



## Ashford Classic Motorcycle Show & Bikejumble Easter Monday 1<sup>st</sup> April 2013

**Best Pre 1950** 1<sup>st</sup> Richard Mummery: 1913 840cc TMC Wilkinson. One of only four known survivors, thought to be one of the first to leave the Oakley Works, Acton. It was rebuilt from a poor state in 1984/86. Used a fair bit since then, it has completed 25 Pioneer runs.

TMC stands for Touring Motor cycle.

2<sup>nd</sup> Mr R Tappen, 1935 Francis-Barnett Cruiser E39.

Restored as a show bike by the previous owner, bought to ride in the West Kent Run and the Coast to Coast run.

**Best 1950 - 1959** 1<sup>st</sup> Richard Barsby, 1957 650cc Ariel Huntmaster.

Popular twin, first registered on 4th October 1957. Purchased from a close friend's father in pieces, and assembled using as many original items as possible. The engine was completely rebuilt. Ridden to the Italian Dolomites in 2011 with a pillion and luggage.

2<sup>nd</sup> Martin Guiver, 1959 500cc BSA A7SS.

**Best 1960 - 1969** 1<sup>st</sup> Mr M Hutt, 1964 124cc Ducati TS125.

2<sup>nd</sup> Ron Milton, 1960 500cc Norton Dominator. This is a rare model in original trim, and is one of the first slimline models with rear enclosure. This bike has managed to survive intact despite many owners - most lost their side panels and were turned into Tritons.

**Best 1970 on** 1<sup>st</sup> Tony Chapman 1973 50cc Yamaha SS50. First registered on 21st June 1973, when new it cost £171. This bike has been fully restored. The SS stands for Sixteen Special. This bike has been fully restored, with paintwork in Candy Gold.

The first owner sold the bike on 3rd December 2006. It was then restored and finished in the middle of 2007. Still have the original purchase receipts, work invoices and most of the tax discs and MOT certificates.

Confusingly, both Honda & Yamaha used the same model name, SS being short for Sixteener Special. The Yamaha SS 50 was superseded by the more familiar FS1E in 1973.

**2<sup>nd</sup> Peter Vango 1985 Moto Guzzi 850cc MK III Le Mans (On VMCC Club Stand).** Restored approximately seven years ago by the previous owner.

**Best Competition/ Special 1<sup>st</sup> Gerald Wardle, 1958 197cc Greeves Scottish.**

**2<sup>nd</sup> John Gates, Speedway competition machine.** Fitted with a 4-stud JAP S/S engine in a Rotrax frame.

**Best Heavyweight 1<sup>st</sup> Mr R Kelly, 1961 500cc BSA A7SS.** Restored in 1993.

**2<sup>nd</sup> Mr S Stover, 1949 998cc Vincent 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.

**Best Lightweight 1<sup>st</sup> John Moore, 1923 Levis model S.** Manufactured by Butterfields of Birmingham, who were for many years one of England's leading manufacturers of two-stroke motorcycles.

This machine was bought new by a lady farm owner, when she passed away it was given to her friend in a very poor state. We bought it in 1993 as an almost restored machine, and finished the restoration.

**2<sup>nd</sup> Tony Collins, 50cc Honda SS50.** Sixteener Special Sports Moped Group.

**Best British 1<sup>st</sup> Alf Craker, 1928 500cc Sunbeam Model 9.** A machine for the sporting rider, based on the works bikes of previous years.

**2<sup>nd</sup> Mr S Stover, 1949 998cc Vincent Black Shadow.**

**Best Overseas 1<sup>st</sup> Frank Mitchell, 1925 998cc Model J Harley Davidson.** First registered in Manchester in February 1925, this machine is in original condition except the leather saddle and petrol tanks have been repaired. Original paint.

**2<sup>nd</sup> Tony Lai, 1971 Moto Guzzi 500cc Nuovo Falcone.** The Nuovo Falcone model was built between 1969 and 1974. Very few (if any) were ever imported to the UK.

**Best Club Stand: Vintage Motor Cycle Club Men of Kent section.**