

# South of England

# RealClassic

## Show & Bikejumble

South of England Showground, Ardingly, W Sussex RH17 6TL  
Show Results : Sunday 13<sup>th</sup> October 2013

### Best Pre 1950

**1<sup>st</sup> Steve Elston: 1919 AJS model D.** With only 4 owners from new, this motorcycle has never been restored & still has it's original handbook & tool kit. The sidecar was lost when it was stored in a basement during the War. The price new was £180.

**2<sup>nd</sup> Tony King: 1937 Vincent HRD TT Replica.** Bought by the present owner in the late sixties as a basketcase for £25. This machine is thought to be the sole survivor of five Series B TT Replicas. These were exact replicas of the works racers in all but the gearbox, which was Burman instead of Albion.

### Best 1950 – 1959

**1<sup>st</sup> Chris Barraclough: 1957 Norton Model 19S.** With only three owners since manufacture. The previous owner purchased it in 2009 and fully restored it, with the engine being rebuilt by Mike Pemberton. Originally designed for sidecar use, it is the big brother of the famous ES2. Now geared for solo use it is a very easy ride with its high torque.

**2<sup>nd</sup> Dave Bushell: 1957 Scott Red Squirrel.** This is an early example of the 'Birmingham' Scott that was produced by Matt Holder (Aerco Jig & Tools) from 1956 to 1972. Purchased by the current owner in 1963 for £80-00, it was used as everyday transport for the first eight years of ownership.

### Best 1960 – 1969

**1<sup>st</sup> Ivan Kellham: 1960 Norman B4 Sports.** This is Ashford's local make, with the Norman factory being located in Beaver Road.

**2<sup>nd</sup> Mr Giblin: 1965 AJS 650cc 31CSR.** First registered on 17th March 1965. 2010 marked the 100th year of production of the first true AJS.

### Best 1970 on

**1<sup>st</sup> Dave Harding: 1976 Suzuki GT550A.** Rescued from a leaky container in January 2013 in a very poor state. Restored on a budget, still has a lot of original parts. Quite a rare sight now.

**2<sup>nd</sup> Neil Brailsford: 1976 Kawasaki Z440 Café Racer.** This bike was purchased in three boxes of bits from eBay in May 2013. The frame has all unwanted lugs removed and has been powder coated. The engine top-end has been rebuilt.

The mag wheels were refurbished as original and all bearings and seals etc. replaced. The front brake piston was no longer available and a new one was specially made in stainless steel. Other components handmade in stainless include the dummy oil tank (housing the battery & rectifier), the exhaust mounting 'café racer' brackets, the side panels and the swept back exhaust pipes. The seat is moulded like the sixties Japanese racers and the petrol tank is moulded in the style of the Lyta short circuit race tank. The aim was to build a Japanese café racer on sixties lines, all other items such as lights & switches are non-standard Kawasaki but chosen to be in keeping.

### Best Competition/ Special

**1<sup>st</sup> Mole Benn: 1954 MV Augusta.** Restoration absolutely forbidden! One of only four developed by the factory to contest the 1955 200-250cc World Championship, which they won, at the first attempt. Successfully raced by many top riders, this is the only example in private hands.

**2<sup>nd</sup> Ken Rawlinson: 1972 750cc Norton JPS Commando.** This is a replica of the 1972/73 Peter Williams/Dave Croxford production machine racers which scored many successes in Thruxton 500 miler, the Isle of Man and many other National and International races. The bike has just been upgraded and fitted with a Mick Hemmings built engine with big valve head, HC pistons and PW3 camshaft and it has a 5 speed Mick Hemmings/Quaife gearbox. The original works bikes had the engine raised and moved over by about 3/8" to gain extra ground clearance but as this bike is being used on the road this was not considered to be necessary.

### **Best Heavyweight (250cc and over)**

**1<sup>st</sup> John Wilson: 1959 650cc AJS 31L.** Fitted with a Watsonian GP sidecar. A local registration, first registered on 3 January 1959.

**2<sup>nd</sup> Tullet: 1938 600cc Panther 100 Redwing.** The Panther Model 100 was introduced in 1932 and remained in production until 1963. Fitted with a Steib sidecar.

### **Best Lightweight (Under 250cc)**

**1<sup>st</sup> Phil Mead: 1953 125cc Peugeot Type 55.**

**2<sup>nd</sup> James Drew: 1960 125cc Moto Rumi Formachino.** Originally belonged to my late father, this scooter has a 125cc air cooled twin cylinder 2-stroke engine. The engine casings and frame work are all made from cast aluminium.

### **Best British**

**1<sup>st</sup> Geoff King: 1969 BSA A65 Lightning.** This unit construction twin model was made from 1962 until 1970.

**2<sup>nd</sup> Peter Gibson: 1967 750cc Matchless P11.** Brought back from the States and restored in 2002. Used regularly for Club, National & International rallies all over Europe, including Italy, Poland and Ireland.

### **Best Overseas**

**1<sup>st</sup> Anita Dray: 1930 750cc Indian 101 Scout.** Recently restored, using most of the original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system. The American & UK machines were fitted with standard Indian equipment. The Scout was popular for its handling, speed/weight ratio & versatility. Fitted with hand gear change, foot clutch and a left-hand throttle.

**2<sup>nd</sup> Patrick Bullimore: 1976 999cc Honda GL1000 K1.** Bought from the original owner in November 1990 with just 400 miles on the clock. Ridden for one year, then garaged until Summer 2010. Lightly restored in 2010, with part-restoration to corroded fasteners and brackets. All the painted pipework to the water-cooling system has been re-finished and both stands powder-coated. Exhaust system painted, otherwise all chrome and other paintwork are original.

### **Best Club Stand: BSA Bantam Club.**

**Best RealClassic: Frank Kay: 1958 350cc Velocette Viper.** Found as a wreck in a neighbour's chicken shed in 1992. Total ground-up restoration by the owner, to original 'factory gate' condition. Now well used, taking part in a number of VMCC Manx rallies, plus events in France and the UK.