

South of England

RealClassic

Show & Bikejumble

South of England Showground, Ardingly, W Sussex RH17 6TL
Show Results : Sunday 30th March 20134

Best Pre 1950

1st Bob Mitchell, Kent: 1937 Royal Enfield 1140cc KX. The largest capacity mass-produced vintage motorcycle. Found as a rusty pink chopper seven years ago - everything was either pink or peeling chrome! The forks had been lengthened by 6", it had no tinware and was completely worn out.

After an extensive restoration it has been extensively ridden to Spain, Belgium, France, Holland and Germany, including two trips to Cornwall from Kent. The KX1140 is the largest capacity mass-produced British vintage motorcycle, it's fantastic to ride and will cruise at 60mph all day. My touring machine - Built like a Gun!

2nd Russell Webb, West Sussex: 1949 350cc AJS model 16C. Bought as a pile of bits in the early sixties and rebuilt in road trim. At present in road trim, fitted with road tyres and gearing, period dual seat and low level exhaust. In regular use.

Best 1950 – 1959

1st Barry Rapley, Kent: 1956 500cc BSA M20. Restored and tuned two years ago. Does 76mph with more to go!

2nd Cliff Ellis, East Sussex: 1956 500cc Ariel VH. First registered on the 13th November 1956.

Best 1960 – 1969

1st Anthony Curzon, Surrey: 1953 Norton 750cc Atlas Scrambler. The Atlas Scrambler was never sold in the UK, as all 200 went to North America to the Berliner Corporation between October and November 1963. This machine is the third of the batch, and was despatched to Seattle in November 1963. It has taken over 30 years to restore, and it has been built with over 95% genuine OEM parts from Plumstead.

The model was built as a desert racer, and one of this batch held the number one plate in the Mojave Desert, District 3, ridden by Mike Patrick. This machine uses the centre and prop-stand from that winning bike. This particular Atlas Scrambler could be the only one in England. The first batch of 200 differed in many ways to subsequent batches that were despatched from January 1964 onwards.

2nd Trevor Drury, Kent: 1969 Royal Enfield 750cc Interceptor Series II. The Series 11 interceptor was the last in a long line of Royal Enfield big twins. It was introduced as a 1969 model and production finished during 1970 after only around 1100 examples were built, making it a rare machine. It came as standard fitted with a Norton front end, with early examples having the SLS front brake.

It is believed that this bike was exported new to Canada and repatriated to the UK during the early 1990's.

Best 1970 on

1st Patrick Bullimore, London: 1973 Kawasaki Z1. This is one of only 35 that were officially imported into the UK before the Z1A arrived. I took the original owner on the back of my CB750 to pick this bike up from Read Titan, Leytonstone in August 1973. I eventually bought it from him in 1978 for £500. It had not been well looked after and ran very badly. It was parked at the back of my

garage and a full nut and bolt restoration commenced in 2001. The machine is all original, apart from a new exhaust and one or two other pattern parts. The actual mileage is 13,500 as the clock was zeroed when restored.

2nd John Drew, Surrey: 1970 650cc Triumph T120 Bonneville. I bought this bike brand new in 1970 when I was 16 from Wheelers of Epsom.

Best Competition/ Special

1st Steve Elston, West Sussex: 1926 588cc Norton Model 19. Supplied new by Norton to Dan O'Donovan, a noted racer. In as found condition, believed to have Brooklands history?

2nd Andy Clewes, Hants: 1954 500cc Norton Manx M30. Fitted with an ex-John Monty Buxton engine. A very original machine restored to sixties spec.

Best Heavyweight (250cc and over)

1st Paul Miles, London: 1955 998cc Vincent Egli. Originally rebuilt by John Mossey and used as a basis for his later replicas. Fitted with 4LS front brake and electric start. The engine is to Lightning specification and develops 69 BHP.

2nd Michael Johnson, West Sussex: 1949 500cc Vincent Comet. This Comet is totally original, with the original log-book, factory Works Order Form & testing certificate; built 25th November 1949. For sale, not enough bling for the owner who is a sixties rocker, starts well.

Best Lightweight (Under 250cc)

1st Paul Gough, Kent: 1948 98cc Brockhouse Corgi Mark I. The Corgi Mark I was the first model of the civilian version of the paratroopers Welbike. Restored from a basket case, this machine is push-start. Other upgrades included kickstart and 2-speed gearbox. With sprung front forks and tank grill.

2nd Jeremy Frank, West Sussex: 1969 125cc Honda SS 125A. First outing for this rare little Honda - I had one of these as my first bike and always wanted to restore one. Taking over three years, it's been a difficult restoration as the bike is very rare and was found in terrible condition! I managed to locate Faulkners of Oxford, who supplied the bike as new, and they gave me some original dealer stickers which I have placed in the original position. Happy Days!

Best British

1st Dave Harding, Sussex: 1975 750cc Triumph Trident T160. One of the last of the Triumph Triples, this bike was an ex-demo machine, then had just one owner. Last taxed in 1976 according to DVLA records, it sat in the back of a garage for the last thirty years.

The engine has recently undergone a full rebuild, while the paintwork is all original. A few items have been replaced but the bike is largely original, with 16,000 miles on the clock, which is believed to be correct.

2nd Steve Whymark, East Sussex: 1914 Rover Sturmey Archer 3 ½ hp. Found languishing in a garage, last used in 1972, as witnessed by an old tax disc. Not a barn find but a garage find.

Best Overseas

1st Mick Gasson, West Sussex: 1978 1000cc Suzuki GS1000N. A rare early wire wheel GS1000, found in garage, unused for years. Wheels rebuilt & a lot of spit & polish has brought it back.

2nd Mr J Barringer, Herts: 1959 250cc Aermacchi Ala Azzurra. Imported from Italy July 2012 and now UK registered. Aiming to take part in the Moto Giro in 2014.

Best Club Stand: Norton Owners Club, Surrey Branch.

Best RealClassic: Don Hiscock, London: 1960 650cc BSA A10 Golden Flash. Fitted with a DMD fairing these were a great idea but found to be too unstable for racing and were outlawed by the ACU. In the same ownership for the past 28 years, known as 'Old Faithful'.

Shiniest Bike Sponsored by A1 Abrasives www.a1abrasives.co.uk £50 cash prize.

John Marchant, Kent: 1913 Premier 3½ hp 3 Speed. This machine has competed in the Pioneer Run over 25 times ridden by the current owner. Was featured in the films 'War Horse' and 'Private Peaceful'.