

Rye (Hamstreet) Classic Motorcycle Show

Sunday 18th July 2010 - Show Results

Best Pre 1946: Chris Harris, 1936 Brough Superior SS80. With a top speed of 80mph, the side-valve SS80 cost £90=00 when new, and was described thus: "The new SS80 is positively the quietest motorcycle on the road. The way it eats up the mileage with absolute absence of effort makes long journeys a thrill and a pleasure"

Second Pre-1946: John Fuller, 1920 Douglas W20. The W20 is the Deluxe version of the 1920 2 ¾ Douglas range. It was fitted with footboards, 3-speed gearbox, clutch and kickstart. Restored by the owner after some years as a non-running showroom exhibit.

Best 1946 - 1959: Mr S Strover, 1949 Vincent HRD Black Shadow. Made in Stevenage, Herts, the Black Shadow was the World's fastest production motorcycle from 1948 until the rise of the superbike in the seventies.

Second 1946 - 1959: David Shaw, 1958 Francis Barnett Falcon 58. Recently purchased to ride in The Arbuthnot Trials and The West Kent run.

Best 1960 - 1969: John Waddell, 1961 Triumph Bonneville. Restored 4 years ago. Unable to trace any history.

Second 1960 - 1969: 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.

Best 1970 on: Neil Pattemore, 1970 Triumph T120 Bonneville. One of the final pre oil-in-frame UK specification T120 Bonnevilles made, manufactured in August 1970 a few weeks before the design changed to 'oil in frame'.

Second 1970 on: Neale King, 1978 Suzuki GS 750. Restored 2003 - 2005 by the previous owner, including a full engine re-build. Ridden to Classic Shows & Events all over England.

Best Competition/ Special: Douglas Phipps, Matchless G80CS. Bought 7 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.

Second Competition/ Special: Mr P Townshend, 1962 Greeves MDS Scrambler. Fitted with Villiers 34A engine, with Greeves Challenger cylinder head and barrel.

Best British: Mr D Harding, 1968 Triumph Daytona T100T. The twin carburettor 500cc Tiger 100 Daytona (T100T) was introduced in 1967. The model was named after a race-prepared 500cc won the 1966 Daytona in the USA.

2nd British: Mr T Harris, BSA A10.

Best Overseas: Jeremy Frank, 1973 Honda CB750 K2. First introduced in 1969, forty one years ago, the first real Superbike from Japan, every schoolboy's dream. A little slow by today's standards but a joy to ride.

2nd Overseas: 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: Tony Chapman, 1973 Yamaha SS50. First registered on 21 June 1973, this bike has been fully restored.

2nd Lightweight: Colin Reynolds, 1956 BSA Bantam. A GPO Bantam, restoration completed by the owner in December 2009.

Best Heavyweight: Lloyd Benton, 1979 Honda CBX 1000Z. Genuine low mileage, 2 owners from new machine with light restoration.

2nd Heavyweight: Les Rogers, 1958 Norton Dominator 99. When restored in 1984, this machine had only 10,000 miles on the clock. Since then, it's been ridden by the same owner the past 26 years and has now covered 33,000 miles. A genuine red Dominator first registered 3rd October 1958.

Best Club Stand

Triumph Owner's Club (Medway).