

South of England Summer Classic Bike Show & Bikejumble

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

Show Classes

Best Pre 1950 1st Steve Elston (West Sussex), 1925 2¾ HP TT OEC. Manufactured by the Osborne Engineering Company of Gosport, Hants. Fitted with a Blackburne engine, 3¼ gallon fuel tank and interchangeable wheels with heel rear brake. Fast and light.

2nd Steve Elston, 1925 2¾ HP Rex Acme. This type of machine was used by WL Handley to win the 1925 Junior TT at an average lap speed of 65.02 mph, and a lap record of 65.89 mph. Fitted with a Blackburne engine.

Best 1950 - 1959 1st Geoff Smithers (Hants), 1956 Norton International.

2nd John Sullivan (West Sussex), 1957 Ambassador Supreme. Restored in 2014 by Michael Barter, after sitting in a shed for 41 years.

Best 1960 - 1969 1st Graham Zimmatore (West Sussex).
1969 499cc Kawasaki H1.

2nd Mr Gough, 1965 Lambretta LI 150 Series 3 Silver Special.

Best 1970 on 1st Alan Ferguson (West Sussex). 1974 Kawasaki H2B. Original Kawasaki (UK) import model and one of only 120 genuine UK 1974 registered bikes. Price new was £845.00, value now is somewhat more. It's been fitted with the optional factory twin-disc front brake option, drilled for greater efficiency. Additional upgrades include box-section rear swing-arm and Marzocchi piggy-back gas shock absorbers. The mileage is totally genuine and the engine was rebored and totally rebuilt some 5 years ago. This is first-time appearance at any show, and these machines are rarely seen.

2nd Peter Taylor (West Sussex), 1977 Yamaha XS650D. Dubbed as 'The Japanese Bonneville'. Owned by current owner for over 20 years, restoration was completed May 2012.

Best Competition/ Special 1st Greg Holliday (East Sussex). 1977 Honda CB 750 F1 Cafe Racer. A full restoration cafe racer with full power engine - the best these is! Very fast.

2nd Neil Brailsford (Hants). 1971 850cc Norton Seeley. The engine is originally from a Norton Commando, one of the very last kick-start bikes. The original 4-speed AMC gear box has been replaced with the latest 5-speed racing box from Mick Hemmings with magnesium cases. The engine is an 850 combat engine with race camshafts, new 32 mm Amal performance carburettors & lots of lightened and polished bits inside and Boyer race ignition. The Seeley Mk 3 frame was built new in 2015 by Roger Titchmarsh, who is licensed by Colin Seeley to produce the frames today using the original jigs. The seat, faring & petrol tank are all taken from the original templates. The front forks are Ceriani, fitted with 230mm Ceriani double-sided twin-leading brake.

Best Heavyweight (250cc and over) 1st K Dixon (Surrey). 1977 Honda GL1000 Goldwing. First registered on the 31st December 1977. Imported to the UK in July 1994 and is now with the fourth owner. It's been lovingly refreshed by the current owner, with new brake seals, HEL brake-lines, piston and master cylinder kits fitted. Its had new cables, water pump, stator, starter motor and the exhaust was imported from the USA. The new seat came from David Silver Spares Ltd. The centre-stand and radiator brackets have been powder-coated. New Avon RoadRider tyres are fitted, and the rear wheel has had new spokes and has been polished. The electrics were sorted by Ferret of Electricker. Lots of polishing, helicoiling, skinned knuckles, shouting and swearing have been involved!

2nd R Gardiner (West Sussex). 1946 AJS 16 Trials. Ex-works machine. Hugh Viney won the Scottish Six Days Trial on this bike for three consecutive years: 1947, 1948 & 1949.

Best Lightweight (Under 250cc) 1st Mrs Terri Carpenter, (West Sussex). 1963 Moto Guzzi Galletto Avviamento Lettrico. The Galletto (Cockerel) a motorcycle or scooter? This vehicle offered 'the best of both worlds' with the weather protection, comfort & enclosure of a scooter & the riding position, stability & braking performance of a motorcycle. With a total production of 40,250 examples of the 192cc model, it was originally conceived to compete with the success of Vespa & Lambretta in the post-war years. This was the final variant of 5 models, manufactured from 1961 - 1966. It was Moto Guzzi's first 12 volt electric start motorcycle, using a 75 watt belt-driven Marelli dynastart. With horizontal 4-stroke ohv engine it has a top speed of 85 km/h (53 mph). Unusual in 1963, it has a single sided swinging arm & interchangeable wheels. Rare in the UK.
2nd J Harmes, 1980 Honda CB250N.

Best British 1st John Lelliott (West Sussex), 1959 BSA Gold Star DBD34.
2nd Darren Gates (Kent). 1967 AJS Sapphire 90.

Best Overseas 1st Lloyd Benton (Kent). 2002 Benelli Tornado LE. This machine is number 131 of only 150 produced. This triple-cylinder was built to homologate Benelli into World SuperBike Racing.

2nd George Ash (Surrey). 1976 Honda CB750/4 F1. This is a one-owner from new machine, and was restored in 2006. Fitted with a matching 1976 Watsonian Monza sidecar, the bike was bought together with the sidecar on 2nd October 1976. The bike cost £1,100 from TC Hillier in Oxted and the sidecar cost £327 from Munday's of Brixton.

Best Club Stand: BSA Owners Club (East Sussex)

Trophies individually made locally from re-cycled parts, hopefully no Goldies were harmed during production!