Cast aluminium swingarm pivoting in engine crankcases, with monoshock adjustable for preload and rebound damping and progressive rate link with 130mm travel
Head angle / Trail	23.365° with 93.65mm trail via 38mm fork offset
Front brake	4 x 230mm Beringer Stainless Steel discs with 2 x four-piston Beringer radial calipers
Rear brake	1 x 230mm Beringer Stainless Steel disc with 1 x two-piston Beringer radial caliper
Wheels	Machined aluminium wheels (18 spokes)
Front tyre	120/70 - 18" on 3.50 inches
Rear tyre	160/60 - 18" on 4.25 inches
Weight / Distribution	186 Kg (410 lb) split 50/50%







IMPORTANT NOTICES

Visuals: Photos and drawings

Some motorcycles are equipped with optional elements for racetrack use only. Additional options may be available at an additional cost. They may not be included in this brochure. Feel free to ask for more information.

Updates

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