

South of England

RealClassic

Motorcycle Show & Bikejumble

Sunday 10th March 2013 - Results

Best Pre 1950 1st Dick Leaver, 1937 AJS Model 2. First registered 1st March 1937.

2nd Mr D Murray (VMCC Surrey & Sussex), 500cc 1938 Rudge Sports Special. The Sports Special 500cc model was introduced in 1937, production ceased in 1939. This example has been rebuilt twice, first time from a basket case where parts were missing, the second time after an accident.

Best 1950 - 1959 1st Mr D Raggett, 1957 Francis-Barnett Falcon 74. Found in a coal shed in a rough state. Restored by the owner and regularly ridden.

2nd Geoff King (BSA OC East Sussex), 1956 BSA 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 4th June 1956, 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 19th November 1956. The bike was registered for road use with an age related registration number on 18th March 2009, regularly ridden & exhibited since then.

Best 1960 - 1969 1st Vince Gill 1964 Norton 650 SS.

Vince says: 'I originally purchased this bike in 1968, and subsequently sold it to a family member in 1970.

The bike returned to me in 2005, and I fully restored the bike to the condition it is in today, which was completed in 2011'

2nd H Ward, 1961 BSA A7SS BSA OC (East Sussex), 1969 BSA Lightning.

Best 1970 on 1st Piers Richardson (BSA OC West Sussex), 1971 BSA A75R Rocket 3 Mk II. Manufactured at Armoury Road, Small Heath, Birmingham on 9th July 1971 & exported to Baltimore, USA, a few days later, as were the majority of bikes BSA made that year. It was re-imported back to the UK in 1991. Fully overhauled in 2001 following an engine failure, taking 2 years to complete. To improve reliability it includes many modern, enhanced components, while attempting to maintain the original look. The Mk II model features the newly introduced front telescopic forks with alloy lower sliders & internal coil springs, conical wheel hubs with redesigned drum brakes, new moulded side panels with flatter flanks, megaphone-style silencers, rubber mounted, chrome-plated mudguards, chrome flat-back 7 in. head lamp & indicators. Under 6,000 Rocket 3's were made between Aug 68 & Jan 72.

2nd Alastair Cox, 1978 Triumph Tiger. This bike is a matching number UK model in Tawny Brown. This colour was used for one year only, so a handful of Tigers in that colour sold in the UK. The bike had been restored using the original parts where at all possible and is used regularly including a thousand mile trip through France each year.

Best Competition/ Special 1st George Page, 1971 Triton Café Racer. Purchased in 1995, this Triton is fitted with a 1961 Norton wideline Featherbed frame, with Norton short Roadholder forks and box section swinging arm complete with Koni rear shocks. The crankcases are from a pre-Unit 1954 Triumph 6T fitted with Morgo 750cc barrels and Morgo oil-pump with a late Bonneville head that has had Nucleus valves & guides fitted with lead-free inserts. Also fitted with an T150 type external oil filter. The carbs are 930 Amal Premier concentric carbs, with removable pilot jets, stay-up floats and hard anodised slides. The Triumph pre-unit gear box is fitted with a 5-speed gearcluster from a T140. The front brake drum is from a Triumph T150 and the

rear from a Norton Dominator, both wheels are fitted with Borrani rims with stainless spokes and Avon tyres. Petrol tank is an aluminium Lyta and the oil tank is from Unity Equipe. Alternator with 12V electrics and Boyer Bransden power box.

2nd Jim Rose, Triumph Tiger Cub. A Commerfords Trials special, one of only five.

Best Heavyweight 1st Sybil De Bidaph, Indian Riders MCC. 1939 Indian Sports Scout.

2nd Mr CJ Tullett, 1930 Panther 100 Redwing. The Panther Model 100 was introduced in 1932 and remained in production until 1963. Fitted with Steib sidecar.

Best Lightweight 1st Bernie Stevens, 1953 NSU Max.

This machine is one of the first Max models to be produced, and is completely original. The Max has a mono-shock rear suspension enclosed within the frame. The 250cc engine delivers 18BHP, and has a complex OHC arrangement driven by oscillating rods. A rare model in the UK, German quality.

2nd Mr B Righton, BSA Bantam Club, 1949 BSA Bantam D1. Purchased in 1960 for £10 and used until 1967. Restoration started in 1989 and was completed to original specification in 1993. This is the basic D1 with direct lighting and solid rear end. A battery is fitted in the toolbox for the horn and stop light.

Best British 1st Dave Bushell, 1938 Scott Prototype Clubman Special. With the present owner for 52 years, bought for £15=00. Produced in 1938, this machine is one of only 4 made, supplied to Kitsons (of London) to test the market prior to the launch of the Clubman Special in 1939. Cost new was £105=00, with rear suspension.

2nd David Edelstein, Norton OC Surrey. 1947 Norton 16H. Purchased in 1971 by the current owner. Ridden until 1976, then stored until it was restored to original specification in 2012.

Best Overseas 1st 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.

2nd Paul Miles, 1978 Kawasaki Z1R-TC. A totally unrestored bike rescued from America. Kawasaki authorised the turbo-charging of their bikes to ATP (American Turbo-Pak) Solo but without any warranty. No road motorcycle produced more power than the 145 BHP of the TC for another 30 years. Ridden to the event.

Best Club Stand: Norton Owners Club, Surrey Branch.

Real Classic Mr DJ Winfield, 1957 BSA A7SS.