

# South of England Classic Motorcycle Show & Bikejumble Sunday 3<sup>rd</sup> April 2016 - Results

CLASS	POSITION	NAME	BIKE
<b>Best Pre 1950</b>	1 <sup>st</sup>	David Chambers, Kent.	1913 Triumph Model C. Recently completed the Sunbeam MCC Pioneer Run, where it was winner of the Best Newcomer Award. <b>First time this machine was exhibited at this show.</b>
	2 <sup>nd</sup>	Richard Paterson, Kent.	1947 Vincent Rapide. Built from bits, which took 17 years largely due to financial constraints! Originally fitted with a sidecar, the previous owner broke down on the way back from the Isle of Man TT due to a broken cam-bolt but got home on one cylinder. Originally fitted with Triumph Herald wheels with home-made hubs and the wrong forks, it's been completely rebuilt. First registered on 18th September 1947. <b>First time at this show</b>
<b>Best 1950 – 59</b>	1 <sup>st</sup>	Ian Paterson, Kent.	1958 650cc BSA A10 Golden Flash. Fitted with a 1957 Watsonian MK1 Monaco sidecar. Both bike and sidecar have been completely rebuilt by the owner from wrecks. The bike had been stored in a shed since 1963, with just 17,000 miles on the clock. The sidecar had been left in a garden in pieces since 1977. <b>First time at this show</b>
	2 <sup>nd</sup>	Alan Scott, Sussex.	1956 500cc Triumph TRW. Ex Royal Air Force, similar to the machine used by the owner during his national service.
<b>Best 1960 – 69</b>	1 <sup>st</sup>	Malcolm Cooper, West Sussex.	1960 BSA A10 Golden Flash. First registered 11th March 1960.
	2 <sup>nd</sup>	Mrs Pat Drew, Buckinghamshire.	1960 250cc Matchless G5. Though classified as a lightweight it certainly isn't as it's almost as heavy as the 500cc Matchless G80! <b>First time at this show</b>
<b>Best 1970 on</b>	1 <sup>st</sup>	Jonathan Kemp, Kent.	1972 Honda CB360/F. Imported from Colorado in 2012. Good example of a mainly original CB350F. The bike was featured in the August 2013 edition of Classic Motorcycle Mechanics in John Nutting's column 'The MIRAS files'. It is also pictured on the Wikipedia website entry for the Honda CB350F. This is an original example of this model that was not available to UK Honda dealers.
	2 <sup>nd</sup>	Neil Spalding, Kent.	1975 750cc Triumph Trident T160V. One of the earliest T160Vs made, it was exported to the US in January 1975. Thirty years, two owners & an extended stay in a barn later it was bought at Auction & repatriated. The bike was rebuilt (but not restored), with a reground and balanced crank, new rings, valves & valve guides. A larger European tank in my favourite colour scheme was sourced, low bars & digital ignition added and for 8000 miles and over 8 years it was dead reliable. Two years ago I went to fit an 850 kit & discovered a cracked inlet cam. Neil Beadling rebuilt the engine and fitted his 850 kit & cams; the bike has now done 1500 miles so is fully run in. Where necessary it's been thoughtfully improved, hopefully with little external evidence but much, like the wheels & frame, remain completely original. Appeared in the Jan 2015 issue of 'Classic Bike' to mark the 40th anniversary of T160V production. <b>First time at this show</b>

**Best Competition/Special 1<sup>st</sup>** Rod Foakes, Surrey. 1957 500cc Norbsa Cafe Racer. Cafe racer engineered and built by the owner over a period of many years. Most of the larger parts were sourced at autojumbles. Fasteners etc were machined from stainless or titanium and alloy. 1957 Norton Dominator wideline frame, needle roller converted swing-arm. The forks are from a Yamaha SR500, front wheel hub from a Suzuki G750. Fitted with Triumph conical rear hub and alloy fuel and oil tanks. The engine is a DBD34 500cc Gold Star with an A10 gearbox with modified needle roller layshaft. It's got a Triumph 4-spring clutch, 1½" Amal Mk2 concentric carb, It has 12V electrics, with the battery mounted at the back of the gearbox. Fitted with alloy rims & stainless spokes, the paint is by JB Services.

**2<sup>nd</sup>** M Johnson, Surrey Cycles. 1961350cc AJS 7R. Recently purchased, it's the real pretty 1961 model. Known as 'The Boy Racer'. **First time at this show**

**Best Heavyweight 1<sup>st</sup>** Dave Harding, West Sussex. 1977 Honda CB750/K6. Restored about 7 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.

**2<sup>nd</sup>** Anita Dray, Kent. 1930 750cc Indian 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>** Tony Chapman, Essex. 1968 100cc Yamaha YL1. With twin jet carb and four-speed gearbox, it develops 9.7HP and a top speed of 70mph. Been off the road for 25 years, now restored and back on the road. **First time at this show.**

**2<sup>nd</sup>** Clive Tanner, Essex. 1975 Ducati 350 MK3D. Manufactured in 1974 and sold by West London Motorcycles during 1975. Bought by the current owner in September 1980. **First time at this show.**

**Best British 1<sup>st</sup>** John Lelliott, West Sussex. 1959 500cc BSA Gold Star DBD34.

**2<sup>nd</sup>** Graham Ladd, Surrey. 1950 BSA Bantam D1. **First time at this show.**

**Best Overseas 1<sup>st</sup>** Neil Brailsford, Hants. 1981 Ducati TT2. In 1981 Ducati prepared a special racing twin based on the production model, simply known as the TT2. The frame is extremely light at just 7 kg made by Verlicchi Italy. The forks are Marzocchi with magnesium-dash alloy sheaths, while the single-shock cantilever rear-suspension used a single Paioli unit. Also fitted are Campagnolo ultra-light alloy wheels with an 18" diameter. All original parts were used to build it and we think it looks pretty nice and a dead ringer for the original factory bike. The brakes are Brembo 280mm on the front and 260mm on the rear. The under-engine exhaust is by Quill from Two Wheel Classics and the rest is lots of hard work and time. The bike will be used at CRMC events in 2016 and also at the Belgian Classic GP at Spa and the Classic TT. **First time at this show.**

**2<sup>nd</sup>** Michael Tourle, East Sussex. 1954 175cc MV Agusta CSTL. **First time at this show.**

**Best Club Stand**

Norton Owners Club - Surrey Branch.