

Romney Marsh Classic Motorcycle Show

Sunday 3rd July 2011 - Show Results

Best Pre 1950 1st: John Fuller, 1926 AJS G6 Sports Special. This is a road legal factory built 349cc version of the 500cc H10 racing machine.

2nd Malcolm Folwell, 1936 BSA Empire Star. Used regularly in Summer and Winter.

Best 1950 - 1959: 1st: Geoff Reynolds, 1956 BSA Bantam. A GPO Bantam, restoration completed by the owner in December 2009.

2nd RJ Barham, 1958 BSA A10. Popular machine with twin cylinder OHV engine.

Best 1960 - 1969: 1st Alan Wardle, 1963 BSA A10 Super Rocket. Available in Silver for 1963, this Super Rocket has an engine rebuild by SRM, re-sleeved to standard and fitted with unleaded head. Also fitted with a twin-leading shoe front brake, and electronic ignition by the previous owner. Fitted with side-car.

2nd Colin Spiller, 1966 BSA A65 Spitfire MKII.

Originally bought as a basket-case from Rye Bikejumble some years ago. Restored by Sports Classic in 2003.

Just been fitted with a new ethanol resistant fibreglass petrol tank & side panels.

Best 1970 on: 1st Lloyd Benton, 1979 Honda CBX1000Z. Genuine low mileage, 2 owners from new machine with light restoration.

2nd Neil Pattemore, 1970 Triumph T120 Bonneville.

One of the final original UK specification T120 Bonnevilles.

Best Competition/ Special: 1st Douglas Phipps, 1955 Matchless G80 CS. Bought 8 years ago as a half-finished project, and restored over the first 2 winters whilst ridden during the Summer. Now ridden regularly all year round, great fun to ride.

2nd John Gates, 1950 Rotrax JAP Speedway.

Speedway competition machine, fitted with a 1949 4-stud JAP S/S engine in a Jackson Rotrax frame.

Best British: 1st Clive Larby, 1929 Sunbeam Model 2.

In it's 500cc version, this Sunbeam side valve engine was the last side valve to win The Isle of Man TT in 1922, ridden by Alec Bennett, at 59.97 mph. Sunbeam also won the team prize in 1928, 1929 & 1930.

2nd John Moore, 1950 Triumph Thunderbird. The twin cylinder Thunderbird 6T was designed by Edward Turner and launched in September 1949.

Best Overseas: 1st Lloyd Benton, 1977 Kawasaki

Z900A4. Total ground-up restoration over a 12 month period using refurbished original parts as much as possible. Period twin-disc conversion & American spec rear mudguard. The machine is a Z900 A4 but painted in Z1B colours. Used regularly.

2nd Peter Vango, 1977 Yamaha RD400. Complete nut & bolt restoration from a rolling wreck by the current owner. The restoration took approximately 6 months.

Best Lightweight: 1st Geoff Reynolds, 1956 BSA

Bantam. A GPO Bantam, restoration completed by the owner in December 2009.

2nd John Buckingham 1909 FN 2 ¼ Lightweight. Over 100 years old. Manufactured by the FN Arms Company in 1909, and used by the Belgian Army Scouts prior and during the First World War.

Best Heavyweight: 1st Lloyd Benton, 1979 Honda

CBX1000Z. Genuine low mileage, 2 owners from new machine with light restoration.

2nd Malcolm Folwell, 1936 BSA Empire Star. Used regularly in Summer and Winter.

Best Club Stand: BSA Kent Section