

South of England Summer Classic Bike Show & Bikejumble

South of England Showground, Ardingly, W Sussex RH17 6TL

Results 16th July 2017

Best Pre 1950 1st Andy Marks, East Sussex. 1934 500

Norton M30 International. Bought as a pile of bits on eBay in 2011 with many parts missing. Took just over 18 months to turn the original pile of rusty bits into the bike you see today.

2nd Steve Marks, East Sussex. 1920 1300 Henderson K. This in-line four side valve is a very rare machine, with only one model K in the UK. The rebuild took 14 years to complete, with many parts fabricated by the owner.

Best 1950 - 1959 1st Dave Carpenter, West Sussex. 1953 250

Moto Guzzi Airone Sport. The Moto Guzzi Airone (Heron) was one of Italy's most popular 250cc motorcycles. About 27,500 were manufactured from 1939 - 1957, with the more powerful and faster Sport version being introduced in 1949. The Sport could reach a max. of 73 mph. The Airone was imported to the UK in very small numbers, almost special order only, by Bob Foster M/C's of Parkstone, Dorset. They were very expensive, with a 1953 new price in the UK of £205 0s 0d. In comparison, a new Triumph Speed Twin of the day cost £203 3s 4d. Imported and UK registered in 2015, it's had only 5 owners from new, having spent most of its life around Florence.

2nd Richard Wheeldon, KENT. 1951 998 Vincent Black Shadow.

Bought in 1971 with the help of a University grant - who says educashun don't pay?!

Best 1960 - 1969 1st Michael Johnson, West Sussex. 1961

650 BSA A10 Spitfire Scrambler. Genuine US-spec Spitfire Scrambler. First time at this show.

2nd Peter Morris, Surrey. 1967 750 Matchless G15 CS. This is a factory hybrid model fitted with a 750cc Norton Atlas engine, Norton forks and wheels. It left the factory on 19th October 1967 for US importers JB Corp. New Jersey for sale as a 1968 model. Restored by the previous owner.

Best 1970 - 1979 1st Greg Holliday, East Sussex. 1974 250

Honda CB250 G5. This machine was registered new on the 1st of February 1974 in the Perry Barr area of Birmingham. It was in regular use for three years until the road tax ran out and it was basically dumped in an old shed. It was bought for the sum of £50 pounds by the previous owner, Martin, who trailered it home to restore. This was back in late 2014, he has done a total restoration, all nuts and bolts were replated, new paintwork tyres/tubes and new silencers etc.. what a job! Martin felt another restoration coming on, so I bought the machine. I have added my detail touches, decals etc. but it's 100% as new. The bike has added just one mile in the last forty years.

2nd Jonathan Kemp, Kent. 1972 350 Honda CB 350/F. Imported from Colorado in 2012. Good example of a mainly original CB350F. This bike was featured in the August 2013 edition of Classic Motorcycle Mechanics in John Nutting's column 'The MIRAS files'. It is also pictured on the Wikipedia website entry for the Honda CB350F. This is an original example of this model that was not available to UK Honda dealers.

Best 1980 - On 1st David Brazier, Essex. 1982 997 Suzuki Katana 1000sz. Ridden to the event from Essex. First time at this show.

2nd Richard McCarthy, West Sussex. 1980 392 Yamaha XS400. First registered on 8th September 1980, it was purchased by the current owner on 29th October 1982 with 8,272 miles on the clock. It's always garaged and has never been restored, and was SORN'd from August 2008 to August 2010. Covered less than 400 miles since August 2007. Its last MOT was on 10th August 2016, with 18,951 miles.

Best Competition/ Special 1st John Vale, Essex. 1964 200 Triumph Tiger Cub.

2nd Richard Barrington, KENT. 1964 48 Kerry Capitano Gran Prix. Assembled in England, the Kerry Capitano Gran Prix was fitted with a Minarelli engine, which was its big selling-point. With 3.1BHP it was the fastest lightweight on the market, far outstripping its rivals from Norman and Phillips fitted with the 2BHP Villiers 3K engine. The present owner bought one new in 1962, and bought this one for nostalgic reasons when it became available.

Best Heavyweight (250cc and over) 1st Graham Kerr, West Sussex. 1948 750 Harley Davidson WL 45. Restored in 1997/8 by Peter Green. Always a civilian bike, not a de-commissioned army machine as many were. With 3-speed gearbox & hand-change jockey-shift foot clutch. Single leading shoe brakes not very effective, but will still do 70mph on a good day! Just completed engine and gearbox rebuild, repainted frame, tank, guards and all panels and a bit more chrome.

2nd Garry Laurence, KENT. 1960 750 Norton/Benelli SEI. Norton/Benelli 6 cylinder. Built and ridden by owner. First time at this show.

Best Lightweight (Under 250cc) 1st C Tanner, Essex. 1975 350 Ducati 350 MK3 D. Manufactured in 1974 and sold by West London Motorcycles during 1975 and bought by the current owner in September 1980. ran it hard and took it off the road in 84. Box phase then restored for the road again and completed in 2014.

2nd David Brazier, KENT. 1967 250 BSA C15 SS80. The bike was acquired in December 2014 as a fully restored C15, but it was discovered to be an SS80, the sports version of the C15. However, it took most of 2015 to put right the bodes, too many to list! It is now a very pleasant and reliable bike, nice to ride. It cost around £1200 to put it right.

Best British 1st John Bonugli, KENT. 1925 211 Levis T3. Levis were manufactured by Butterfields of Birmingham, for many years one of England's leading manufacturers of two-stroke motorcycles.

2nd Stephen Elston, West Sussex. 1925 2¾ HP Rex Acme TT / Brooklands. This type of machine was used by WL Handley to win the 1925 Junior TT at an average lap speed of 65.02 mph, and a lap record of 65.89 mph. Fitted with a Blackburne engine

Best Club Stand: British Owners Club Essex

The trophies were individually made locally from re-cycled parts, hopefully no Goldies were harmed during production!