

South of England SuperBike Show

Sunday 12th August 2012: Results

Best Pre-1980:

1st : Peter White, 1969 750cc Norton Commando S type. This bike was repatriated from Hawaii in 2010 and rebuilt (twice) in 2011 and 2012. The Candy Apple Red colour scheme is the original when it left the factory in May 1969.

2nd: Greg Holliday/, 1970 650cc Kawasaki W650. This model was part of a series of twins dating back to 1960, initially produced by the Meguro Motorcycle Company of Japan who subsequently merged with Kawasaki. The ancestry is obviously British, specifically the BSA A7 & A10. There are countless design differences within the engine, for example this is a short-stroke motor whilst the A10 is long-stroke, but the outline is undeniably BSA. Very few W1s were officially imported to the UK and the bike was not a great sales success in the USA either. Fully restored in England in the last two years.

Best 1980-on:

1st : Matthew Palmer, 1988 Suzuki GSXR 1100H. This is a UK spec bike, first registered in 1988. With four owners from new and 6000 miles on the clock. Stored for 18 years before being re-commissioned and put back on the road in April 2011. Since then it has been a rolling restoration and regularly used.

2nd Steve Ward, 1989 Suzuki GSXR1100 Slingshot. With current owner for the last 22 years. All completely standard.

Best Lightweight (Under 500cc):

1st Michael Lambert, 1991 Yamaha TZR 250 3XV4. This is a Japanese import standard R-model with a v-twin two-stroke engine.

2nd Jonathan Kemp, 1973 Honda CB350 Four. This motorcycle was imported from the USA in 1990 by John 'Burley' Burton. John was a BSA works rider in the late fifties and early sixties, after retiring he worked for Pankhursts, a Honda dealership. Whilst visiting his brother who worked for Sikorsky Helicopters in the USA in 1989, John discovered the bike in a car park in Connecticut. With two flat tyres, the centre-stand had sunk several inches into the tarmac while the paintwork was badly faded and the seat was in shreds. John traced the owner and bought it, dismantled it and transported it back to the UK.

Best Heavyweight (500cc and over):

1st Lloyd Benton, 1979 Honda CBX 1000Z. This is a genuine low mileage machine, two owners from new with light restoration.

2nd Patrick Bullimore, 1976 Honda Goldwing GL1000 K1. Bought from the original owner in November 1990 with just 400 miles on the clock. Ridden for one year, then garaged until Summer 2011. Lightly restored in 2010, with part-restoration to corroded fasteners and brackets. All the painted pipework to the water-cooling system has been re-finished and both stands powder-coated. Exhaust system painted, otherwise all chrome and other paintwork are original.

Best Overseas:

1st Derrel Weaver, 1969 Honda CB750. The first SuperBike!

2nd Andrew Juans, 1975 Kawasaki Z1B. An American import, this bike was fully restored to UK spec in 2007 by Dave Marsden, the well-known expert on Zeds. I have since opted for the shorter, American style rear fender.

Best British:

1st Mark Webber, 1970 Triumph Bonneville T140. Made in Meriden, Solihull.

2nd Eddie Wallbank, 1947 998cc Vincent Rapide. Fitted with a 1954 Steib sidecar, clubmans sidecar outfit - known as The Fast Lady. Engine is no. 15, and is the oldest post-War engine in use in Europe.

Best Competition / Special:

1st Thiago Vidal, 1989 Yamaha XJ600. This bike was customised by TVC Designs into a Café Racer. The original frame, wheels and front suspension were kept, while the tank, seat and swing-arm were replaced.

2nd Martyn Bratby, Harley Davidson Sportster. Built by the owner.

Best Two-Stroke:

1st Matthew Palmer, 1982 Yamaha RD 350 LC. This machine is a UK spec 1982 model but was not registered until 1984. With 23,000 miles on the clock, it's finished in New Yamaha Black.

2nd Jim Rose, 1968 BSA Bantam Trials.

Best Club Stand: The newly-formed Honda CB750/4s Club