

South of England Summer Classic Bike Show & Bikejumble

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

Show Results 26th July 2015

Best Pre 1950 ____ 1st Dave Bushell (Surrey) 1938 Scott Prototype. With the present owner for 53 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 Steve Elston (West Sussex), 1925 Rex Acme TT. 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 John Lelliott (West Sussex), 1959 BSA Gold Star.

2nd Tom Whiskin (West Sussex), 1954 Ariel VB fitted with Canterbury Sidecar.

Best 1960 - 1969 1st Ivan Kellham (East Sussex), 1960 Norman B4 Sports. This is Ashford's local make, with the Norman factory being located in Beaver Road. All restoration by the current owner. Member of Cinque Ports CMCC.

2nd Geoff King (East Sussex), 1969 BSA A65 Lightning. This unit construction twin model was made from 1962 until 1970. This machine has undergone a full engine and gearbox rebuild by SRM during the winter of 2013/14.

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 Neil Pattemore (Kent), 1970 Triumph T120 Bonneville. Manufactured on 13th August 1970 (luckily a Thursday!), this is one of the final original UK specification T120 Bonneville. A few weeks later the design changed to 'Oil In Frame'. The bike was sold by Athertons of Liverpool in late 1970, and was subsequently sent to Pakistan in 1980. The bike was repatriated in 2000 in a very sorry state. It's been completely restored by the current owner to be ridden and enjoyed. As one of the final original UK spec T120 Bonneville, this version is often considered to be 'Best of Breed'.

Best Competition/ Special ____ 1st Neil Brailsford (Hants). 1971 Triumph Rob North F750 Replica. In 1970 Triumph commissioned Rob North, a Midlands frame specialist, to build just 9 of these F750 race bikes. Later it is believed a further 4 were built, using the Trident 750cc engine. This bike was originally a 1970 T150T with 4-speed gearbox and was in a very poor condition with a cracked timing cover etc. The engine has been totally rebuilt using new and improved parts such as billet con-rods, Boyer race ignition, Norman Hyde uprated oil pump, racing valve springs etc. The gearbox has a 5-speed cluster, and it's planned to replace the clutch with an air-cooled unit. The paint finish and decals are all based on the original Paul Smart bike, Paul had a lot of success on the Rob North triple and

campaigning them after Triumph fell into decline. The frame was built using the original jigs and even the welding was done by the original welder. The petrol & oil tanks were handmade. The bike will be used at CRMC and other classic events in 2015.

2nd Andy Clewes (Hants). 1967 Honda RC181 Replica. Built over five years and completed in July 2015. Built to closely represent Mike Hailwood's 1967 Senior TT winning machine.

Best Heavyweight (250cc and over) 1st Mr MP Whyman (Kent), 1988 Norton Commander Special. First registered on 28th October 1988. Fitted with rotary engine.

2nd Mr 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. It's 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! Still not finished but getting there!

Best Lightweight (Under 250cc) 1st Mr MFW Foster (Kent), 1959 NSU Quickly. Restored some years ago.

2nd Mr Bewick (East Sussex), 1960 Triumph Tigress. This is a 250cc twin-cylinder four-stroke scooter, with electric start and 12V electrics. The second owner acquired it in 1961 and kept it until 2011. Restored by the present owner in 2014.

Best British 1st Mark Webber (West Sussex), 1963 Triton, Dresda built.

2nd Chris Barraclough (West Sussex), 1970 Triumph T120R. Despite being a British marque, it was built for the American market and most were exported. This is one of the last Bonnies made before the oil-in-frame models were produced. Ridden weekly around Kent, Sussex and Surrey as well as on trips to Devon.

Best Overseas 1st Greg Holliday (Kent), 1977 Honda CB750 Cafe Racer.

2nd David Gaunt (West Sussex), Suzuki GSX1100ET. An Italian import, when purchased in 2006 it had a small 19 litre petrol tank, 4 into 1 exhaust & damaged side panels. Substantially rebuilt and returned to standard spec. All bodywork done. Fitted with replacement front mudguard, headlamp shell, rear units, exhaust, front brake reservoir, mirrors & seat. Parts obtained from France, Holland, Australia and the USA. Not a concours rebuild but a good example of the model. Keep thinking of selling it as it is too heavy for me but cannot bring myself to do it as I'll never find another in this condition!

Best Club Stand CMA

Best Triumph David Gaunt (West Sussex), 1979 Triumph T140D US Spec. This is an American import, imported from the States in 2002. Some items altered back to standard, ie push-in exhausts fitted, brake pipes etc. Mileage believed genuine at 8,300 miles.

Trophies individually made locally from re-cycled parts, hopefully no Goldies were harmed during production!
Judging by exhibitor vote.