South of England

RealClassic

Motorcycle Show & Bikejumble

Sunday 24th October 2010: Results

Best Pre 1946 1st **Dick Leaver, 1929 Matchless V2.** A sporting machine, originally marketed by Matchless with a guaranteed speed of 85 mph. AJS & Matchless OC (Sussex)

2nd Steve Whymark, 1914 Rover 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 1946 – 1959 1st Dave Bushell, 1957 Scott Red Squirrel. This is an early example of the 'Birmingham' Scott produced by Matt Holder - Aerco Jig & Tools - from 1956 to 1972. Purchased by the current owner in 1963 for £80-00, used as everyday transport for the first eight years of ownership. Scott Owners Club.

2nd Les Wateridge, 1953 Douglas MK V. Restored in 1980 from an incomplete basket case.

Best 1960 – 1969 1st Mick Phillips, 1960 Panther M120. Purchase in 2008 in a poor condition. Now completely sorted, on the road and taxed & MOT'd in April 2009. Sussex British Motorcycle OC.

2nd John Drew, 1969 Trident T150. Exported new from Meriden Triumph works in early 1969 to the USA, Tridents were not available in the UK until sometime later. Unfortunately the unconventional styling meant many were unsold, including this bike. Fitted with a Triumph factory "beauty kit" in 1970 to make it look like a traditional Triumph/Bonneville, it then sold. Recently imported, this incredibly original example is as near to untouched as you would probably ever see.

Best 1970 on 1st David Drew, 1972 Triumph X75. The Hurricane was the brain child of Craig Vetter, a US designer. He wanted to create a bike to capture the 'chopper' market in the US. This original unrestored example was built by Triumph Meriden and is one of only 1154 bikes made, all being based on a BSA engine & frame.

2nd Mence Wilkinson, 1972 Suzuki GT380J. Imported from Michigan, USA, 5 years ago, this machine has covered less than 8000 genuine miles from new. The only work carried out so far is new battery & brake shoes, new instruments, front indicators, L/H crank seal and a pre-cautionary top-end rebuild. Mostly NOS used, rebuild planned for next year.

Best Competition/ Special 1st Mr N Young, 1960 Matchless G80 TCS Typhoon. Newly restored project.
2nd Frank H Kay, 1960 Greeves Hawkstone Scrambler. The cycle parts were restored & the machine first road registered in 1980, when purchased. Major restoration of the engine & gearbox in January 2010. The barrel & exhaust are from a 1963 Challenger, otherwise original except some unobtainable tinware. Factory records show the frame number 60/1491 was supplied as a trials machine to Commerfords. A GRA official has confirmed that it is a Hawkstone Scrambler, and clearly saw hard competition in its early years - any info on its history welcomed!

Best Heavyweight 1st Mr AR Murphy, 1962 Harley Davidson FLH Duo-Glide. Imported from the USA in 1990 in running order by previous owner.
2nd Lloyd Benton, 1977 Kawasaki Z900 A4. 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.

Best Lightweight 1st Arthur Walls, 1932 Francis Barnett 26 Condor. Restored and hand painted by the owner, this machine is one of only two known to exist. A rare machine, made for one year only. Francis Barnett Owners Club.
2nd Paul Wood, 1971 BSA GPO Bantam. This was part of the last batch of 400 Bantams ordered by the Post Office. BSA supplied the GPO with over 5,500 Bantams between 1948 and 1971. Based at Croydon, originally restricted with a smaller carb, to prevent young telegraph boys from speeding!

Best British 1st Mr G Faulkner, 1955 Triumph T100. Popular twin-cylinder, made in Coventry.
2nd Ray Ashford, 1964 Ariel Arrow Super Sports. Restored in 1985 by the owner and used ever since for Club Runs, Pioneer and Rocker Runs to Brighton plus various Classic & Vintage Shows.

Best Overseas 1st Ms Ieish Gamah, 1958 BMW R60. Rebuilt from 5 tea-chests full of bits! Exhaust system is one of the last ever made by Breakwell & Green. Fitted with the close ratio 'S' gearbox and the 'Churchgate' fibreglass petrol tank.
2nd Dave Hawes, 1978 Laverda Jota. One owner from new, it has covered over 90,000 miles. Used to tour Europe. In original unrestored condition.

Best Club Stand
BSA Owner's Club (East Sussex). A great stand and a real team effort.

RealClassic Award: Mr Piggot, 1937 Ariel Red Hunter. Made in Selly Oak, Birmingham and first registered 20th October 1937.