

# Ashford Classic Motorcycle Show & Bikejumble Easter Monday 21<sup>st</sup> April 2014 - Results

**Best Pre 1950 1<sup>st</sup>** Harold Beal, Kent, 1947 350cc Velocette KTS MKII. This machine was off the road from 1964 until it was restored to its present condition in 2001 by the current owner.

2<sup>nd</sup> Alf Craker, Kent: 1928 500cc Sunbeam model 9. A machine for the sporting rider, based on the works bikes of previous years.

**Best 1950 - 1959 1<sup>st</sup>** Geoff King, East Sussex: 1956 BSA 350cc Gold Star DB32. A barn find with no documentation or registration, this machine was rebuilt & restored during 2008/9 with many new parts. The engine left the BSA factory in a CB32 4000 series Scrambles frame on 4/6/56, the fate of this unregistered frame is unknown. The current frame came from a 1956 BSA31 350cc which was delivered to Raymond Motors of NW London on 19/11/56. The bike was registered for road use with an age related registration number on 18/3/09, regularly ridden & exhibited since then.

2<sup>nd</sup> John Moore, Kent: 1955 500cc Triumph Speed Twin. This machine was originally exported for the Dubai Police when new, and imported back to the UK in 1996. Finished in the original Dubai Police colour, the radio equipment was not allowed to leave Dubai. We do have a picture of the original number plate which is very different from a UK plate!

**Best 1960 - 1969 1<sup>st</sup>** Robin Baker, East Sussex: 1962 650cc Triumph TR6 Trophy.

2<sup>nd</sup> Cyril Ruler, Kent: BSA 650cc A65 Lightning.

**Best 1970 on 1<sup>st</sup>** Mr M Whyman, 1970 750cc Norton Commando S-type. The Commando S-type is a rare American Export model which was only made for two years, production finished in June 1970. This bike was sold by the famous Norton dealer Gus Kuhn Motors and stayed in the UK.

2<sup>nd</sup> Andy Court, Kent: 1975 Laverda 750SF. First sold in Holland and took part in Club Racing. Had three previous owners before coming to the UK in 2011. A complete rebuild was carried out and it's now ready for the next 40 years! The Café Racer look was kept as typical of many seventies bikes.

**Best Competition/ Special 1<sup>st</sup>** Douglas Phipps, Kent: 500cc Matchless G80. Bought in 2004 as a part-finished project, and restored over the first 2 winters whilst ridden during the Summer. Now completed over 22,000 miles, but not ridden as much as I would like. Hope to ride more this Summer, it's a great fun to ride.

2<sup>nd</sup> Dave Benge, Kent: 1938 Norton JAP Sprint racing competition machine, built and used by the owner. Best time and

speed at Honington, over ¼ mile with 15.02 seconds and a terminal speed of 88 mph.

**Best Heavyweight 1<sup>st</sup> Stuart Stover: 1949 998cc Vincent HRD Black Shadow.**

2<sup>nd</sup> Anita Dray, Kent: 1930 Indian 750cc 101 Scout. Restored mainly in Sweden, using many original parts. This bike was exported to Sweden from new so has the European specification Bosch headlight, charging & electrical system, which were fitted on import. The American & UK machines were fitted with standard Indian equipment. The Scout was popular for its handling, speed/weight ratio & versatility. Fitted with hand gear change, foot clutch and a left-hand throttle.

**Best Lightweight 1<sup>st</sup> Arthur Walls, East Sussex: 1932 172cc 26 Condor Francis-Barnett.** 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 and one of only two known survivors. Fitted with the Brooklands engine, it has completed the test hill at Brooklands museum with ease for the third year.

2<sup>nd</sup> Cyril Ruler, Kent: 1966 BSA 175cc D7 Bantam.

**Best British 1<sup>st</sup> John Fuller, East Sussex. 1920 Douglas.** The model W is the Deluxe version of the 1920 2 ¾ Douglas range. It was fitted with footboards, 3-speed gearbox, clutch and kickstart. This machine was kept in a London motorcycle dealership as a non-runner for many years. Purchased in 2005, it was restored by the owner in time for the Douglas centenary in 2007 and used for London Douglas Club events.

2<sup>nd</sup> John Marchant, Kent: 1967 BSA 441cc Victor Grand Prix Scambler. This bike has had only three previous owners on Jersey until purchased by the current owner on Christmas Day 2013. The engine and gearbox are original, with a cosmetic refurbishment.

**Best Overseas 1<sup>st</sup> Nick Pearce, 1915 Indian Little Twin.** This 682cc Indian was purchased at Bonhams Auction in June 2012. It was owned in the twenties by Samuel Buck of Portsmouth, who was born in 1909. After a hard life, the machine was dismantled and kept in his garage until his death in 1993. It was then stored by his daughter until the auction. It was restored by the owner in 2013.

2<sup>nd</sup> Dave Harding, West Sussex: 1977 Honda CB 750 K6. Restored about 5 years ago from a total wreck rat-bike state using mainly original parts, I nearly bought one in 1976, so it has taken over thirty years to get one. This is the last of the original-styled CB750s which were first launched in 1969 and ran from K0 to K6. Regularly ridden & enjoyed.

**Best Club Stand: Honda CB750-4s Club**