

South of England Show & Bikejumble

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

Show Results: Sunday 31 October 2021

Best Pre 1950

1st Chris Boakes (Kent) 1923 AJS Model D. The Model D AJS 790cc V-twin sidevalve was introduced in 1921, and rated at 7 h.p. Owned since Jan 2021. Originally fitted with a sidecar from new, which was removed in the 90s. It has electric magdyno lighting, Druid girder forks, drum brakes, quickly-detachable rear wheel, total-loss lubrication, 3-speed hand-change gearbox with all-chain drive, and a lavishly sprung pillion saddle. AJS promoted motorcycles from their own radio station from 1925! Restored by Bob Thompson of Bury St Edmunds. First time at this show for this flat-tank v-twin.

2nd Michael Barter (West Sussex). 1929 598cc Panther Model 85. Mick tells us "I purchased this bike Feb 2020 it was last on the road 27 years ago. It was quite original but in poor condition. I have tried to "Sympathetically" restore it." First time at this event.

Best 1950 - 1959

1st John Lelliott (West Sussex). 1959 500cc BSA Gold Star DBD34. First registered 2nd October 1959.

2nd Dave Wilmer (West Sussex) 500cc BSA A7SS. Three owners from new, it was in pieces from 1975 - 2020. Took five months to restore, and seven months to get registered with DVLA. First time at this show.

Best 1960 - 1969

1st Mick Lee (West Sussex) 1962 650cc Triumph Bonneville. First time at this show.

2nd Ray Leggett, 1969 175cc BSA Bantam Preservation Group (West Sussex) BSA Bantam D14/4 Sport. Completely restored using all original parts

Best 1970 on

Visit www.elk-promotions.co.uk for Our Future Dates

1st Dave Harding (West Sussex) BSA OC (East Sussex). 1971 650cc BSA A65 Thunderbolt. My Thunderbolt was re-imported to the UK in 1989. Originally exported to the States with the dove grey frame, this was not popular with the American public. So to increase sales, BSA gave the American dealers \$100 to have the frames re-painted black. This BSA had the frame repainted, from the next year the frames were black from the factory. First time at this Show.

2nd Jamie Donaldson (Kent) 1974 650cc Benelli Tornado. 1974 Benelli 650 cc Tornado S2. 57 HP at 7400 RPM. 9,6 to 1 compression ratio. 84mm x 58mm bore and stroke.

Best Competition/ Special

1st Colin Murrells (Kent) 1935 250cc Velocette GTP. Only 250 magneto versions of the GTP were produced. The automatic two-stroke oiling by pump was a first. Formerly owned by Bob Burgess, Velocette's service manager and author. Quite a rare machine now, and first time at this show.

2nd Geoff Smithers (West Sussex) Roaring Twenties MCC. 1926 500cc Norton Model 18. I have owned this bike for about 4 years, it was originally owned by the same owner as my Model 19. As far as I know he used the two bikes at competition meetings. It has been restored.

Best Heavyweight (250cc and over)

1st Chris Boakes (Kent) 1926 770cc BSA Model E. The Model E BSA 770cc 50 deg V-twin sidevalve was introduced in 1920, costing £130 and rated at 6 h.p. Fitted with carbide lamps, magneto ignition, total-loss lubrication (using 3 pints of oil per 400 miles) with hand-change three-speed gearbox. Owners were advised to "always carry a spare valve and spring"! This bike was restored many years ago by Bob Thompson of Bury St, Edmunds, and is now regularly ridden, having covered 2500 miles already in 2021, and gives 38mpg. First time at this show.

2nd Mike Petryszyn Norton OC (Surrey). (Surrey) 1993 588cc Norton Commander Krauser. Norton only made 67 of these rotary-engined bikes and this bike was one of the last batch of ten to ever be made. First time at this show.

Best Lightweight (Under 250cc)

1st Vince Gill (Kent) 1956 250cc BSA C12. Purchased in 2017 in a tired and non-standard condition. Bike has been fully restored by the owner over the last two years.

2nd Jeremy Frank (East Sussex) 1962 250cc Ariel Arrow. Restored by the owner, who tells us: 'The bike was in a very sorry state when I got it. It was a real challenge to achieve the end result you see. I have totally rebuilt the entire bike including the engine and managed it without any special tools apart from a puller to withdraw the crankcase covers. All parts I needed were on the shelf at Draganfly motorcycles. Since the rebuild I have covered 2000 miles and it's such fun to ride. Electronic ignition has transformed reliability. She starts first kick every time. It's the same with all old classics if you set them up properly they will work properly and be reliable. Problem was back in the 70s most if these bikes had been abused and bodged which contributed to their demise. Don't be scared every job is possible and once done the reward is fantastic..

Best British

1st John Chubb. Sunbeam MCC. 1921 Wooler. First time at this Show for this rare machine. The prize was presented to John Wooler, the grandson of the engineer John Wooler; the designer and builder of Wooler motorcycles.

2nd Paul Watson (Kent) 1931 500cc Sunbeam 9/90. First time at this event for this sporting OHV 500.

Best Overseas

1st Mr A Remnant (West Sussex) 1973 550cc Suzuki GT550. First time at this show.

2nd Jules East (Kent) Sunbeam MCC. 1922 170cc Le Grimpeur model PS. Fitted with a 170cc two-stroke LPL engine and Picard two-speed gearbox. Made in Paris and very original although a few cosmetic parts are missing.

Best Club Stand

British Owners Club Essex.