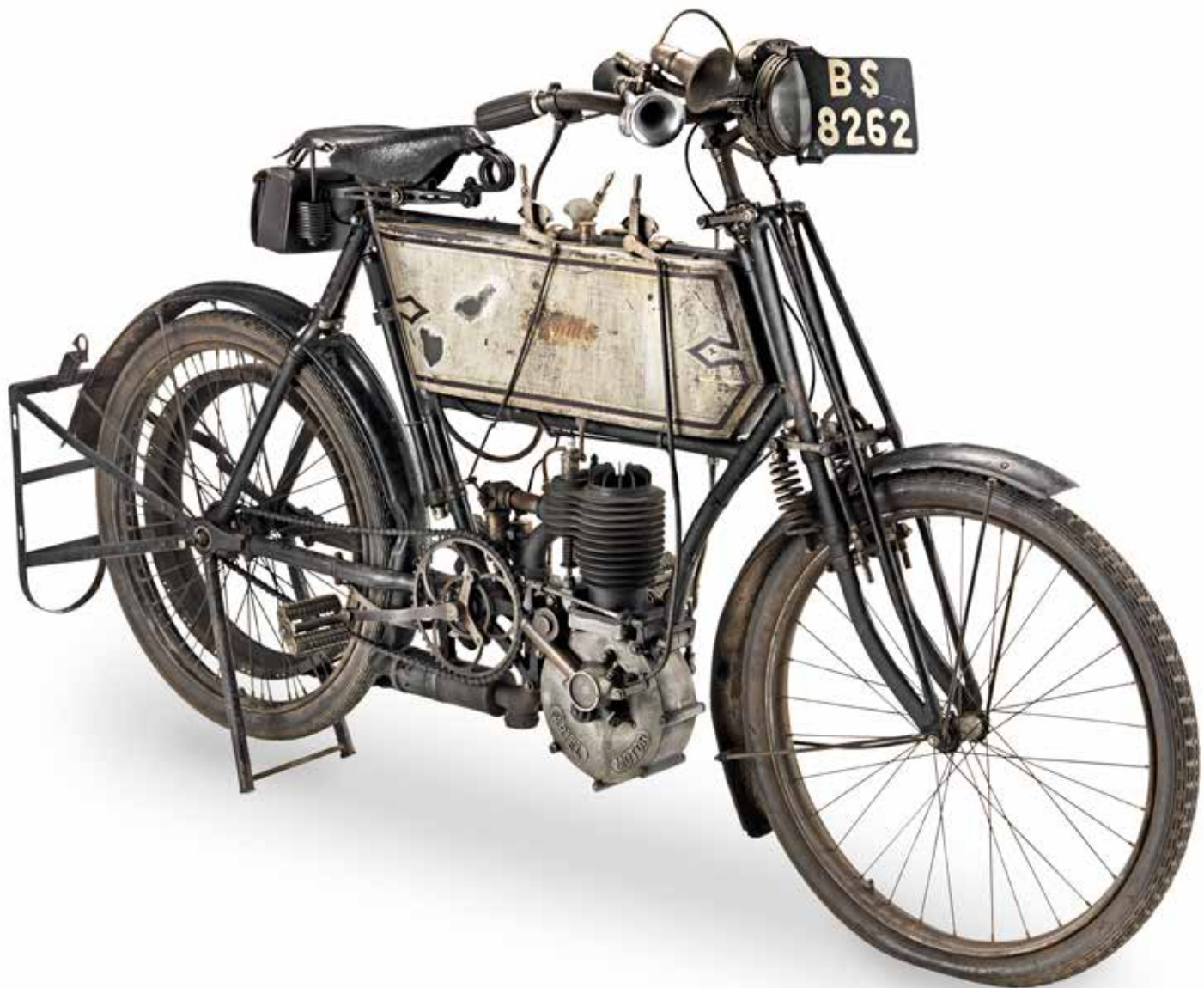


Bonhams



The Autumn Stafford Sale

The Classic Motorcycle Mechanics Show, Stafford | 13 & 14 October 2018



The Autumn Stafford Sale

Important Pioneer, Vintage, Classic & Collectors' Motorcycles and Related Spares & Memorabilia

The 25th Carole Nash Classic Motorcycle Mechanics Show
Sandylands Centre, Staffordshire County Showground | Saturday 13 & Sunday 14 October 2018

VIEWING

Saturday 13 October
9am to 5pm

Sunday 14 October
from 9am

SALE TIMES

Saturday 13 October
Spares & Memorabilia
(Lots 1 - 196) 12 noon

Followed by The Reed
Collection of Motorcycles
(Lots 201 - 242) 3pm

Sunday 14 October
Motorcycles
(Lot 301 - 539) 11am

SALE NUMBER

24885

CATALOGUE:

£25.00 + p&p

PLEASE NOTE

Admission to the auction is by catalogue only.

Admission to The Classic Motorcycle Mechanics Show is not included in the price of the catalogue. Tickets can be purchased in advance from www.classicbikeshows.com

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
bids@bonhams.com
To bid via the internet please visit
www.bonhams.com

LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE
Please email bids@bonhams.com with "Live bidding" in the subject line 48 hours before the auction to register for this service

Please note that bids should be submitted no later than 4pm on Friday 12 October. Thereafter bids should be sent directly to the Bonhams office at the sale venue.
+44 (0) 8700 270 089 fax or
bids@bonhams.com

We regret that we are unable to accept telephone bids for lots with a low estimate below £500. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

CASH LIMIT ACCEPTANCE

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

ENQUIRIES

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+44 (0) 8700 273 625 fax
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Andy Barrett
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Motorcycle Administrator

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ENQUIRIES ON VIEW AND SALE DAYS

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+44 (0) 8700 270 089 fax

CUSTOMER SERVICES

Monday to Friday 8:30am - 6pm
+44 (0) 20 7447 7447

Please see page 2 for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

IMPORTANT INFORMATION

The United States Government has banned the import of ivory into the USA. Lots containing ivory are indicated by the symbol Φ printed beside the lot number in this catalogue.

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the specialist department or to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/24885 and click on the Register to bid link at the top left of the page.

Bonhams 1793 Limited

Registered No. 4326560
Registered Office: Montpelier Galleries
Montpelier Street, London SW7 1HH

+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Asaph Hyman, Caroline Oliphant,
Edward Wilkinson, Geoffrey Davies, James Knight,
Jon Baddeley, Jonathan Fairhurst, Leslie Wright,
Rupert Banner, Shahin Virani, Simon Cottle.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Emily Barber, Antony Bennett,
Matthew Bradbury, Lucinda Bredin,
Simon Cottle, Andrew Currie,
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Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

For Memorabilia and Spares the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:
For Motorcycles the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

NOVA (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

EU Imports

- Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Mark God post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: www.gov.uk/nova-log-in. N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

Bonhams' preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows. Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice. Payment may also be made by one of the following methods:

- **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.

* VAT on imported items at 5% on hammer price and buyer's premium.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price.

Nova

Certain motorcycle Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium] calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Vehicle Insurance

Representatives of Carole Nash insurance will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Carol Nash anytime.

Carole Nash
+44 (0) 333 254 8604
bikes@carolenash.com

VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided. Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity together with proof of address if not included on driving licence. e.g utility bill/letter from tax authorities. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, and faxed/post to us no later than the morning of the sale day.

Live online bidding is available for this sale

Live online bidding is available for this sale and requires an additional level of registration prior to being approved to bid online. Please email bids@bonhams.com with "Live bidding" in the subject line no later than 48 hours before the auction to register for this service. Failure to register for this service at least 48 hours in advance of the sale will result in your account not being authorised for live bidding.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

How can I pay?

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

We accept the following methods of payment.

Bonhams' preferred payment method is by bank transfer.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice

Payment by card

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

Payment by cash

We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins or notes.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Spares & Memorabilia lots will adhere to Bonhams group policy, 25% up to £100,000 of hammer price, 20% from £100,001 to £2,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

**PLEASE NOTE FROM THE 1 SEPTEMBER 2018:
For Motorcycles the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.**

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Any machine not collected by 11am on Monday 15 October will be uplifted to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page. Should you have difficulty collecting your purchased lots by the given time, please notify a member of staff during or directly after the sale.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the motorcycle to you. Polygon's contact details are listed in the sale catalogue.

Are there any warranties offered with the motorcycles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the motorcycle. It is also advised that the motorcycle is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with the said contract.

Can I view the files that accompany the vehicles?

Yes, we should have all motorcycle files available for inspection during the view.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

Keys and Documents

Motorcycles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

Important V5/V5C Information

In order to comply with the Driver and Vehicle Licensing agency's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer. If we have not received confirmation of the new keeper's name and address 14 days from the date of Sale, we will write to you requesting this information. If, after 28 days from the date of Sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account. Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported. If you wish the new keeper details to be updated in any other way please make contact with the Motorcycle department as soon as possible (contact details on page 4 of this catalogue). **Please note: Once the V5C has been updated by the DVLA it cannot be reversed. Please note DVLA's processing time for V5C's is 4 – 6 weeks.**

Vehicle Tax Disc

Vehicle tax is no longer transferable from owner to owner. For more information on taxing your vehicle, please visit www.gov.uk/vehicle-tax

You can tax the vehicle using the New Keeper Supplement (V5C/2) section of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321. Please note those machines sold without a V5C cannot be taxed online.

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

Your contacts for this sale

Motorcycle Specialists

London
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david.hawtin@bonhams.coms

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Motorcycle Administrator

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Buyers/Sellers Accounts

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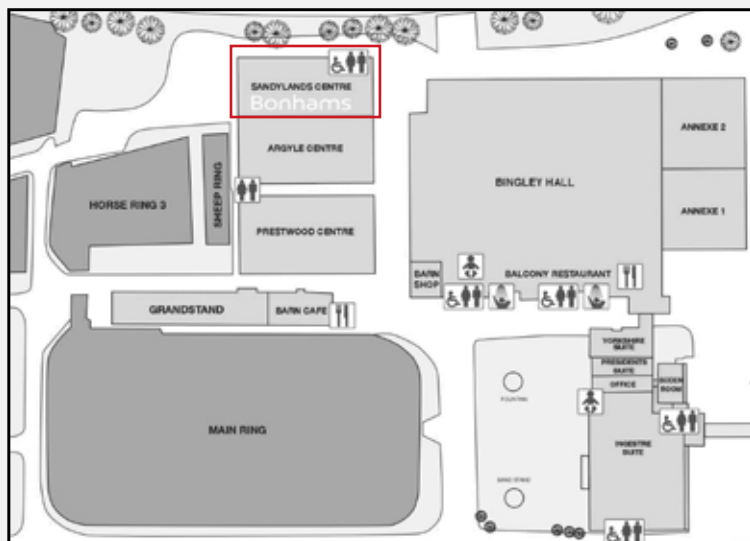
Recommended Transporters

Polygon Transport
+44 (0) 2380 871 555
polygon@polygon-transport.com
www.polygon-transport.com

Recommended Vehicle Insurer

Carole Nash
+44 (0) 333 254 8604
bikes@carolenash.com

Where to find us at the Staffordshire County Showground



Directions to the Staffordshire County Showground

From M6 travelling North, exit at Junction 14, signposted A518 Uttoxeter. The Staffordshire County Showground is situated on the A518 approximately 5 miles from the motorway.

Address

Sandylands Centre
Staffordshire County Showground
Weston Road
Stafford
ST18 0BD

Collections

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 11am Monday 15 October 2018.

All un-collected purchased lots shall then be removed to Bonhams storage facility at:

Bonhams Oxford

Banbury Road
Shipton on Cherwell
Kidlington
Oxford
OX5 1JH

Lots will be available for collection from 10am Thursday 18 October 2018 by appointment only.

To arrange collection please contact the Motorcycle Department +44 (0) 20 8963 2817 or ukmotorcycles@bonhams.com to make an appointment.

All lots will be charged a minimum of £10+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a \diamond will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

All lots marked with a $\diamond\diamond$ will be charged £50+VAT uplift and storage at £10+VAT per day per lot.

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Please contact the Motorcycle Department for detailed information in advance of bidding. Failure to contact the department may result in your purchased lot(s) being uplifted to an offsite store at your expense.

Shipping Enquiries:

For all motorcycle spares & memorabilia shipping enquiries please contact Alban Shipping quoting your client, sale & lot number to discuss your shipping requirements
Tel: +44 (0) 1582 493099
email: enquiries@albanshipping.co.uk

Please note Bonhams do not provide shipping neither do Bonhams pack lots. Should you wish to organise collection of your lots via a third party carrier, they must check and pack lots on your behalf upon collection.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at the buyers risk from the fall of the hammer.

Motorcycles

Vehicles must be collected from the sale venue by 11am Monday 15 October. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to store in Chobham at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to store in Chobham. Please contact Polygon Transport to make arrangements for the collection/delivery of your lot:

Polygon Transport

+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.com
www.polygon-transport.com

Purchases can only be released once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Lots will be available for collection from store in Chobham from 12 noon Tuesday 16 October, by appointment with Polygon Transport.

Vehicle Removal charges to store in Chobham

£115 + VAT per motorcycle
£165 + VAT per motorcycle combination

Storage charges

£10.00 + VAT per day per motorcycle
£16.00 + VAT per day per motorcycle combination

Limited transport is available to Oxfordshire by request with Polygon Transport at

£100 + VAT per motorcycle
£145 + VAT per motorcycle combination

Storage charges

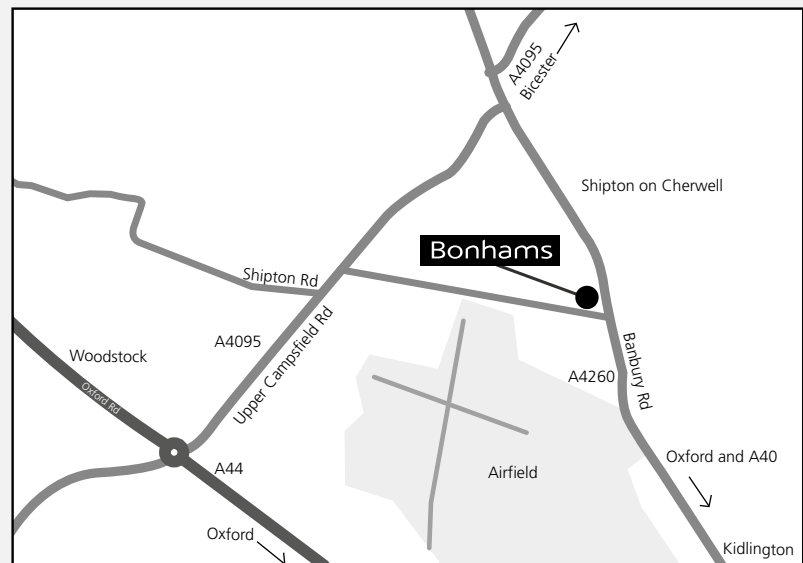
£10.00 + VAT per day per motorcycle
£16.00 + VAT per day per motorcycle combination

Transport and Shipping

A representative of Polygon Transport, Bonhams preferred carriers, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Polygon Transport

Care of Cars International
Alpha 319
Chobham Business Centre
Chertsey Road Chobham
Surrey
GU24 8JB



Motorcycle Spares and Memorabilia

Saturday 13 October at 12 noon
Lots 1 - 196

Images of each lot can be found at
www.bonhams.com/24885

"HISTORY OF BRITISH MOTOR CYCLE MANUFACTURERS"

SPONSORED BY BCMCMTU

ASSOCIATION OF PIONEER
MOTOR CYCLISTS

HAROLD KARSLAKE

1 BROXTOWE RISE
CINDERHILL, NOTTINGHAM

FOUNDER MEMBER
HON. LIBRARIAN
PAST-PRESIDENT
APMC

TECHNICAL PRESS
MOTOR CYCLING
AVIATION
CARAVANS

H. Rem FOWLER, Esq.,
392, Stratford Road,
Shirley,
Birmingham.

Wednesday
3rd July 1957

Dear Rem,

T.T. RACES.
HELE-SHAW CUP. 1907-1908

Many thanks for yours of 2nd July, and I now
have something definite to go on.

You will see what steps I take to clear up this
matter once and for all.

With kind regards.

Yours faithfully,

Harold Karslake

HAROLD KARSLAKE
Historian
BCMCIA.

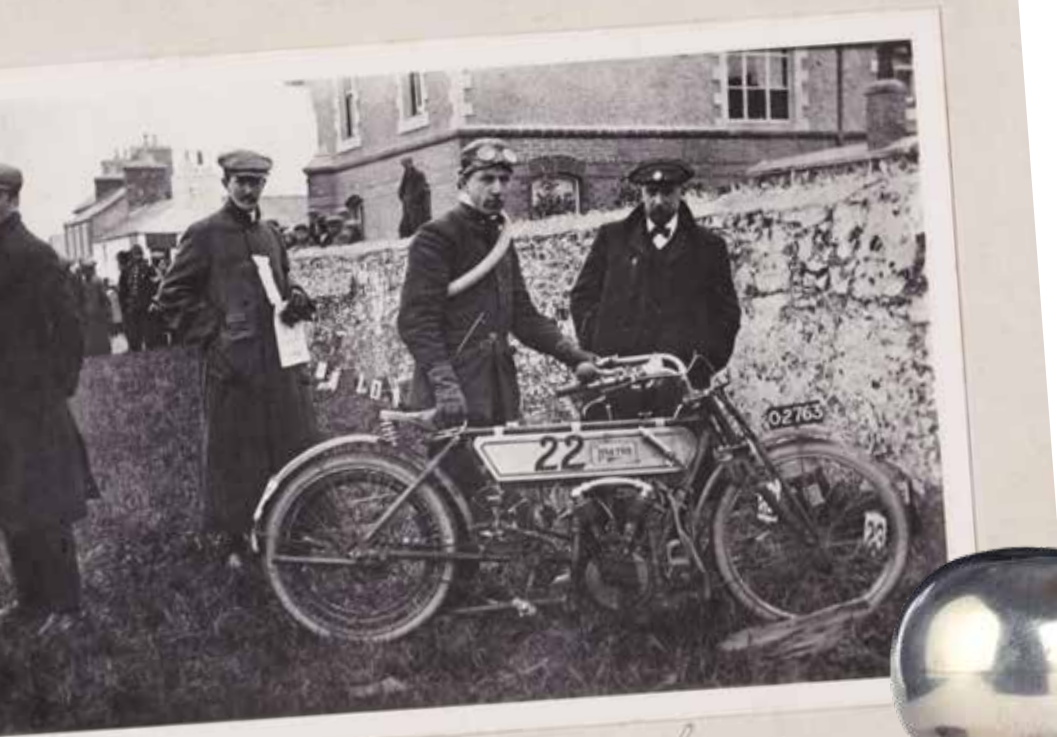
COPY of AFFIDAVIT. H. Rem FOWLER, 392 Stratford Road, Shirley,
2nd July 1957 Birmingham.

To All Whom It Might Concern.

I should like to say, definitely, that I never possessed,
or even saw the trophy put up by Dr. Hele-Shaw for the
twin-cylinder class, in the First T.T. 1907. I had the
cash prize of £25 and that's all.

(Signed) H. Rem. FOWLER

H. Rem. Fowler



Your sincerely
H. G. Parke 1907



- 1
A W. E. BROUGH 3½HP MODEL W FOLD-OUT PAMPHLET,
stamped to front cover 'The Service Company (London) Ltd; in generally very good condition with fold marks and age related foxing; together with a selection of Brough Superior Club reproduction range brochures including 'My Programme for 1929 and an instruction booklet; two Brough Superior Club motorcycle members badges manufactured by Premier Badges Ltd and a Brough Superior tank badge unfinished casting. (Qty)
£250 - 350
€280 - 390
- 2
AN INTERESTING GEORGE BROUGH LETTER,
dated 31.7.1924 between G. Brough and Messrs. Longman's Garage, 97 Fisherton Street, Salisbury, "Many thanks for your favour dated 29th inst. regarding my statement £1.44. I am enclosing herewith copy of invoice of item which is still outstanding, and shall be glad if you will let me have remittance along at your convenience. Thanking you in anticipation, I am, Yours faithfully, George Brough"; together with A J.A.P Motors Spare Parts pamphlet for the 1924 8.45hp O.H. Twin Engine, 6pp in good condition. (2)
£300 - 500
€330 - 550
- 3
A BROUGH SUPERIOR INSTRUCTION BOOK,
16pp, including SS.80 Special models, with some inscriptions throughout; together with a Brough Superior pamphlet reprinted from 'The Daily Herald' May 12th 1939 and a 1964 purchase receipt for a Brough Superior Combination, registration RN 9234. Close inspection advised. (3)
£250 - 350
€280 - 390
- 4
THREE MCEVOY MOTOR CYCLES RANGE BROCHURES,
including 1927 models, 6pp fold-out including covers, with age related tears and foxing throughout, detailing models 500cc, 996cc Long Stroke, and 350cc models; together with 1927 models, 8pp including covers, with annotations to front and rear covers, detailing models Vulpine, 996cc Long Stroke, Model 3, 500cc Models and 2¾hp Model F; and a 1929 double page fold out pamphlet in very good age related condition, detailing models 987cc 4 Cylinder Overhead Camshaft, Model R, 346cc OHC Super Sports, Model C and Model S. (3)
£250 - 350
€280 - 390
- 5
A SELECTION OF WATSONIAN SIDECAR RANGE BROCHURES,
including 1922, 1934, 1935 and 1936 and c.1962; together with two J.A.P handbooks for 600cc Mark III Type 2, 5 and 8 engines; and two Blackburne Engines Hints & Tips handbooks. All in very good but varying states of condition. Close inspection advised. (Qty)
£250 - 350
€280 - 390
- 6
A SELECTION OF SALES BROCHURES,
including BSA, Ariel, 1928 Dunelt, 1913 Rudge, Indian, 1904 Brown, 1933 Panther, Alldays Allon' and others, all in varying condition. (Qty)
£300 - 400
€330 - 440
- 7
A SELECTION OF SALES BROCHURES,
including Excelsior, 1913 Ariel, two 1914 Indian (one reproduction), BSA, 1926 and 1931 Raleigh, James and others, all in varying condition. (Qty)
£300 - 400
€330 - 440
- 8
A SELECTION OF SALES BROCHURES,
mainly motorcycle, including Norton, Royal Enfield, 1906 Hazlewood Cycles, 1923 Levis, 1929 Rudge-Whitworth, Emblem Bicycles, Henderson Super X and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 9
A SELECTION OF SALES BROCHURES,
including 1929, '36 and '37 AJS, New Imperial, Rudge, Watsonian, Indian and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 10
A SELECTION OF PARTS BOOKS AND INSTRUCTION MANUALS,
for Indian 1915, '16 '20- '23, Henderson 1919, Excelsior believed reproduction and Harley Davidson Motorcycles 1940- '52, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 11
A SELECTION OF SPARE PARTS BOOKS AND HANDBOOKS,
relating to Scott, JAP, NUT, P&M, Jones Speedometers, Bradshaw engines, Zenith Motorcycles and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 12
A SELECTION OF INSTRUCTION MANUALS AND PARTS LISTS,
for various marques including BSA Norton, Panther, AJS, Matchless, Excelsior and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 13
A SELECTION OF PROPRIETARY LISTS,
some early, relating to Ferodo, Wellworthy, Sturmev Archer, Lucas, Burman, Barr and Stroud and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 14
AN ASSORTMENT OF PROPRIETARY LISTS,
some early including AMAC, B&B, Lucas 1914, Armstrong Triplex, Miller, Albion, Maglita and others; together with an assortment of motorcycle cigarette cards, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 15
A QUANTITY OF MANUFACTURERS AND PROPRIETARY SUPPLIERS' CORRESPONDENCE, LETTER HEADS, INVOICES, AND OTHER SUNDRY PAPERS,
including Norton Motors, Joseph Lucas, AJS, Douglas Motors, Phelon & Moore, Triumph Engineering, Watsonian Sidecars, Harley Davidson, Enfield Cycle Company, Excelsior, Bond Cars and others, all in varying condition. (Qty)
£250 - 350
€280 - 390
- 16
A GOOD QUANTITY OF TRIUMPH AND BSA TECHNICAL LITERATURE,
including, workshop manuals, replacement parts catalogues, spare parts lists, owners manuals and instruction books. (Qty)
£250 - 350
€280 - 390
- 17
A LARGE QUANTITY OF PHOTOCOPY MOTORCYCLE LITERATURE,
including parts books, instruction books, maintenance manuals and others. All in varying condition, close inspection advised. (Qty)
£250 - 350
€280 - 390

18

A LARGE QUANTITY OF MAINLY MOTORCYCLE PERIODICALS,

including The Motor 1904 -1905 (incomplete), the Cycle and Motor Trades Review 1906 (incomplete), The Cycle and Motorcycle Trader and Review 1912 (incomplete), Motor Cycle 1911, 1928, 1929 (incomplete), Motor Cycling 1926 – 1928 (incomplete), Old Bike (various), Classic Motorcycling Legends (various), The Antique Motorcycle (various) and others, all in varying condition.

(Qty)

£250 - 350

€280 - 390

19

A GOOD QUANTITY OF TRIUMPH, BSA AND OTHER BRITISH MARQUE MOTORCYCLING BOOKS,

including, Vincent, Velocette and other general motorcycling books.

(Qty)

£250 - 350

€280 - 390

20

A GOOD QUANTITY OF TRIUMPH AND OTHER BRITISH MARQUE MOTORCYCLING BOOKS,

including books on Douglas, AJS, Norton, BSA, Panther and other general motorcycling books.

(Qty)

£250 - 350

€280 - 390

21

A COLLECTION OF BOOKS,

mostly relating to British marques, including JAP The Vintage Years, The Scott Motorcycle, and various others.

(Qty)

£250 - 350

€280 - 390

22

A COLLECTION OF BOOKS,

including Modern Motorcycles Volumes 1 – 3, bound copies of Motorcycle Sport (1966 – 1969), the 1928 Motor Cycle Book for Boys and others.

(Qty)

£250 - 350

€280 - 390

23

A COLLECTION OF BOOKS,

relating mostly to American marques including various titles relating to Indian and Harley Davidson.

(Qty)

£250 - 350

€280 - 390

24

A COLLECTION OF BOOKS,

including Cars and Motorcycles Volumes 1 – 3, Thrilling Stories for Boys, a Bound volume of Practical Motorist and Motorcyclist (1956-'57) and other titles.

(Qty)

£250 - 350

€280 - 390



33

25

A COLLECTION OF BOOKS,

including 'BSA Competition History', 'Harleys, Popes, and Indian Chiefs', 'Golden Age of the Fours' and others; together with assorted publications including The Motor Cycle number 1, 1903; Cycle and Motor Trader oct 1903 and various others.

(Qty)

£250 - 350

€280 - 390

26

A COLLECTION OF BOOKS,

various titles including Early Motorcycles by Page, Panther by Jones, Wheels within Wheels; together with a selection of Brooks catalogues.

(Qty)

£250 - 350

€280 - 390

27

A COLLECTION OF BOOKS,

various titles including Veteran and Vintage Motorcycles by Sheldon, Motorcycle Cavalcade by Ixion, Goldie by Golland, Brooklands Bikes in the Twenties by Hartley, The Motorcyclists Handbook by Phoenix and others.

(Qty)

£250 - 350

€280 - 390

28

A COLLECTION OF BOOKS,

various titles including the Vintage Motorcyclists Workshop by Radco, Toff-Land Schweiz by Krackowizer, assorted Millers price guides and Motorcycling Personalities past and Present by Salon and others.

(Qty)

£250 - 350

€280 - 390

29

A COLLECTION OF BOOKS,

various titles including The Panther Story by Jones, The British Motorcycle Directory and Motorcycles to 1945, together with assorted Pioneer Run programmes and other publications.

(Qty)

£250 - 350

€280 - 390

30

A COLLECTION OF BOOKS,

various titles including Rebuilding the Indian by Haefele, Alldays and Onions by Painting, Brough Superior SS100 Super Profile, Modern Motorcycles Volume 1 – 3 and others.

(Qty)

£250 - 350

€280 - 390

31

VARIOUS SIGNED MOTORCYCLING AND OTHER BOOKS,

including a signed copy of Geoff Duke 'In Pursuit of perfection' numbered 147/500, a signed copy of 'Racing all my Life' by Derek Minter, two signed Peter McManus books and a good quantity of other racing and general motorcycling books.

(Qty)

£300 - 400

€330 - 440

32

THIRTEEN MOTOCOURSE ANNUALS; 1980/81 TO 2000/01,

an incomplete run, comprising annuals 1980/81, 1981/82, 1988/89 to 1992/93, 1994/95 to 1998/99, and 2000/01, each with dust jacket and in generally good order, save for tear to dust jacket for 1998/99 annual, together with other related motorcycle race literature, and a small framed motorcycle race poster.

(Qty)

£300 - 400

€330 - 440



34



39

33

A MOTORCYCLE PRINT AFTER GEO HAM,
depicting a pre-War racer at speed on his V-Twin, 46 x 65cm,
rolled.
£250 - 300
€280 - 330

34

**A DUNLOP MOTOR-CYCLE TYRES 1921 SUCCESSES
ADVERTISING POSTER,**
printed in black and yellow on paper listing racing and trials
successes, 75 x 50cm, framed and glazed.
£250 - 350
€280 - 390

35

AN ASSORTMENT OF VARIOUS ITEMS,
including a frame and glazed certificate awarded to Harold Karslake,
a frame and glazed print of Rem Fowler with the Peugeot-Norton,
a framed and glazed jigsaw puzzle depicting a motorcycle racing
in the 1930's, some copies of blue prints relating to Barr & Stroud
sleeve-valve engine and components (rolled), an exploded drawing
of a Manx Norton engine (rolled) and a quantity of transfers for
various marques including Indian, Excelsior, Hazelwood, Harley-
Davidson, OK Supreme, Panther and others. All in varying condition,
close inspection advised.
(Qty)
£250 - 350
€280 - 390

36

**A TERROT PRE-SELECTOR SCOOTER POSTER BY
PEHLON & MOORE,**
together with a selection of other posters (some reproduction) and
a Peter Harsey limited edition print (48/850) depicting Freddie
Dixon on a 500cc Indian, all in varying condition.
(Qty)
£250 - 350
€280 - 390

37

A 1936 DKW 'DEUTCH MEISTER' RACE POSTER,
an original vintage advertising poster in association with Auto
Union, with dramatic artwork after V.Mundorff. The poster
celebrates their victory in four different classes of the 1936 German
Championships. 90 x 32cm.
£500 - 800
€550 - 890

38

**AN ORIGINAL GILERA FABRICA MOTO ADVERTISING
POSTER,**
designed by Ugo Riboldi and dating from the 1960s, the poster
features the company's logo on a black background, white text
and circles on a red diamond, 99 x 68cm.
£300 - 500
€330 - 550

39

**AN ARIEL CYCLES & MOTORS VITREOUS ENAMELLED
DOUBLE-SIDED SIGN,**
measures approximately 50 x 45cm, some damage, loss of
enamel, and some fading. Close inspection advised.
£250 - 350
€280 - 390

40

**AN AUTOMOBILE ASSOCIATION VITREOUS ENAMELLED
"DISTANCE" SINGLE-SIDED SIGN,**
measures approximately 76cm in diameter, with some repairs and
repainting, together with an RAC double-sided vitreous enamelled
sign, measuring approximately 47 x 47cm. Varying condition, close
inspection advised.
(2)
£250 - 350
€280 - 390

4100

A LARGE ESSO VITREOUS ENAMELLED OVAL METAL ADVERTISING SIGN,

measuring 150 x 100cm, single-sided, some lost to enamel, close inspection advised.

£300 - 400
€330 - 440



40



40

42

AN AJS "OFFICIAL DEALER" ILLUMINATING HANGING SIGN,

measuring approx. 35 x 11cm (non-working), together with a BSA illuminated hanging sign, measuring approx. 57 x 20cm (non-working) with some damage. Close inspection advised.

(2)
£250 - 350
€280 - 390

43

A KLG WALL MOUNTED ADVERTISING CLOCK (MAINS POWERED),

together with a quantity of spark plugs and spark plug related items and proprietary containers.

(Qty)
£250 - 350
€280 - 390

44

A SELECTION OF ADVERTISING SIGNS,

including a double-sided vitreous enamelled ACU Hotel sign, measuring approximately 50 x 50cm (some damage and loss of enamel) together with a single-sided Champion vitreous enamelled sign, measuring approximately 53 x 31cm (some damage and loss of enamel), two Dunlop metal tyre stands/signs and a "HF" tyre repairs vitreous enamelled single-sided sign, measuring approximately 50 x 46cm (some damage and loss of enamel). All in varying condition, close inspection advised.

(5)
£250 - 350
€280 - 390



41

45

A SELECTION OF PROPRIETY ADVERTISING SIGNS,

including Palmer Tyres (framed and glazed), Dunlop Motorcycle Tyres, "Three Star" and others, all in varying condition. Close inspection advised.

(6)
£250 - 350
€280 - 390

46

A SELECTION OF PROPRIETY ADVERTISING SIGNS,

some original, some reproduction, comprising two Champion signs, a Pratts sign, a Brampton/Coventry/Renolds sign and others, all in varying condition, close inspection advised.

(7)
£250 - 350
€280 - 390

47

AN ASSORTMENT OF MOTORCYCLE RELATED REPRODUCTION SIGNS,

many related to Harley-Davidson and Indian, of varying sizes and condition, close inspection advised.

(Qty)
£250 - 350
€280 - 390

48

AN ASSORTMENT OF MOTORCYCLE RELATED REPRODUCTION SIGNS,

many related to British marques, some propriety, of varying sizes and condition, close inspection advised.

(Qty)
£250 - 350
€280 - 390

49

AN ASSORTMENT OF PETROL AND OIL RELATED ITEMS,

including 12 petrol cans (Shell, Pratts, Esso, Redline and others), together with various oil cans, containers and pourers (including Shell, Castrol, Total and others). All in varying conditions, close inspection advised.

(Qty)
£250 - 350
€280 - 390

50

AN ASSORTMENT OF PROPRIETY AND AUTOMOTIVE-RELATED CONTAINERS AND ITEMS,

including a Ferodo display box, a Gamages 5-gallon motor oil container, various Dunlop items and other manufacturers' containers. All in varying conditions, close inspection advised.

(Qty)
£250 - 350
€280 - 390

51

AN INTERESTING LOT OF ADVERTISING COLLECTABLES,

relating to Rex, Shell, Michelin, Norton, Motor Union, BSA and others, mostly reproduction.

(Qty)
£250 - 350
€280 - 390

520

AN INTERESTING LOT OF COLLECTABLES,

including a 1939 AA membership kit complete with letter, badge, key, handbook and associated literature; together with a set of Triumph road maps contained in original wallet, a collection of mounted bicycle insignia, a GUY mascot and various others, pennants, a cased drawing set, a selection of badges, various ceramic tiles and other items.

(Qty)
£250 - 350
€280 - 390

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



44

53
AN INTERESTING ASSORTMENT OF SPEEDWAY PHOTOGRAPHS AND RELATED EPHEMERA

dating between the 1920's and '30's, including a series of printed Wembley rider portraits (some signed), an assortment of period photographs charting the exploits of various riders including world champion Jack Milne, Cordy Milne, Phil Bishop Vs roller skater J. Reed, Wally Kilminster, Eric Gregory, Tommy Price, Eric Langton, Spike Rhiando and many others; together with a Sterling Silver ashtray award, awarded to Ron. Johnson, 1930 Wimbledon, inscribed 'First, Speedway Test Match, England V Australia'; a selection of 1930's speedway guides and a 1938 World's Championship Final (Wembley Speedway) programme with hand written results. Close inspection advised.

(Qty)
£250 - 350
€280 - 390

54
TWO FOLDERS CONTAINING A LARGE SELECTION OF MAINLY MOTORCYCLE RELATED PERIOD PHOTOGRAPHS,

Close inspection advised.

(2)
£250 - 350
€280 - 390

55
TWO FOLDERS CONTAINING A LARGE SELECTION OF MAINLY MOTORCYCLE RELATED PERIOD PHOTOGRAPHS,

Close inspection advised.

(2)
£250 - 350
€280 - 390

56
A LARGE SELECTION OF PHOTOGRAPHS,

mainly motorcycle related, containing many period shots, some copies, some framed and glazed, copyright unknown, all in varying condition, close inspection advised.

(Qty)
£250 - 350
€280 - 390

57
TWO ALBUMS CONTAINING APPROXIMATELY 290 MOTORCYCLE-RELATED POSTCARDS,

real photographic and printed, monochrome and full colour, including Isle of Man TT and Pioneer, vintage and classic periods.

£300 - 500
€330 - 550

58
TWO SETS OF LAMBERT AND BUTLER MOTORCYCLE CIGARETTE CARDS,

mounted, framed and glazed, 50 x 45cm together with a "Pem" motor oil card sign, a Lucas lamps advertising poster and a Dunlop Cord advertising poster mounted on board, all in varying condition, close inspection advised.

(5)
£250 - 350
€280 - 390

59
A QUANTITY OF LEATHER LUGGAGE,

including suitcases (various sizes), some including tools; and five Gladstone type bags.

(Qty)
£300 - 500
€330 - 550

60
A SELECTION OF LEATHER PANNIERS,

together with assorted luggage.

(Qty)
£250 - 350
€280 - 390

61
A QUANTITY OF RIDERS' APPAREL

comprising two pudding basin crash helmets, a full length WD Victoria Rubber Co. LTD. riders' coat size 7, a believed WW1 French soldiers helmet, a selection of WD gaiters, a pair of early riders' boots (very distressed), a selection of handle bar mitts; together with a leather case containing a pair of leather gaiters, leather/fleece mitts and a pair of leather gauntlets. Close inspection advised.

(Qty)
£250 - 350
€280 - 390

62
A QUANTITY OF LEATHER GOODS,

a set of leather trousers, two sets of riding boots, riding cap, a pair of modern riding gloves together with five pudding basin helmets, a set of Sorbo knee grips and three pairs of goggles.

(Qty)
£250 - 350
€280 - 390

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



67

63
A SET OF JTS TWO-PIECE RIDING LEATHERS

jacket size XL, trousers labelled 'Short', in used but very good condition.

(2)
£250 - 350
€280 - 390

64
A SELECTION OF MOTORCYCLE RELATED TOYS, MODELS, SELF-ASSEMBLY MODEL KITS AND TWO N-G NEERO SETS,

all in varying condition, close inspection advised.

(Qty)
£250 - 350
€280 - 390

65
A BELIEVED SOUVENIR WHITE METAL ISLE OF MAN TT REPLICA TYPE TROPHY,

with Birmingham Medal and Badge tag to base; together with three Manx GP souvenir awards, an aluminium water bottle with applied Hetchings transfers, an EPNS bowl, a Peugeot beaded edge rim section profile, a selection of motorcycle manufacturers printing blocks, a German alarm clock, a Bradbury emblem, a VMCC horse brass and other sundry items, all in varying condition.

(Qty)
£250 - 350
€280 - 390

66
AN INTERESTING COLLECTION OF ROD GOULD (1970 WORLD CHAMPION) EPHEMERA,

contained in what is believed to be his personal briefcase. Contents include TT and short circuit race programmes, press cuttings, Motor Cycle, Motor Cycle News and Grand Prix publications, and assorted pit passes. Close inspection advised.

(Qty)
£250 - 350
€280 - 390

67
AN UNUSUAL INDIAN MOTORCYCLES LAPEL BADGE,

plated metal, approx. 32mm x 24mm, embossed 'Indian Motorcycles, Bastian Bro's Co. Rochester, N.Y.'; gifted to the vendors grandparents by Bert le Vack in the 1920's; together with a photographic postcard depicting Le Vack aboard a single cylinder Indian, signed 'Yours truly H. Le Vack, 1921 TT 3rd'; a Wal phillips postcard and another depicting the Stamford Bridge team; a selection of Le Vack related press clippings and a statement of provenance. Close inspection advised.

(Qty)
£250 - 350
€280 - 390



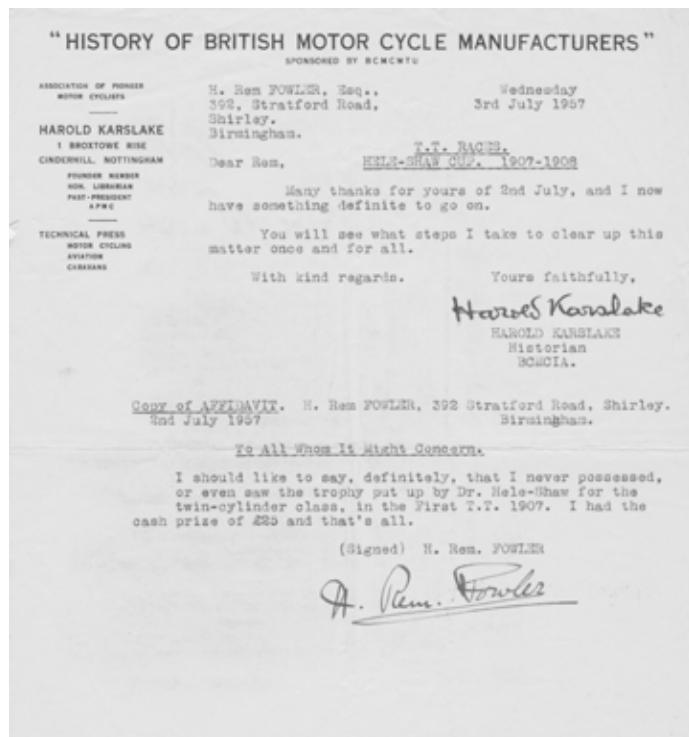
68

68
A SCRATCH BUILT SCALE MODEL OF AN AJS 7R ENGINE BY MOTO MINIATURES,

an accurate 40% scale, finely detailed model based on measurements taken from original parts and engineering drawings. Cast in high-polymer resin and constructed from over 150 individual components with stainless steel fixings. Hand-finished and painted. Approximately 28cm high, mounted on a wooden display base with Perspex display case. For more information, please visit moto-miniatures.com.

£600 - 1,000
€660 - 1,100

A SILVER HIP FLASK AWARDED TO H 'REM' FOWLER ON WINNING THE 1907 INTERNATIONAL TOURIST TROPHY RACE, TWIN-CYLINDER CLASS,



The one fact that every motorcycle enthusiast knows about the Isle of Man TT races is that the very first, held in 1907, was won by Norton (in fact, Norton won the Twin-cylinder Class and Matchless the Single-cylinder Class). Fewer will know that the winning Norton was powered by a Peugeot engine, and that its rider was Rem Fowler.

Born in Birmingham, home to the Norton factory, in 1882, Harry Rembrandt 'Rem' Fowler was a skilled toolmaker by trade who had already competed in motorcycle trials before deciding to enter the inaugural Tourist Trophy. Lacking a suitable machine, he purchased a 5hp Norton, directly from the Bracebridge Street factory, which he entered privately. Company founder James Lansdowne Norton agreed to accompany Fowler to act as his mechanic and pit attendant. It would turn out to be an eventful race, with Fowler having to make numerous stops over the ten laps to change spark plugs, repair a puncture, and adjust the tension of the final drive belt. After 4 hours and 20 minutes of riding on dirt roads, Fowler came home the winner at an average speed of 36.22mph. He also made the fastest lap at 42.91mph. Matchless-mounted Charlie Collier won the Single-cylinder Class and took the overall win at an average speed of 38.22mph.

The Single-cylinder Class winner's trophy was donated by the Marquis de Mouzilly de St Mars and was modelled after the God of Speed, Mercury. It is this trophy that is nowadays awarded to the winner of the Senior race, winners of the other classes receiving replicas. Renowned automotive engineer Dr H S Hele-Shaw (best known for his multi-plate clutch) donated the trophy for the Twin-cylinder Class, though Rem never received it.

In an affidavit on file dated 2nd July 1957, Rem states: 'I should like to say, definitely, that I never possessed, or even saw the trophy put up by Dr Hele-Shaw for the twin-cylinder class, in the First TT 1907. I had the cash prize of £25 and that's all.' He was lucky to keep all of the £25, as James Lansdowne Norton claimed that he was due half for supplying the winning machine! Rem pointed out that he had paid full price for it and had funded all of his expenses, and that with another rider on board the Norton might not have won (see letter on file to Harold Karslake). Rem was a member of the Birmingham Motor Cycle Club, which decided that his achievement deserved some tangible commemoration. They purchased the hip flask offered here, which is inscribed:



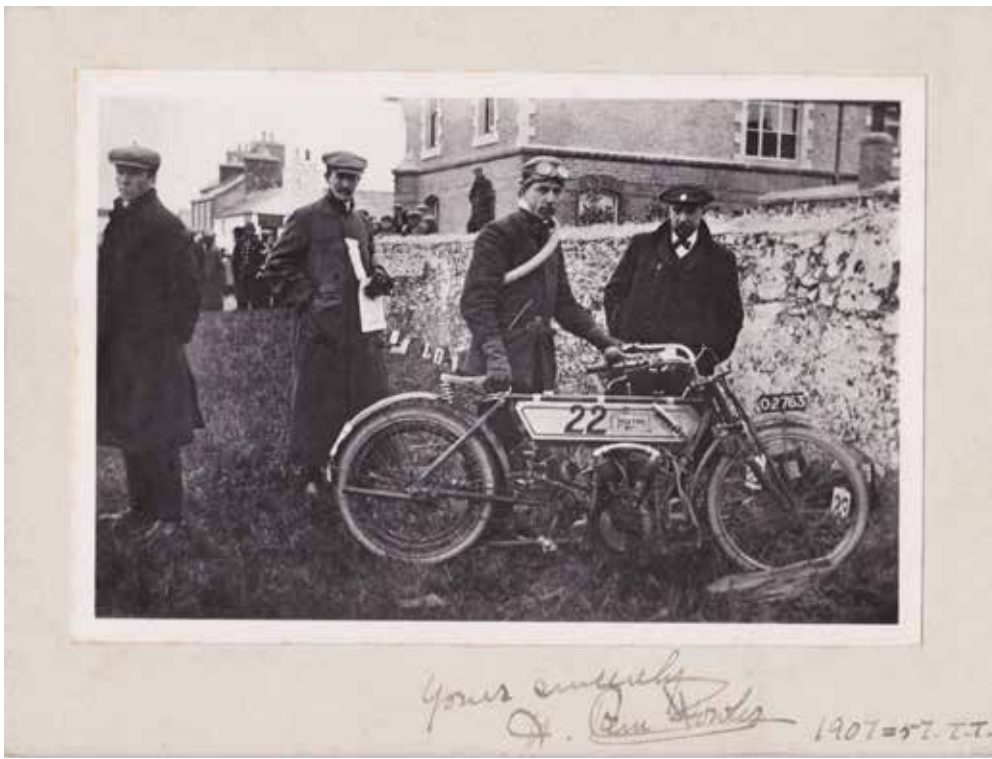
PRESENTED TO
H REM. FOWLER
BY
H. G. PARKES, ESQ
FOR THE BEST PERFORMANCE MADE BY
ANY MEMBER OF THE BIRM M.C.C.
DURING THE YEAR 1907.
WINNER OF THE A.C.C.
INTERNATIONAL TOURIST TROPHY RACE,
Twin Cylinder Class
28TH MAY, 1907, ISLE OF MAN'.

Hallmarked 'John Yates & Son, Birmingham, Sterling Silver, 1906', the hip flask also comes with its leather case inscribed 'H. Rem. Fowler. 32 Livingstone Rd, Kings Heath, Birmingham'. Also included in the sale is a fascinating history folder containing period photographs, press cuttings, magazine articles, and correspondence between Rem Fowler, Harold Karslake, John Griffith, and James Lansdowne Norton (inspection recommended). As items of Isle of Man TT memorabilia go, they do not come any more significant than this.

(2)

£20,000 - 30,000

€22,000 - 33,000



(Reverse)



71



71 (Reverse)

70

AN IMPORTANT FILE OF DOCUMENTS AND LETTERS RELATING TO THE 1907 TT AND 1957 50TH ANNIVERSARY OF THE TT,

Including correspondence concerning the original race and the anniversary celebrations from Harold Karslake, John Griffiths, Harry Louis, Walter A Jacobs, Charles Fothergill, the ACU, 1907 results, newspaper cuttings and supplements from the 1907 TT, copies of articles, original photos and photographic reproductions, and a signed photo of Rem Fowler, dated 1939. Close inspection advised.

(Qty)

£1,000 - 2,000

€1,100 - 2,200

71

1ST PLACE MEDAL AWARDED BY THE BIRMINGHAM MOTOR CYCLE CLUB TO J L NORTON, 4TH MAY 1907,

in the form of a single cylinder motorcycle engine, silver, hallmarked Birmingham 1907, with enamelling to the front, the reverse inscribed '5hp Norton. Hill Climb, May 4th 1907, Twins, 1st, J. L. Norton', fitted in its original lined box. Offered with a photocopy from Mick Woollet's book 'Norton', referring to the event.

£1,500 - 2,500

€1,700 - 2,800

Prior to the 1907 TT, James Lansdowne Norton, riding what is believed to be the Rem Fowler TT machine, won the Twin Class at Birmingham Motor Cycle Clubs hill climb at Rednal, beating Seymour Smith, also riding a Peugeot-powered Norton, by 5 seconds. This is believed the first win by a Norton motorcycle - the first 'Norton Success' advert appearing in The Motor Cycle shortly after on 29 May 1907. A unique and historic piece of motorcycling history.



72

72
AN ISLE OF MAN TT SILVER REPLICA TROPHY AWARDED TO A. J. BELL,
 mounted on a wooden base, with applied plaque inscribed 'Auto-Cycle Union, 1948 T.T. Races, Junior Race, 3rd, A. J. Bell, 78.907 M.P.H.
 £400 - 800
 €440 - 890



73

73
A TRACKSTAR LOW CROWN RACING HELMET BY AVIAKIT,
 British made, late 1950s, size 7 1/8, painted silver with distinctive black band, leather neck cover and chinstrap with press studs and nylon outer strap with buckle patented 1959, used, together with a 1938 Junior TT Mobiloil advertising postcard depicting Stanley Woods on the way to victory on his Velocette, signed by Woods on the back (in pencil, next to the printed signature).
 (2)
 £250 - 350
 €280 - 390



57 (part)

1952 AJS 498CC MODEL 20 SPRINGTWIN CUTAWAY MODEL

Registration no. not registered

Frame no. to be advised

Engine no. R9/4

- Displayed on the AJS stand at the 1952 Earls Court Motorcycle Show
- Specially built from new as a display-only item
- Complete with bespoke motorised display box



The last of the major British motorcycle manufacturers to offer a parallel twin, Associated Motor Cycles did not announce its own 'Springtwin' until the Earls Court Motorcycle Show of 1948, and even then production was for export only. Typed Model 20 (AJS) and G9 (Matchless), the two newcomers followed the established pattern of British parallel twins but were unusual in having an engine with a third, central, crankshaft main bearing.

The new 498cc power unit was housed in the swinging-arm frame recently introduced on AMC's heavyweight singles, and for once there was a fair amount of variation between the two marques, which featured their own individual tanks, seats, and exhaust pipes in addition to the customary badge and colour scheme differences. The Model 20 and G9 remained in production until mid-1961.

This sectioned AJS Springtwin was built in 1952 specifically for display purposes (it was not a converted roadster) and has never been road registered. Every component is as fitted in period, even down to the tyres. Mounted on a bespoke display box, incorporating electric motors to turn both wheels via rollers, this Springtwin was displayed on the AJS stand at the Earls Court Motorcycle Show in November 1952, while a customs stamp on the door to the box dates from the time it was taken to the Paris Motor Show.

A metal plaque on the box bears the legend: 'Sectioning & Construction by Prototypes (Croydon) Ltd', a firm located not far from the AMC factory at Woolwich. At some time the display box had been over-painted white, but was originally varnished like it is now, as was discovered when the vendor removed the maker's plate

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



The sectioned AJS was pictured in Motor Cycling magazine's second show edition of November 20th 1952 (page 74) and is also featured in Roy Bacon's book, 'AJS & Matchless Postwar Twins, 1948-1969' (page 9). As the Springtwin evolved, this display machine was updated accordingly, hence the full-width front hub and black/chrome fuel tank. It has 'covered' just over 200 miles on the stand, which has been returned to working order.

The sectioned Springtwin was previously owned by Shaun Wright, who first acquired the bike and then found the stand after some six months of searching, reuniting them after several decades apart. While in his possession, the machine featured in the AJS & Matchless Owners' Club's Jampot magazine. A copy of the latter is included in the sale together with the aforementioned copy of Motor Cycling and the Roy Bacon book. A wonderful opportunity to acquire a unique piece of AJS history and the perfect centrepiece to any marque-related display.

£8,000 - 12,000
€8,900 - 13,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



76



77

75

A BELIEVED 1950'S SUN LADIES & GENTS TANDEM,

Restored with maroon livery, fitted with two bells (front and rear); Brakes to front handlebars and pedal operated rear brake for passenger; drum brakes front and rear. Close inspection advised.

£250 - 350

€280 - 390

76⁰⁰

A SCOTT PROJECT,

comprising frame, numbered 3672M; crankcase numbered FY3580A; together with gearbox undertray, barrels, water cooled dome, pair of pistons, carburettor, gearbox, tank, radiator and other sundry items. (Qty)

£600 - 1,000

€660 - 1,100



75



79

77[∞]

A SCOTT PROJECT,

comprising frame, numbered 3563M; together with crankcase numbered LFZ13/35LR, complete with barrel and detachable head, tank, gearbox case and sundry items.

£400 - 600

€440 - 660

78[∞]

A BEARDMORE PRECISION 'BARR & STROUD' MODEL PROJECT,

comprising frame (unable to locate a frame number), in corroded condition particularly to gearbox mounting; together with a Barr and Stroud engine numbered 221256. Condition and completeness unknown.

(2)

£800 - 1,200

€890 - 1,300

79[∞]

A BELIEVED ZENITH-JAP V-TWIN PROJECT,

frame numbered 6059, engine numbered H80225 (marked War Product) capacity unknown, together with front forks, petrol tank, rear frame section, handlebars. Prospective bidders must satisfy themselves as to the completeness, suitability and age of the components prior to bidding.

(Qty)

£1,500 - 2,000

€1,700 - 2,200

80[∞]

A BELIEVED VETERAN ZENITH-JAP V-TWIN PROJECT,

frame numbered 4641, engine number 5365 of unknown capacity, comprising frame, engine crankcases, crankshaft, petrol tank with oiler; coffee grinder handle and rear shaft. Prospective bidders must satisfy themselves as to the completeness, suitability and age of the components prior to bidding.

(Qty)

£1,000 - 1,500

€1,100 - 1,700

81[∞]

AN UNIDENTIFIED JAP V-TWIN MOTORCYCLE PROJECT,

comprising frame with forks, numbered 06950, JAP engine numbered 4600 capacity unknown. Prospective bidders must satisfy themselves as to the completeness, suitability and age of the components prior to bidding.

(Qty)

£600 - 1,000

€660 - 1,100



82⁰⁰

AN ARIEL ARROW/LEADER PROJECT, comprising main frame section, forks, wheels, body section, tail section, two side panels, mudguard section, swinging arm, two wheels and components of two incomplete engines. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

83⁰⁰⁰

AN ARIEL FRAME,

numbered '1927' only (believed to be a non-factory stamp) , together with forks, petrol tank, oil tank, headlamp shell, front and rear mudguards. Offered without documents. For restoration, close inspection advised.

£300 - 500

€330 - 550

84⁰⁰

FIVE MOTORCYCLE FRAMES,

including a BSA frame, numbered ZB34GS211 (no factory stamp, believed restamped); together with a Matchless/AJS type frame numbered A76490; a believed Triumph frame, unnumbered; another unidentified, numbered 174306 and another unidentified frame, numbered 521802.

(5)

£250 - 350

€280 - 390

85⁰

A SET OF BELIEVED C.1928 CASTLE FORKS,

believed suitable for Brough Superior 680, together with mudguard and believed original stays and attached handlebars. For restoration. Close inspection advised.

£1,800 - 2,500

€2,000 - 2,800

86

A SELECTION OF FORKS INCLUDING DRUID AND BRAMPTON-TYPE EXAMPLES,

together with sundry spares. Close inspection advised. Condition and completeness unknown.

(Qty)

£400 - 600

€440 - 660

87⁰

A QUANTITY OF GIRDER FORKS AND ASSOCIATED PARTS,

together with two sets of cycle type forks. Close inspection advised.

£400 - 600

€440 - 660

88⁰

A C.1902 MINERVA 1½HP CLIP ON ENGINE, numbered 2946. Condition and completeness unknown.

£500 - 800

€550 - 890

80



81



83

89[◇]

A BELIEVED VETERAN ERA ARIEL S.V. ENGINE,

numbered L224. Condition and completeness unknown.

£300 - 500
€330 - 550

90[◇]

A BELIEVED VETERAN ERA JAP HAZLEWOOD ENGINE,

numbered 2909, some damage to fins, condition and completeness unknown.

£600 - 800
€660 - 890

91^{◇◇}

A JAP V-TWIN SV ENGINE,

numbered 73982, of unknown capacity. Condition and completeness unknown.

£500 - 800
€550 - 890

92[◇]

A BELIEVED C.1920 JAP SINGLE CYLINDER ENGINE,

numbered 20/9348. Condition and completeness unknown.

£250 - 350
€280 - 390

93^{◇◇}

A C.1926 JAP 350CC S.V. ENGINE,

numbered IY/T 64513; together with a believed c.1937 JAP 250cc ohv engine numbered PO/F 24837501, damaged.

(2)
£250 - 350
€280 - 390

94^{◇◇}

A BELIEVED C.1926 JAP 350CC OHV ENGINE,

numbered IO/T 63608/W, together with associated spares, close inspection advised, condition and completeness unknown.

£250 - 350
€280 - 390

95[◇]

A C.1930 JAP 250CC OHV ENGINE,

numbered PO/W 6998/SC. Condition and completeness unknown.

£250 - 350
€280 - 390

96[◇]

A C.1933 JAP 250CC OHV ENGINE,

numbered POZ/D 38368/SBD, together with associated spares, close inspection advised, condition and completeness unknown.

£250 - 350
€280 - 390

97^{◇◇}

AN UNIDENTIFIED TWIN-CYLINDER TWO-STROKE ENGINE AND GEARBOX,

unit construction engine and gearbox. Believed Vintage era. Condition and completeness unknown.

£250 - 350
€280 - 390

85



98[◇]

A VILLIERS TWIN EXHAUST PORT ENGINE,

numbered AXF347, complete with Albion gearbox, clutch, Villiers carburetor and dynamo. Condition unknown.

£250 - 350
€280 - 390

99^{◇◇}

TWO VILLIERS 250CC ENGINES,

numbered BYPF2187 and BYPF4259, both twin exhaust port examples. Condition and completeness unknown.

£250 - 350
€280 - 390

100[◇]

ROYAL ENFIELD CONSTELLATION 700CC TWIN ENGINE,

number SB 10409, part dismantled, with accompanying pistons and pushrods. Additional number (AGF 82) stamping to the front of the crankcases; together with Lucas K2F magneto (number K2F 42369B) fitted. Condition and completeness unknown. Close inspection advised.

£300 - 500
€330 - 550

101[◇]

A QUANTITY OF UNFINISHED CASTINGS, INCLUDING SOME BELIEVED NUT,

exhaust box and covers, footboards, timing covers, primary chain case and others. (Qty)

£250 - 350
€280 - 390

102

A SET OF BELIEVED VETERAN ERA ARIEL CRANKCASES,

numbered A5179, for restoration. Close inspection advised.

£250 - 350
€280 - 390

88



91





106

103⁰⁰

A QUANTITY OF JAP V-TWIN ENGINE COMPONENTS,

including engine cases numbered 32363; cases numbered 32906; together with various barrels, condition unknown.

(Qty)

£250 - 350

€280 - 390

104

A SET OF AJS V-TWIN CRANKCASES,

numbered 35/2 1004. Close inspection advised.

£250 - 350

€280 - 390

105⁰⁰

A SELECTION OF AJS/MATCHLESS V-TWIN ENGINE COMPONENTS,

comprising Matchless engine, numbered X3 2814, with detached barrels and engine cases numbered 37/X 5194, together with an unnumbered crankcase half, additional head and barrel, AMC type gearbox, various timing covers and other sundry spares, close inspection advised, condition and completeness unknown.

(Qty)

£500 - 800

€550 - 890

106⁰⁰

UNIDENTIFIED FOUR CYLINDER ENGINE COMPONENTS,

completeness and condition unknown. Close inspection advised.

£250 - 350

€280 - 390

107⁰⁰

ASSORTED MAINLY BELIEVED FOUR-CYLINDER COMPONENTS,

believed to be of differing manufacture including two crank shafts, part engine cases, cylinder barrels, and other associated spares. Close inspection advised. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

108⁰⁰

A QUANTITY OF SINGLE CYLINDER JAP ENGINE COMPONENTS,

including believed c.1931 300cc crankcases numbered A/H 15140/BS; another set of cases unnumbered; together with heads, barrels and sundry items.

(Qty)

£250 - 350

€280 - 390

109⁰⁰

A LARGE QUANTITY OF ENGINE COMPONENTS,

relating to Triumph, AJS/Matchless, Velocette, BSA, Norton and others, including Sheffield Simplex (believed Ner-a-Car) part engine, crankcases, cylinder barrels, cylinder heads, pistons, bearings, crankshaft, conrods, valves and associated parts. All in varying condition. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

110⁰⁰

A QUANTITY OF BARRELS MANY BELIEVED VINTAGE,

varying conditions. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

111⁰⁰

A SELECTION OF ENGINE COMPONENTS,

comprising a pair of NUT v-twin crankcases numbered G3065, together with a set of believed AJS v-twin crankcases numbered Model 1925 D727, a JAP single cylinder engine crankcases numbered IOZ/Y 20850/BS, a BSA cylinder head and sundry components.

(Qty)

£250 - 350

€280 - 390

112⁰⁰

BMW BELIEVED R5 ENGINE CRANKCASES,

numbered 500617, believed to date from c.1936/37. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

113

TWO AMAL T10 GP2 CARBURETTORS,

together with an Amal 229F/1DV carburettor, two plastic fairings and three racing number fairings.

(Qty)

£250 - 350

€280 - 390

114⁰⁰

A BOX OF ASSORTED CARBURETTORS AND ASSOCIATED PARTS,

including some possibly vintage or veteran. Includes Binks, Amac and others. Close inspection advised. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

115⁰⁰

A BOX OF ASSORTED CARBURETTORS AND ASSOCIATED PARTS, SOME BELIEVED VINTAGE OR VETERAN,

including Brown & Barlow, Amac, and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

116⁰⁰

A BOX OF ASSORTED CARBURETTORS AND ASSOCIATED SPARES, SOME BELIEVED VINTAGE OR VETERAN,

including Binks and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

117⁰⁰

A BOX OF ASSORTED CARBURETTORS AND ASSOCIATED SPARES, SOME BELIEVED VINTAGE OR VETERAN,

including Senspray, Binks, Brown & Barlow, BSA and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

118

A BELIEVED VINTAGE ERA ROC 2 SPEED SUPER LIGHT GEAR,

condition and completeness unknown.

£250 - 350

€280 - 390

119

A BELIEVED HAZLEWOOD THREE-SPEED GEAR BOX NUMBERED 103,

incomplete together with sundry spares. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

120⁰⁰

ASSORTED GEARBOXES, GEARBOX PARTS AND CLUTCH PARTS,

Including Sturmey Archer (numbered CS1338 and other 61562), BSA and others. Close inspection advised. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

121

A SELECTION OF STURMEY ARCHER GEARBOX COMPONENTS,

including clutch gear (for pattern), a believed post-Vintage four stud, four speed gearbox housing with end cover numbered 8926 to main housing, together with a believed four-speed post-Vintage outer casing and an unidentified hand lever.

(Qty)

£250 - 350

€280 - 390

122⁰

AN UNIDENTIFIED VARIABLE GEAR HOUSING,

possibly Zenith, together with a homemade chainguard and sundry spares.

(Qty)

£250 - 350

€280 - 390

123⁰

A QUANTITY OF GEARBOXES AND GEARBOX SPARES,

including a Norton gearbox, modified to factory racing style, built up from parts; together with various unknown casings and sundry spares.

(Qty)

£250 - 350

€280 - 390

124

AN ARMSTRONG MARK IV GEARED HUB NUMBERED 10715 FOR 6HP MODELS,

condition unknown.

£400 - 600

€440 - 660

125

A QUANTITY OF GEARED HUB SPARES,

comprising two outer casings an internal assembly and sundry spares. Close inspection advised.

£250 - 350

€280 - 390

126⁰⁰

A LARGE QUANTITY OF ASSORTED WHEELS, BELT RIMS AND RIMS OF VARYING SIZES AND MATERIALS,

some beaded edge, some wired-on. Close inspection advised

(Qty)

£250 - 350

€280 - 390

127⁰⁰

A LARGE QUANTITY OF ASSORTED WHEELS, BELT RIMS AND RIMS OF VARYING SIZES AND MATERIALS,

some beaded edge, some wired-on. Close inspection advised.

£250 - 350

€280 - 390

128⁰⁰

A QUANTITY OF WHEELS

including four beaded-edge-type examples and various others. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

129⁰

A PAIR OF VINCENT-HRD WHEELS,

front (no axle) 3.00x20 Firestone ribbed (tyre very hard), rear (with axle) 4.00x19 Avon Trials Supreme; together with another bare hub plus a rear brake pedal with hanger bracket and cable. One brake drum cracked. Close inspection advised.

(Qty)

£400 - 700

€440 - 780

130⁰

ASSORTED MAGNETOS,

mostly pre-war type, including Bosch Type ZE1 and another possibly reconditioned, Lucas Type AC1 and LDV, Watford and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

131⁰

ASSORTED MAGNETOS AND ASSOCIATED SPARES,

mainly pre-war, including a Splitdorf, Lucas MDB1, Bosch and others. Close inspection advised. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

132⁰

ASSORTED MAGNETOS AND ASSOCIATED SPARES,

mainly pre-war, including a Dixie M2, Lucas, Splitdorf and others, together with a quantity of boxed believed new old stock spares. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

133⁰

ASSORTED MAGNETOS AND ASSOCIATED SPARES,

pre-war and post-war, including Lucas, Magneto France, Bosch and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

134⁰

ASSORTED MAGNETOS AND ASSOCIATED SPARES,

including Amal, EIC, Bosch, Lucas Type AC2 and LDV and others. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

135⁰

A QUANTITY OF MOTORCYCLE DYNAMOS,

mostly Lucas (two believed new old stock) together with a Miller. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

136⁰

A SELECTION OF V-TWIN TYPE

MAGNETOS AND MAGNETO SPARES,

including Lucas MMV, L2, Bosch 50 degree ZAV, Thompson Bennet, an incomplete MSV, and a selection of used pickups. Completeness and condition unknown.

(Qty)

£250 - 350

€280 - 390

137⁰

A QUANTITY OF MAGNETOS AND MAGNETO SPARES,

including Lucas MN2, Lucas-type MDB1, a Thomson & Bennet example, a Splitdorf Model V, an MS1-4, a Bosch-type ZR4 and sundry spares. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

138⁰

A SELECTION OF MOTORCYCLE TOOLBOXES,

including various types and sizes, some complete with tools; together with a pair of believed unused Midland panniers, with brackets. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

139⁰

A QUANTITY OF MOTORCYCLE PETROL TANKS,

including BSA, AJS, Royal Enfield, a cafe racer fiberglass type, a vintage type, half a cast alloy type; together with two AJS/Matchless type oil tanks and others.

(Qty)

£250 - 350

€280 - 390

140⁰⁰

A LARGE QUANTITY OF MUDGUARDS,

including Pre and Post-War examples. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

- 141[◇]
A SELECTION OF SPARES, SOME BELIEVED BROUGH SUPERIOR TYPE,
 comprising a c.1923 Brooks type saddle base and springs, castle fork components, part tank top switch, two Amac type throttles, magneto shield (for pattern only) and rear wheel sprocket rings.
 (Qty)
£250 - 350
€280 - 390
- 142
AN ASSORTMENT OF SPARES, SOME BELIEVED BROUGH SUPERIOR,
 including some new BSOC spares, suitable for a restoration project. Part steering damper set, rear wheel components, headlamp brackets, levers and control spares, petrol tap and engine studs.
 (Qty)
£250 - 350
€280 - 390
- 143
AN ASSORTMENT OF SPARES, SOME BELIEVED BROUGH SUPERIOR,
 Including an early SS100 type front stand, reproduction Carbjector silencers, Club spares Bentley and Draper main frame springs, friction damper cover, c.1927 JAP valve spring collars for seven individual coil springs and four plain rocker dog ear side plates.
 (Qty)
£250 - 350
€280 - 390
- 144
A SELECTION OF BROUGH SUPERIOR SPARES,
 including believed Castle side dampers, bottom link and top yoke, believed suitable for c.1928 Castle forks; together with Brough Superior brake pedal, late type Enfield rear sprocket, steering damper assembly, Brough type pattern silencer, a c.1924 Brough Superior JAP SS80 type timing cover. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 145
A QUANTITY OF HANDLEBAR LEVERS,
 some inverted, various makes. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 146
A QUANTITY OF MOSTLY VINTAGE HANDLEBAR LEVERS,
 various makes. Close inspection advised.
£250 - 350
€280 - 390
- 147
A QUANTITY OF MOSTLY VINTAGE HANDLEBAR LEVERS,
 various makes. Close inspection advised.
£250 - 350
€280 - 390
- 148[◇]
A QUANTITY OF HANDLEBARS, ONE SET BELIEVED BROUGH SUPERIOR,
 various makes and condition; together with a selection of twist grips. Close inspection advised.
 (Qty)
£300 - 500
€330 - 550
- 149^{◇◇}
A QUANTITY OF MAINLY BICYCLE RELATED PARTS, INCLUDING 'THE OCYPUS' BICYCLE STAND,
 and other chain covers, Bradbury wheel truing jig, spoke threading machine with 10-gauge head and other sundry items. Condition and completeness unknown. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 150[◇]
A QUANTITY OF BADGES, MASCOTS, FILLER CAPS, TAPS AND TAP PARTS,
 together with an assortment of reproduction oil jugs (of varying sizes) and other parts. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 151[◇]
A LARGE QUANTITY OF BULB HORNS,
 various types and manufacture, together with a quantity of reeds. Close inspection advised.
 (Qty)
£300 - 400
€330 - 440
- 152
AN ASSORTMENT OF MECHANICAL AND ELECTRICAL HORNS,
 including one Klaxon, two Cowey, an Apollo, two Lucas, and various others. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 153
A QUANTITY OF OIL PUMPS AND COMPONENTS,
 including two Pilgrim pumps and two others unidentified, a vintage-type Best & Lloyd hand oil pump, a variety of oilers, greasers and inflators, together with a quantity of Best & Lloyd-type glass sight-feed glass tubes. Condition and completeness unknown. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 154
A HAWKE PATENT FOLDING MOTORCYCLE SEAT,
 together with a quantity of motorcycle gearbox related spares
 (Qty)
£250 - 350
€280 - 390
- 155[◇]
AN ASSORTMENT OF DUAL SEATS, BASES AND SADDLES OF VARYING TYPES AND CONDITIONS,
 including a Bough's Ner-A-Car type saddle, a Tansad-type, XL-All saddle and a new Brooks saddle cover. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 156[◇]
AN ASSORTMENT OF DUAL SEATS, BASES AND SADDLES OF VARYING TYPES AND CONDITIONS,
 including a Tansad frame, a Tansad-type pillion saddle, an XL-All frame, a Mesinger saddle, Lycett-type aeroplastics and a new Brooks saddle cover. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 157[◇]
A SELECTION OF MOTORCYCLE SADDLES AND SADDLE COMPONENTS,
 together with assorted handlebar grips, pump and sundry items.
 (Qty)
£300 - 400
€330 - 440
- 158^{◇◇◇}
AN AUTOJUMBLERS LOT COMPRISING A LARGE QUANTITY OF ASSORTED PARTS,
 including springs, sidecar fittings, engine plates, brake pedals, kickstart levers, footrests and associated rubbers. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390
- 159^{◇◇}
AN AUTOJUMBLERS LOT,
 comprising a selection of telescopic forks, chain guards, primary chain cases, Velocette-type screen and others, steering damper components and other sundry items.
 (Qty)
£250 - 350
€280 - 390
- 160^{◇◇}
AN AUTOJUMBLERS LOT
 comprising a variety of exhaust pipes and silencers, together with brake plates and shoes, Vintage/Veteran drive belt lengths, assorted Vintage/Veteran hubs, a quantity of cylinder barrels (some new unfinished- possibly Rex); together with two pairs of wooden patterns, and other miscellaneous parts. Condition and completeness unknown. Close inspection advised.
 (Qty)
£250 - 350
€280 - 390

161⁰⁰

AN AUTOJUMBLERS LOT,

comprising three petrol tanks, one with cap and oiler, a selection of engine plates some believed Matchless, various brake plates, a mudguard, saddle bases, handlebars, foot control levers, and various tin ware, distressed. Close inspection advised. Condition and completeness unknown.

(Qty)

£250 - 350

€280 - 390

162⁰⁰

AN AUTOJUMBLERS LOT,

comprising a Klaxon horn (believed Motor Car), a P&H acetylene lamp and generator, a selection of mudguards, an unknown front wheel and sundry spares. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

163⁰⁰

AN AUTOJUMBLERS LOT,

including a Levis petrol tank, a four-cylinder manifold, a Simms magneto, a Lucas magneto, a two-stud gearbox, a Burman gearbox and sundry spares.

(Qty)

£250 - 350

€280 - 390

164⁰

A COLLECTION OF VINCENT MOTORCYCLE SPARES,

including, wheel spindles, brake drums and plates, clutch side engine casing, frame ties, wheel, rear number plate mount and other items.

£400 - 500

€440 - 550

165⁰

A GOOD SELECTION OF BELIEVED HARLEY-DAVIDSON WLA & WLC SPARES,

consisting of a believed OEM left side petrol tank with petrol cap, WLA Military front and rear mudguard, sundry electrical items including handlebar toggle switches, contact break points and dashboard cats eyes, together with a believed original Kelsey Hayes rim star hub 18", clutch cover and clutch release disk hub and other sundry items, close inspection advised.

(Qty)

£500 - 700

€550 - 780

166⁰⁰

A SELECTION OF C.1938 TRIUMPH T100 SPARES,

comprising a matched pair of conrods with bearings, a rear sprocket, various Amal car spares, cylinder head oil pipes, brake shoes, headlamp rim and glass, knee grips, primary chain covers, girder fork main spring, Terry's saddle cover and springs, pushrod tubes, voltage regulator, two batteries, rear light, clutch plates, chains, oil pump, two sets of handlebars, various levers, filler cap and various other sundry components. Close inspection advised.

£250 - 350

€280 - 390

167⁰

A COLLECTION OF MOTORCYCLE SPARES,

including Miller and Lucas headlamps, Miller ammeters, Lucas switches, brake levers, handlebar control fittings, cables and a Smiths 120mph speedometer.

(Qty)

£250 - 350

€280 - 390

168⁰

A LARGE QUANTITY OF SPARK PLUGS,

some boxed, new old stock, including some Veteran/Vintage-type. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

169

A SELECTION OF VETERAN AND VINTAGE COMPONENTS,

including an Amac carburettor with levers and float chamber, a steering damper, a BSA 3-speed bicycle change lever, hand gear change lever, two hubs, a selection of oilers and sundry items.

(Qty)

£250 - 350

€280 - 390

170

A LARGE BELIEVED INDIAN ACETYLENE LAMP,

converted to electric. Condition and completeness unknown. Close inspection advised.

(1)

£300 - 500

€330 - 550

171

AN 'AUTOCLIPSE' ACETYLENE LAMP,

(System Besnard patented), numbered 552. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

172⁰

A QUANTITY OF ACETYLENE AND OIL LAMPS,

predominantly motorcycle, front and rear, with generators; together with associated parts and lenses, including S.A.M., Lucas, Powell & Hanmer and F.R.S. Lamps. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

173⁰

A QUANTITY OF ACETYLENE AND OIL LAMPS,

predominantly motorcycle, front and rear, with generators; together with associated parts and lenses, Including Lucas and Powell & Hanmer. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

174⁰

A QUANTITY OF ACETYLENE BICYCLE LAMPS,

including Lucas, Miller, Eclair and Powell & Hanmer. Completeness and condition unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

175⁰

A SELECTION OF ASSORTED LIGHTING EQUIPMENT (OIL, ACETYLENE AND ELECTRIC),

together with generators, headlamp glasses, burner nozzles and miscellaneous parts.

(Qty)

£300 - 500

€330 - 550

176⁰

A QUANTITY OF ELECTRIC FRONT AND REAR LIGHTS, INDICATORS AND ASSOCIATED PARTS,

pre-war and post-war type, including Lucas, Villiers and Indian; together with assorted lenses. Close inspection advised.

(Qty)

£300 - 400

€330 - 440

177⁰

A QUANTITY OF MAINLY ELECTRICAL COMPONENTS,

including head lamp switches, ammeter, regulators, distributors, ignition coils, bulbs, believed new old stock stator, and other parts. Condition and completeness unknown. Close inspection advised.

(Qty)

£250 - 350

€280 - 390

178

A LUCAS SWITCH,

together with three mechanical horns including two Cowey's, two bulb horns and sundry components.

(Qty)

£250 - 350

€280 - 390

179

A 50MPH BONNIKEN SPEEDOMETER BY ROTHERHAMS OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, with mileometer, condition unknown; together with a Bonniksen type speedo drive and cable.

(2)

£350 - 450

€390 - 500



180

180
A 50MPH BONNIKSEN SPEEDOMETER BY ROTHERHAM'S OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, with mileometer, condition unknown; together with a Bonniksen type speedo drive. Condition unknown.

(2)
£300 - 400
€330 - 440

181
A 50MPH BONNIKSEN SPEEDOMETER BY ROTHERHAM'S OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, with mileometer, condition unknown; together with an unidentified speedo drive.

(2)
£300 - 400
€330 - 440

182
TWO CORBIN 60MPH SPEEDOMETERS,

One prepared for mounting to a motor car. Condition and completeness unknown.

(2)
£250 - 350
€280 - 390

183
A SELECTION OF STEWART SPEEDOMETERS,

various types and speed ratings, various condition, close inspection advised.

(Qty)
£300 - 400
€330 - 440

184
THREE JONES SPEEDOMETERS,

two 50mph type, the other 50mph type. Completeness and condition unknown. Close inspection advised.

(3)
£250 - 350
€280 - 390



185
A SELECTION OF BELIEVED VINTAGE ERA SPEEDOMETERS,

including Stewart, Smiths and Ripaults examples. Condition and completeness unknown, close inspection advised.

(Qty)
£350 - 500
€390 - 550

186
A SELECTION OF SMITHS SPEEDOMETERS,

including chronometric and magnetic type, all for restoration. Close inspection advised.

(Qty)
£300 - 500
€330 - 550

187⁰⁰
TWO JAEGER 80MPH SPEEDOMETERS,

both side-trip, one motorcar, one motorcar type, together with quantity of carburettor spares including AMAC, AMAL and others, a selection of petrol pipes, lever controls, cables, two sets of handlebars, a headlamp shell, and various other spares. Condition and completeness unknown.

(Qty)
£250 - 350
€280 - 390

188
FOUR SPEEDOMETERS,

comprising a Cowey 40mph, a Jones 50mph, an S. Smith & Son 60mph and a Smiths 60mph. Condition unknown.

(4)
£300 - 400
€330 - 440

189
FOUR SPEEDOMETERS,

comprising a Cooper Stewart 70mph, a Watford 60mph, a Cowey 80mph and a dismantled Stewart 50mph, together with a Buren 8-day clock and a partially dismantled Standard Watch Company of New York time piece.

(Qty)
£250 - 350
€280 - 390

190
A SELECTION OF DASH CLOCKS AND TIMEPIECES,

including Smiths, Stewart, Globus and others; together with an unidentified and unmarked pocket watch. Condition and completeness unknown. Close inspection advised.

(Qty)
£400 - 600
€440 - 660

191⁰
A QUANTITY OF SPEEDOMETER DRIVES, GEARBOXES, GEARS AND CABLES,

condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€280 - 390

192⁰⁰⁰
A BROUGH SUPERIOR PETROL TUBE SIDECAR,

numbered 119, comprising chassis, Cruiser type body, springs, lamp and sidecar fittings, previously fitted to lot 423. Close inspection advised.

£2,000 - 3,000
€2,200 - 3,300

193⁰⁰⁰
A BELIEVED BSA TYPE VINTAGE ERA SIDECAR BODY AND CHASSIS,

Sidecar body restored, chassis suitability unknown; together with a detached rear footboard.

£500 - 700
€550 - 780

194
A VINTAGE ERA SIDECAR CHASSIS AND BODY,

body marked Mills-Fulford Ltd, with accompanying chassis (suitability unknown), for restoration.

£300 - 500
€330 - 550

195⁰⁰⁰
AN UNIDENTIFIED SIDECAR CHASSIS,

together with wheel and mudguard. Close inspection advised.

£250 - 350
€280 - 390

196⁰⁰⁰
AN EARLY BASKET SIDECAR BODY,

age related condition; together with an unidentified sidecar chassis (suitability unknown).

£250 - 350
€280 - 390

197 - 200
NO LOTS



37



38



192



193



194

MOTORCYCLES - DAY 1

Saturday 13 October 2018 at 3pm

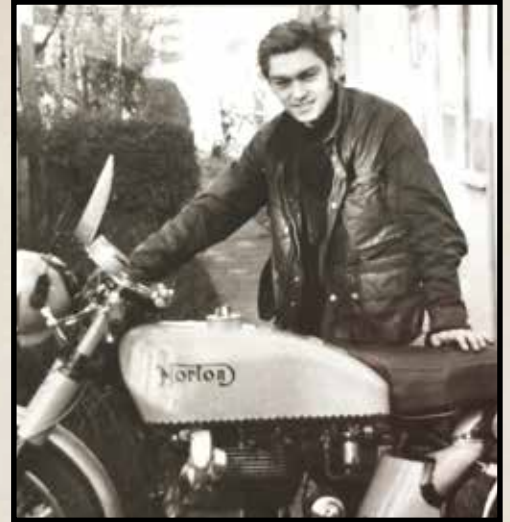
Lots 201 - 242

Further images of each lot can be found at
www.bonhams.com/24885

The Adrian Reed Collection

Adrian Reed, spent much of his life astride motorcycles. His passion for bikes, exploratory nature and talent for precision engineering led to some exceptional and rare restorations.

He was born in Hessle - East Yorkshire in 1947, and had two passions in his life - family and motorcycles. His passion for motorcycles started at an early age and over decades crafted, built and acquired a prestigious collection of bikes, accessories and parts. He could often be found, covered in metal shavings, painstakingly creating unavailable parts on his lathe or riding with his family at a rally. He was a man of 'many words' when it came to motorcycles and his vast knowledge will be missed by the community.





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201
1904 ARIEL 3½HP
Registration no. BS 8262
Frame no. 48970
Engine no. A1197

A Birmingham-based firm with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211 cc, 1½hp Minerva engine. Ariel's own 2¼hp power unit followed in 1903, but the Selly Oak firm continued to rely mainly on proprietary power units. Early models used single-cylinder engines, and it was not until 1905 that Ariel introduced its first v-twin (powered by a 6hp JAP). This was built to contest the International Auto Cycle Cup Race on the Isle of Man, and a production version was made available for the following season. In 1909 a radical shake-up saw the existing range replaced for the following season by new models powered by White & Poppe's 3½hp, single-cylinder, sidevalve engine. Ridden by the late 'Titch' Allen for 'The First Vintage Road Test Journal', this very early Ariel was purchased in November 2000 from previous owner Claus Straub of Newton-le-Willows, to whom it had been registered in October 1997. The machine features belt final drive with pedal assistance (by chain) and is generously equipped with an Albert Frank headlamp, Brooks saddle, bulb horn, tyre pump, toolbox, and leather tool bag, while the rear stand/carrier is particularly worthy of note. Last taxed to 30th November 2014, this Veteran Ariel is offered with SORN paperwork, a quantity of expired MoTs, old/current V5/V5C registration documents, and Pioneer Certificate (No. 1266) issued in October 1989 showing that the machine was previously registered 'S 292'.

£12,000 - 18,000
€13,000 - 20,000



202
1907 MOTOSACOCHE 226CC MODEL D2
Registration no. X 4132
Frame no. over-painted
Engine no. unable to locate

Founded in Acacias, Geneva, in 1901, Motosacoche took its name from Henri and Armand Dufaux's self-contained cycle-motor power unit, literally 'une moto sa coche' or 'engine in a bag'. The 211cc motor was soon being manufactured in substantial numbers and the brothers set up a subsidiary firm to market it in the UK. This led to collaboration with Royal Enfield, who supplied the cycle parts necessary to market a complete machine and used a Motosacoche v-twin engine when they recommenced motorcycle manufacture in 1910. The Motosacoche and Royal Enfield ranges were effectively identical for the next few years, but after WWI the Swiss marque's presence in the UK market would be limited to supplying its MAG proprietary engines to other manufacturers. Intended for lady riders, hence the 'open' frame and shrouded engine, this early single-cylinder Motosacoche was purchased by Adrian Reed from the Earnshaw family. He bought it so that his daughter would have a suitable machine for the Pioneer Run, and it was used accordingly. The large 'X' of the registration number on the triangular front numberplate is as it was originally painted. The machine features belt final drive and pedal assistance (by chain) and is equipped with a mileometer, bulb horn, and two leather tool bags. Last taxed to 30th November 2014, this delightful French lightweight is offered with Pioneer Certificate (No. 1578), a quantity of expired MoTs, and old/current V5/V5C registration documents.

£6,000 - 8,000
€6,600 - 8,900



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203

1904 REX 3¼HP

Registration no. BS 8258

Frame no. over-painted

Engine no. 1323 (matching crankcase numbers)

An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 while continuing to make automobiles and tri-cars. The Coventry-based firm was soon active in all types of motorcycle competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished second in the twin-cylinder class. Prior to that Rex had exploited the valuable publicity that accrued from the popular long-distance events of the day, in particular the famous Land's End to John O'Groats journey between the most southerly and northerly parts of mainland Britain, establishing a new record for this 880-mile marathon in 1904. Its accompanying old-style logbook reveals that this early Rex was owned twice (in 1957 and 1971) by the renowned pre-war motorcycle racer Oliver Langton, who is most often associated with the Scott marque. Oliver Langton had several Rex machines, and this was his favourite. Its previous registration, '9 U', was retained by the Langton family after Oliver's death. Adrian Reed purchased the Rex from Brian Verrall in 1997, shortly after the engine had been changed to the current unit, number '1323'. An older restoration that has completed many Pioneer Runs, the machine features belt final drive with pedal assistance (by chain) and is equipped with a bulb horn, bell, Sunbeam MCC badge, and combined rear carrier/stand. Last taxed in 2012, imposing Veteran is offered with Pioneer Certificate (No. 1487), Science Museum dating certificate, a quantity of expired MoTs, and old/current V5/V5C registration documents.

£14,000 - 18,000

€15,000 - 20,000



204

1907 CHATER LEA/MINERVA 265CC LIGHTWEIGHT

Registration no. AP 1030

Frame no. over-painted

Engine no. 4470

Founded during the closing years of the 19th Century, Chater Lea turned to the manufacture of lugs and fittings for motorcycle frames around 1900, and the firm was soon supplying its high-quality products to the greater part of the emerging British motorcycle industry. The manufacture of components led to the supply of entire frames, and around 1900 the firm was able to offer its first complete motorcycle using the proprietary Minerva 'clip-on' engine, a popular unit favoured by countless makes. This very early Chater Lea is powered by a Minerva engine with 'atmospheric' inlet and mechanical (side) exhaust valves. A letter on file from East Sussex County Council states that 'AP 1030' was allocated to John Augustus Rolls of the Royal George Hotel, Hurst Green for a 2¾hp Minerva on 2nd August 1907, and it should be noted that the machine is still registered as a Minerva. The accompanying old-style V5 document records the previous keeper as one Peter Watson of Hartley Whitney, and the date of acquisition by Adrian Reed as 31st August 2001. A relatively recent restoration using some reproduction parts, the machine features belt final drive with pedal assistance (by chain) and is equipped with a Longuemare carburettor, Brooks saddle, and bulb horn. Last taxed in 2012, this delightful Veteran lightweight is offered with Pioneer Certificate (No. 1610), SORN paperwork, a quantity of expired MoTs, and old/current V5C Registration Certificates.

£10,000 - 14,000

€11,000 - 15,000



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205
1914 HAZLEWOOD 636CC MOTORCYCLE COMBINATION

Registration no. BC 2216
Frame no. to be advised
Engine no. 32681

This rare Hazlewood v-twin comes with a copy of Veteran and Vintage Magazine (March 1973 edition) recounting its history from new when it was purchased in 1915 from Walter Baines' shop in Belgrave Gate, Leicester by one George Bennett, a 30-year old racing cyclist, who transferred the wicker sidecar from his 1912 Triumph to the Hazlewood shortly after purchase. In 1964, the un-restored Hazlewood was purchased by Mr David Bason of Northampton and ridden in that year's Pioneer Run, as a solo, by the article's author, Alan Burman. A replacement wicker sidecar body was commissioned subsequently from a local craftsman, and David Bason kept the Hazlewood combination until 1971 when it was sold to Mr Dennis Williams of Towcester, who proceeded to restore it. Fully rebuilt and back on the road, the Hazlewood participated in the 1972 Pioneer Run and won the sidecar category concours awards at the VMCC's Founders' Day Rally and Banbury Run. The late Adrian Reed purchased the machine from Dennis Williams in April 1992. It is believed that the Hazlewood was refurbished again while in Adrian Reed's possession, as evidenced by a selection of colour photographs on file. Additional documentation consists of SORN paperwork, an old-style continuation logbook, old/current V5/V5C documents, a quantity of MoTs (most recent expired April 2006), and a Sunbeam MCC Pioneer Certificate (No. 580).

£16,000 - 20,000
€18,000 - 22,000



206
1914 INDIAN 7HP BIG TWIN

Registration no. DS 9235
Engine no. 75F599

Oscar Hedstrom and Oliver Hendee founded the Hendee Manufacturing Company and built the first prototype Indian motorcycle in 1901. That first machine was powered by a single-cylinder, 'F-head' (inlet-over-exhaust) engine that formed part of the 'diamond' frame; in the Indian's case it sloped rearwards to act as the seat tube. An advanced feature in motorcycling's pioneering days, chain drive was used right from the start. The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first v-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves - introduced for 1908 - were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favoured by rivals Harley-Davidson was adopted. The Springfield company's first 'Big Twin' debuted that same year displacing 60.32ci (988cc) and was up-dated for 1913 with Indian's innovative, leaf-sprung, swinging-arm frame. A relatively recent restoration, this 7hp Big Twin is finished in traditional Indian Red livery and comes generously equipped with bulb horn, tool bag, rear carrier, and a fork-mounted speedometer by America Clock Co, Boston. Purchased by Adrian Reed in 1995, the machine is offered with Pioneer Certificate (No. 1338), SORN paperwork, a quantity of MoTs (most recent expired 2013), and old/current V5C documents. Adrian always said this Indian had Ricardo cylinder heads (an in-period 'go faster' accessory) which were the reason it went so well.

£18,000 - 22,000
€20,000 - 24,000



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

207

C.1989/1904 'PHOENIX' 3½HP TRIMO FORECAR 'REPLICA'

Registration no. unregistered (see text)

Frame no. JT/1989 (see text)

Engine no. 10690

Built from the early 1900s at the Phoenix Motor Cycle Works in Holloway Road, North London, and powered by the ubiquitous Minerva 'clip-on' engine, J van Hooydonk's motorcycle was widely reported in the motorcycling journals of the day. It was clearly one of the more advanced of these early 'motor bicycles', featuring hand-pumped lubrication and a multiplicity of control levers for adjusting ignition advance/retard, fuel mixture, ignition cut-out, and engine de-compression. Van Hooydonk also built tricycle forecars, the first of which appeared in 1903, and the company went on to build 'proper' motor cars from 1908 until 1926, latterly at Letchworth in Hertfordshire. A rare lady's model with open frame, this Phoenix Forecar Replica was acquired by the late Adrian Reed in 2002 from its previous owner, Johnny Thomas. The machine comprises a frame manufactured c.1989 by the previous owner (as identified by the number 'JT/1989') and a genuine Minerva engine dating from around 1904. Other noteworthy features include a Triumph carburettor and delightful brass lamp set by Génies Frères, Paris. Although a past participant in Veteran Car Club events, this Phoenix's future acceptability cannot be guaranteed on account of the 1989 frame. Accordingly, prospective bidders must satisfy themselves with regard to the manufacturing date of the major mechanical components, and their suitability, authenticity, and eligibility prior to bidding.

£8,000 - 12,000

€8,900 - 13,000



208

C.1904 ARIEL 3½HP

Registration no. unregistered

Frame no. over-painted

Engine no. A462

A company with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211cc, 1½hp Minerva engine. Ariel's own 2¼hp power unit followed in 1903, but the Birmingham firm continued to rely mainly on proprietary engines. Ariel's first v-twin (powered by a 6hp JAP) was built in 1905 to contest the International Auto Cycle Cup Race on the Isle of Man, and a production version was made available for the following season. In 1909 a radical shake-up saw the existing range replaced for the following season by new models powered by White & Poppe's 3½hp, single-cylinder, sidevalve engine. The latter was remarkable for the distance between the valves (4½") but despite this peculiarity proved immensely successful, remaining a fixture of the range well into the 1920s, by which time Ariel had taken over its production themselves. A relatively recent restoration, this very early Ariel is powered by a single-cylinder inlet-over-exhaust engine driving the rear wheel directly by belt, with the option of pedal assistance (by chain) when required. Prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding. There are no documents with this Lot.

£8,000 - 12,000

€8,900 - 13,000



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209
C.1915 HAZLEWOOD V-TWIN
Registration no. unregistered
Frame no. over-painted
Engine no. 32906

Coventry-based Hazlewood's Ltd was established in 1876, initially as The Hazlewood Cycle Company. Unusually, the firm's first diversification (around 1905) was into sidecar making, and its first motorcycle did not appear until 1911. That first Hazlewood was powered by a 2¾ JAP engine and featured Druid forks and belt drive to an Armstrong three-speed hub. A 'Colonial' model was an early addition to the range, and when Hazlewood's exhibited at the International Motorcycle & Accessories Show in London in 1913, it also had a JAP-powered v-twin on display. The new twin was available with either a 3½hp or 5hp engine, and in the latter case came with a countershaft gearbox, the smaller model retaining the Armstrong hub. Hazlewood's manufactured munitions during World War I, returning to motorcycle manufacture with a 5/6hp v-twin fitted with their own three-speed countershaft gearbox. A larger (8hp) v-twin was added for 1921, and both models could now be specified with all-chain drive. The range for 1923 consisted of two v-twin combinations (of 6hp and 8hp) and a 500cc solo, though the latter had gone by 1924, Hazlewood's final year of production. This machine features a JAP engine (capacity unknown), paintwork by Weedon Restorations, reproduction handlebars, and a believed part-reproduction frame. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding. Offered without documents.

£12,000 - 14,000
€13,000 - 15,000



210
1914/1920 ARIEL 5/6HP
Registration no. AT 2112
Frame no. 5595
Engine no. A9306 (see text)

A firm with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211cc, 1.5hp, Minerva engine. Ariel's own power unit followed in 1903, but the Birmingham firm continued to rely mainly on proprietary engines, the 4hp, single-cylinder, White & Poppe sidevalve being a fixture of the range well into the 1920s, by which time Ariel had taken over its production themselves. Ariel's first v-twin (powered by a 6hp JAP) was built in 1905 to contest the International Auto Cycle Cup Race on the Isle of Man, and a production version was made available for the following season. Its next venture along twin-cylinder lines was a White & Poppe-engined sidecar tug produced briefly before being replaced for 1914 by a new model powered by a 5/6hp Abingdon motor. The latter was superseded after 1919 by an improved version using a more powerful 6/7hp (795cc) engine from the same manufacturer, this being built alongside a similar 8hp model with Swiss MAG v-twin engine. A copy of the original registration records on file shows that this Ariel twin was first registered on 16th May 1914. Beautifully restored, the machine features a Lucas magneto, Amac carburettor, sprung saddle, two toolboxes, three-speed gearbox, and a foot-operated clutch. Accompanying documentation consists of a copy V5, old/current V5C documents, and an expired MoT (2010). It should be noted that the engine dates from circa 1920 and that the registration documents still record the original engine number, 'A5515'.

£12,000 - 15,000
€13,000 - 17,000



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211

C.1922 NUT 498CC

Registration no. BR 2087

Frame no. M81

Engine no. BT/E 4091

Taking its initials from its Newcastle-upon-Tyne birthplace, the NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured by Angus, Sanderson & Company, the NUT was a stylish sports machine, almost always v-twin powered and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands. Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WWI intervened. The company underwent a succession of financial reorganisations and relocations in the 1920s, its range continuing to consist mainly of JAP v-twin powered machines of various sizes before NUT's own 698cc v-twin engine arrived in 1924. Sadly, NUT succumbed to the Depression of the early 1930s, closing in 1933. Finished in the brown livery characteristic of the marque, this desirable NUT v-twin was restored recently to a good standard. Noteworthy features include magdyno lighting, an electric horn, and an RAC/ACU badge to the front. Acquired by the late Adrian Reed in 1996, the machine is offered with SORN letter, copy old V5 document, and current V5C Registration Certificate.

£16,000 - 20,000

€18,000 - 22,000



212

C.1923 NUT 498CC

Registration no. XO 6934

Frame no. M79

Engine no. BT/E 4088 (see text)

Taking its initials from its Newcastle-upon-Tyne birthplace, the NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured by Angus, Sanderson & Company, the NUT was a stylish sports machine, almost always v-twin powered and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands. Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WWI intervened. The company underwent a succession of financial reorganisations and relocations in the 1920s, its range continuing to consist mainly of JAP v-twin powered machines of various sizes before NUT's own 698cc v-twin engine arrived in 1924. Sadly, NUT succumbed to the Depression of the early 1930s, closing in 1933. An older restoration, this desirable NUT v-twin is finished in the brown livery characteristic of the marque. Noteworthy features include a stopwatch, horn, magdyno lighting, Cowey speedometer, AA badge, tool bags, and a case for spare inner tubes. Acquired by the late Adrian Reed in 1994 (purchase receipt on file), the machine is offered with SORN paperwork, copy old Irish registration document, old V5 document, old/current V5C Registration Certificates, and a quantity of MoTs (most recent expired January 2005). We are advised the engine capacity may be 698cc (Bill Thomson's 700cc design introduced that year) however, the machine is presently registered with a 500cc engine capacity. Prospective bidders must therefore satisfy themselves as to the engine capacity prior to bidding.

£17,000 - 20,000

€19,000 - 22,000



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213

C.1924/1927 NUT 698CC

Registration no. BR 3149 (see text)

Frame no. A805

Engine no. E908

Taking its initials from its Newcastle-upon-Tyne birthplace, the NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured by Angus, Sanderson & Company, the NUT was a stylish sports machine, almost always v-twin powered and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands. Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WWI intervened. The company underwent a succession of financial reorganisations and relocations in the 1920s, its range continuing to consist mainly of JAP v-twin powered machines of various sizes before NUT's own 698cc v-twin engine arrived in 1924. Sadly, NUT succumbed to the Depression of the early 1930s, closing in 1933. Finished in the brown livery characteristic of the marque, this desirable NUT v-twin consists of a frame believed to date from 1924 and an engine of believed 1927 manufacture. Noteworthy features include Lucas electric lighting, Lucas electric horn, rear luggage carrier, and two toolboxes. It should be noted that the registration 'BR 3149' no longer appears on the DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to this machine's registration status prior to bidding. Offered without documents.

£16,000 - 20,000

€18,000 - 22,000



214

C.1923 P&M 3½HP

Registration no. unregistered

Frame no. 10297

Engine no. 023395 (RHS Crankcase)

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. Joah C Phelon, partner with Harry Rayner in a small engineering business in the town, had built his first prototype motorcycle in 1900, the rights to which were bought by the Humber company. Following Rayner's untimely death in 1903, Phelon entered into a fresh partnership with Richard Moore. Phelon's first designs had featured engines with inclined cylinders forming part of the frame, and this trademark arrangement was continued by the newly formed P&M. One of the fledgling firm's first developments was a two-speed primary gear consisting of a pair of chains and a selective clutch, which would remain a P&M feature into the early 1920s. Mainstay of production prior to WWI was a 3½hp single that would be progressively developed, gaining magneto ignition, a contracting band rear brake, P&M's own front fork, and a mechanical inlet valve as the years passed. When war broke out in August 1914, the 3½hp P&M, which had been undergoing assessment by the War Office prior to the commencement of hostilities, was chosen as official motorcycle transport for the newly formed Royal Flying Corps. Recently restored to a high standard, this handsome P&M is one of only seven survivors of this model. It originally had a four-speed transmission (a two-speed gear coupled to a two-speed gearbox). This proved impossible to find, so it was fitted with a Raleigh-specification Sturmev Archer three-speed counter-shaft gearbox. Other noteworthy features include an EIC magneto, twin toolboxes, and a Lucas 'King of the Road' acetylene lighting set. There are no documents with this Lot.

£8,000 - 12,000

€8,900 - 13,000



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215

C.1922 ALLDAYS 2¾HP ALLON

Registration no. unregistered

Frame no. V844

Engine no. over-painted

A firm that could trace its origins as far back as the 17th Century, the Alldays & Onions Pneumatic Engineering Company built its first automobile in 1898 and its first motorcycle in 1903. Car production ended around 1918 but that of motorcycles continued at the firm's Matchless works in Birmingham until the late 1920s. Early and late types were marketed as Alldays, but from 1915 to 1924 the firm's products were known as Allons. The bulk of production consisted of the 293cc (2¾hp) Allon two-stroke. Introduced shortly before the outbreak of WWI, the Allon was one of the first British machines to feature a sloping top tube, while post-WWI versions were among the earliest to adopt saddle tanks. Prior to the Allon's introduction, the firm also offered the 'Matchless', a lightweight powered by a 269cc Villiers two-stroke engine; single-gear, direct-drive and two-speed versions were available. Costing around £60-65 in solo form when new, this particular Allon has chain-cum-belt transmission and a two-speed gearbox, making it one of the more practical lightweights for events such as the VMCC's ever-popular Banbury Run. This well-turned-out machine is a recent restoration and is presented in commensurately good condition. There are no documents with this Lot.

£3,000 - 5,000

€3,300 - 5,500



216

C.1919 ALLDAYS 2¾HP ALLON

Registration no. unregistered

Frame no. over-painted

Engine no. over-painted

A firm that could trace its origins as far back as the 17th Century, the Alldays & Onions Pneumatic Engineering Company built its first automobile in 1898 and its first motorcycle in 1903. Car production ended around 1918 but that of motorcycles continued at the firm's Matchless works in Birmingham until the late 1920s. Early and late types were marketed as Alldays, but from 1915 to 1924 the firm's products were known as Allons. The bulk of production consisted of the 293cc (2¾hp) Allon two-stroke. Introduced shortly before the outbreak of WWI, the Allon was one of the first British machines to feature a sloping top tube, while post-WWI versions were among the earliest to adopt saddle tanks. Prior to the Allon's introduction, the firm also offered the 'Matchless', a lightweight powered by a 269cc Villiers two-stroke engine; single-gear, direct-drive and two-speed versions were available. A relatively recent restoration finished in purple and black, this particular Allon has chain-cum-belt transmission and a two-speed gearbox, making it one of the more practical lightweights for events such as the VMCC's ever-popular Banbury Run. There are no documents with this Lot.

£3,000 - 5,000

€3,300 - 5,500



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217
1924 SCOTT SQUIRREL
Registration no. NW 7522
Frame no. 352
Engine no. S8125

Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. The first complete Scott motorcycle followed in 1908, its twin-cylinder engine, two-speed foot-change gear, and all-chain drive marking it out as an exceptionally advanced design for its day. Lightness, ample power, and sure-footed handling thanks to a low centre of gravity, were Scott virtues right from the outset. After three years of development, Scott made its Isle of Man TT breakthrough in 1912, works rider Frank Appleby winning the Senior TT having led from the start. It was the first time such a feat had been achieved and the first Senior victory for a two-stroke. Scott returned to the Isle of Man in 1921 but was unable to repeat its pre-war success, though that did not stop the Shipley firm announcing a new sports model that year. Known as the Squirrel, the first time this famous name had been used, it was Scott's first genuine sports roadster and came with a guaranteed top speed of 60mph. It would appear that this Squirrel two-speeider left the factory with engine number '77192', a 596cc unit. That currently fitted, 'S8125', has a 1925 Squirrel crankcase and later water-cooled top end, so is probably of either 498cc or 596cc capacity. Tracing its ownership back to 1934, registration documents on file show that the Scott previously belonged to Christopher Lambert of Walton, Yorkshire, who acquired it in 1997. The machine is offered with an old-style continuation logbook (issued 1958) and old/current V5/V5C Registration Certificates.

£5,000 - 8,000
€5,500 - 8,900



218
C.1921 NER-A-CAR
Registration no. unregistered
Frame no. over-painted
Engine no. 141

Despite the demonstrable advantages of hub centre steering and the fact that the system has appeared at regular intervals since motorcycling's earliest days, there had only ever been one machine - before the advent of Yamaha's GTS - that made it into volume production: the Ner-a-Car. Invented by American Carl A. Neracher in 1919, the Ner-a-Car commenced production two years later. US production lasted for only a few years but Neracher's invention enjoyed considerably greater success in Europe. The machine was imported into the UK before a manufacturing licence was acquired by Sheffield Simplex - a firm better known as maker of fine, and very expensive, luxury motor cars - which commenced production in part of what had been the Sopwith Aviation works in Kingston-on-Thames, Surrey. The basic design remained unaltered: pressed-steel chassis, voluminous front mudguard, hub-centre steering, and friction-drive transmission, the latter being infinitely variable - in theory - but in practice five ratios were selected by a lever. Whereas US-built models were powered by a two-stroke engine of 221cc, Sheffield Simplex chose to fit their own 285cc unit. Four-stroke sidevalve and (later) overhead-valve 350cc Blackburne-engined versions equipped with conventional three-speed gearboxes followed. It is estimated that some 10,000 Ner-a-Cars were produced in the USA and a further 6,500 or so in the UK. An older restoration, this two-stroke engined Ner-a-Car is offered for re-commissioning or further restoration (the engine turns freely). There are no documents with this Lot.

£3,000 - 5,000
€3,300 - 5,500



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219

1925 AJ'S 2¾HP MODEL E4

Registration no. GB 9943

Frame no. 52722

Engine no. 52722

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJ'S was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJ'S range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one of the finest of early Vintage sports machines. This AJ'S 'flat-tanker' was first registered to Bell Brothers, Glasgow in July 1925. 'GB 9943' retains its original registration number, while the original old-style logbook lists four further owners up to 1938. Additional ownership details are recorded on an undated hand-written document, stating that the machine was 'un-restored and last licensed and used in 1955'. Additional paperwork consists of a (copy) V5 and current V5C documents. It would appear that Adrian Reed bought the AJ'S from one David Macaskill of Lochinver circa 2004. Adrian's final restoration, and to his typically high standard, the machine features Lucas electric lighting, a Cowey speedometer, Binks carburettor, and two tool bags.

£5,000 - 7,000

€5,500 - 7,800



220

C.1922 HAZLEWOOD 292CC LIGHTWEIGHT

Registration no. SV 4241

Frame no. 1254A

Engine no. F/E/44081

Coventry-based Hazlewood's Ltd was established in 1876, initially as The Hazlewood Cycle Company. Unusually, the firm's first diversification (around 1905) was into sidecar making. Its first motorcycle of 1911 was powered by a 2¾ JAP engine, and featured Druid forks and belt drive to an Armstrong three-speed hub. A 'Colonial' model was an early addition to the range, and when Hazlewood's exhibited at the International Motorcycle & Accessories Show in London in 1913, it also had a JAP-powered v-twin on display. The new twin was available with either a 3½hp or 5hp engine, and in the latter case came with a countershaft gearbox, the smaller model retaining the Armstrong hub. Hazlewood's manufactured munitions during World War I, returning to motorcycle manufacture with a 5/6hp v-twin fitted with their own three-speed countershaft gearbox. A larger (8hp) v-twin was added for 1921, and both models could now be specified with all-chain drive. The range for 1923 consisted of two v-twin combinations (of 6hp and 8hp) and a 500cc solo, though the latter had gone by 1924, Hazlewood's final year of production. An older restoration purchased from Andy Tiernan Classics in 1993, this rare Hazlewood lightweight features a JAP engine (turning freely), B&B carburettor, Sturmey Archer gearbox, bulb horn, and CAV magneto. Last taxed in 1994, the machine is offered with sundry insurance documents, expired MoT (1994), copy V5, and current V5C registration documents.

£5,000 - 8,000

€5,500 - 8,900



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221

C.1927 COTTON-BLACKBURNE 348CC

Registration no. SV 7825

Frame no. over-painted (see text)

Engine no. CGL 847 (matching crankcases – see text)

Gloucester-based Cotton established its reputation with a string of racing successes in the 1920s thanks to an innovative frame patented by its founder, Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by further straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis far in advance of the bicycle-derived diamond-type frame used by the majority of manufacturers. Like other small independent firms Cotton relied on proprietary engines, but such was the advantage conferred by its frame that the Cotton had little trouble seeing off similarly powered rivals. The legendary Stanley Woods made his Isle of Man TT debut on a Cotton in 1922, going on to win the Junior event at record speed the following year. Countless wins and podium places were achieved in international events throughout the 1920s, Cotton's finest TT achievement occurring in 1926 when its entries finished 1, 2, 3 in the 250 Lightweight race. This rare, Vintage-era, overhead-valve Cotton-Blackburne was acquired by the late Adrian Reed in 2004. It should be noted that the engine number does not match that recorded in the accompanying V5C document and that at time of cataloguing it had not been possible to locate a frame number. Accordingly, prospective purchasers should satisfy themselves with regard to this machine's registration status prior to bidding.

£3,500 - 5,000

€3,900 - 5,500



222

C.1928 RALEIGH 495CC SPORTS

Registration no. KH 6720 (see text)

Frame no. to be advised

Engine no. 813

Britain's best-known and longest-lived bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s the Raleigh range expanded to include machines of a wide variety of capacities and types, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. Traditionally, trials had been Raleigh's favoured area of motorcycle competition, but in 1928 the firm entered the Isle of Man Senior TT with a team of new 495cc overhead-valve long-stroke singles, one of which finished 8th, a creditable first effort. Raleigh fared less well the following year but returned in 1930 with redesigned overhead-valve racers, Johnny Duncan finishing 5th in the Junior and Jack Williams (father of Peter) 10th in the Senior respectively. Overseas results that year were even better, OHV Raleighs winning the Austrian and Argentine Grands Prix. There was the customary 'TT Replica' spin-off for road riders available from 1929, this model being Raleigh's first with foot-operated gearchange. A recent restoration to a high standard, this rare overhead-valve Raleigh '500' was acquired by the late Adrian Reed in March 2005. Registered in Hull, the machine comes with an old-style continuation logbook (issued 1934). However, it should be noted that the registration 'KH 6720' is not recorded in the DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£5,000 - 7,000

€5,500 - 7,800



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223

C.1919 HENDERSON 1,147CC MODEL 2 Z FOUR

Registration no. DN 3175

Engine no. 2Z 6315

One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in November 1917. Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission, but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A larger engine, shorter frame, folding kickstarter, and three-speed sliding-gear transmission were all Henderson features by 1917. An older restoration, this Henderson Four was previously registered to Potter Brothers of Rowgate Garage, Kirkby Stephen. Noteworthy features include electric lighting, Berling magneto, bulb horn, and a siren driven off the rear tyre. Last taxed in 2015, the machine is offered with an old-style continuation logbook (1968), SORN paperwork, some expired MoTs (most recent 2013), and old/current V5/V5C documents.

£25,000 - 30,000

€28,000 - 33,000



224

C.1920 HARLEY-DAVIDSON 584CC MODEL W

Registration no. AT 491

Engine no. 20W1932

Inspired by the British Douglas, which likewise used a horizontally opposed, twin-cylinder engine, the Harley-Davidson Model W Sport would prove more popular in Europe than America, where the v-twin engine held sway. The Model W was introduced in 1919 and, like Douglas, Harley set its engine lengthways in the frame. Displacing 584cc, the 6hp twin was installed in a frame of the 'keystone' type, open at the bottom, which used the engine as a stressed element, while other noteworthy features included geared primary drive and a unique type of front fork. Although not overly powerful, the Model W obviously handled well and possessed a decent turn of speed, as evidenced by a number of record-breaking achievements. Despite these successes the American motorcycling public remained unconvinced of the Model W's virtues and H-D pulled the plug on this promising design after only a few seasons. Production ended in 1923, by which time 9,883 machines had been built, only 60-or-so of which are believed to be on the road today. Found by the Earnshaw family in a Manchester cellar where it had been since at least the 1950s, this restored Model W comes with a copy of its Kingston-upon-Hull registration record showing that 'AT 391' was first carried by a 1914 Humberette cyclecar. Noteworthy features of this rare motorcycle include a Cowey speedometer, Klaxon horn, Bosch magneto, and a map scroll. Last MoT'd in 2009/2010, the machine is offered with SORN paperwork, copy VMCC dating certificate, old/current V5/V5C documents, some expired MoTs, and a pre-restoration photograph.

£10,000 - 14,000

€11,000 - 15,000



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225

C.1923 INDIAN 37CI SCOUT

Registration no. unregistered

Engine no. 55V673

A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the existing 61ci (1,000cc) Powerplus twin for 1920. In a somewhat unusual departure, this new smaller Indian twin featured primary drive by helical gears, rather than the more usual chain, and soon gained a reputation for indestructibility: 'You can't wear out an Indian Scout,' claimed the company's advertising. In other respects, the sidevalve v-twin motor followed the successful Powerplus formula. Detachable cylinder heads were the Scout's big news for 1925 and two years later a 45ci (750cc) variant arrived, to be followed in April 1928 by the 101 Scout. The latter featured a revised 750cc engine in a new longer-wheelbase frame, and this middleweight sports model would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. In 1932, a smaller, 30.5ci (500cc) Junior Scout was introduced and this model - referred to as the Scout Pony from 1937 and the Thirty-Fifty from 1940 - continued in production into the war years alongside a revitalised 45ci Sport Scout. Beautifully restored, this early Indian Scout features electric lighting, Bosch magneto, and a Schebler Deluxe carburetor. There are no documents with this Lot.

£12,000 - 15,000

€13,000 - 17,000



226

C.1917 READING-STANDARD 1,150CC 'BIG TWIN'

Frame no. JD 310 (see text)

Engine no. 70224

If Reading-Standard's sidevalve engines look just like those of early Indians, it's for a good reason: they were designed by Charles Gustafson Snr, who took the idea with him when he moved to Indian to design its Powerplus motor. Gustafson's innovation had arisen from an appraisal of European design trends, and when Reading-Standard introduced its first sidevalve-engined machine in 1906, replacing the existing 'F'-head (inlet-over-exhaust) model, it was the only American manufacturer offering this type of power unit. Its superiority to other contemporary designs was vividly illustrated in July of that same year when a trio of Reading-Standards climbed to the top of Pike's Peak, a feat that would remain unequalled by any other motorcycle for the next five years. 'No limit but The Law' was adopted as the company's advertising slogan. In 1923 Reading-Standard was acquired by Cleveland, and production continued for a while before the new owners dropped the R-S models to concentrate on their own 'four'. This restored Reading-Standard 'Big Twin' is offered for re-commissioning or further light restoration (the engine turns freely). It should be noted that the registration 'JD 310' is not recorded in the DVLA or HPI databases. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. An exciting opportunity to acquire a rare example of one of America's pioneer marques. There are no documents with this Lot.

£12,000 - 15,000

€13,000 - 17,000



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227

C.1930 HENDERSON 1,301CC KJ STREAMLINE FOUR

Registration no. SV 9659

Engine no. KJ34082

Founded by Tom and William Henderson in Detroit in 1912, Henderson built nothing but four-cylinder motorcycles in its 19-year existence. Numerous detail improvements were made throughout the 1920s to ensure that the Henderson remained 'the finest motorcycle in the world'. Nevertheless, by the decade's end it had become obvious something better was needed to stay ahead of the pack. The result was the 'KJ', designed by ex-Harley-Davidson engineer, Arthur Constantine. Introduced in April 1929, the KJ reverted to 'F-head' (inlet-over-exhaust) valve gear while incorporating a five-bearing crankshaft (replacing the old three-bearing item) and increased cylinder finning among a host of other improvements. In addition, the handsome newcomer boasted sleek, up-to-the-minute styling, earning itself the sobriquet 'the Streamline Henderson'. Producing 40bhp at 4,000rpm (45 horsepower in KL form) the Streamline Henderson proved exceptionally smooth and tractable, being capable of accelerating from 10mph to over 100mph in top gear. Sales were encouraging but with the Depression biting, Ignaz Schwinn decided to quit while he was ahead, ending production of all Henderson and Excelsior motorcycles in 1931. Adrian Reed imported this recently restored Streamline Four from the USA in March 2002. Import documents are on file and the machine also comes with dating letter, SORN paperwork, old/current V5/V5C registration documents, and some MoTs (most recent expired May 2007).

£25,000 - 35,000

€28,000 - 39,000



228

C.1925 EXCELSIOR 750CC SUPER-X

Registration no. SV 6415

Frame no. 1471

Engine no. 1471

The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. Displacing 61ci (1,000cc), the first v-twin model joined the range for 1911, its arrival coinciding with Excelsior's acquisition by bicycle maker, Ignaz Schwinn. In 1921 a 74ci (1,200cc) v-twin was added, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced 45ci (750cc) Super-X v-twin. The Super-X retained the Big Twin's 'F'-head (inlet-over-exhaust) valve gear while reverting to the leading-link front fork used on its earliest ancestors. Elsewhere though, it was extensively redesigned, featuring unitary construction of the engine/gearbox and geared primary drive encased within an alloy casting, innovations doubtless inspired by the contemporary Indian Scout and Chief. There was a higher-performance Super Sport model available, and this pair of Super-Xs continued with few changes, other than a switch to a streamlined, teardrop-shaped fuel tank in 1929, until motorcycle production ended in the spring of 1931. The late Adrian Reed purchased this early Super-X from specialist Bernard Thomas in July 1996 (sales receipt on file). An older restoration, the machine is offered with SORN paperwork, old/current V5C documents, a quantity of MoTs (most recent expired January 2006), and some photocopied marque-related literature.

£14,000 - 18,000

€15,000 - 20,000



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229

C.1932 PANTHER 594CC

Registration no. unregistered

Frame no. 8930

Engine no. 8

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. Joah C Phelon, partner with Harry Rayner in a small engineering business in the town, had built his first prototype motorcycle in 1900, the rights to which were bought by the Humber company. Following Rayner's death in 1903, Phelon entered into a fresh partnership with Richard Moore. Phelon's first designs had incorporated engines with inclined cylinders forming part of the frame, and P&M's new 500cc overhead-valve model, designed by Granville Bradshaw and introduced at the Olympia Show in 1923, remained faithful to the concept. This was P&M's first 'Panther' model, and the name would later be extended to the entire range, which by 1930 included a number of Villiers-engined lightweights and a brace of 594cc overhead-valve Redwing models in addition to the '500'. Believed acquired by the late Adrian Reed in 1995, this Panther '600' is believed to have been bought from a Bradford Motorcycle dealer in whose showroom it stood for many years. The machine has the optional twin-headlamp lighting with novel dipping system, the right being turned off and the left swung down by a cable when on dip. It should be noted that although the registration mark 'YG 1084' is recorded in the DVLA database, it relates to a Panther with different frame and engine numbers and thus not to this machine, which is offered without documents.

£5,000 - 8,000

£5,500 - 8,900



230

C.1947 NORTON 490CC INTERNATIONAL MODEL 30

Registration no. OSJ 795

Frame no. 11 10436

Engine no. D11 21724

Norton first applied the name 'International' to its overhead-camshaft sports model in 1932. A 'racer for the road', the top-of-the-range Inter was based on the works racing machines but could be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939, the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork which replaced the pre-war girder. The model received Norton's race-developed Featherbed frame for 1953, an alloy cylinder barrel/head and the new 'laid down' gearbox being adopted at the same time. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of these later machines incorporating Manx components. Consisting of a 1947 frame and 1949 engine, this Model 30 Inter was purchased by Adrian Reed in July 1999. Very nicely restored, the machine is offered with SORN paperwork, a quantity of MoTs (most recent expired February 2012) and old/current V5/V5C registration documents. A 2014 VMCC Founders' Day Rally badge is attached.

£8,000 - 10,000

£8,900 - 11,000



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231

1949 MATCHLESS G3L

Registration no. KAT 745

Frame no. 39647

Engine no. 49/G3L 11061B

Weighing as much as the 500cc model from which most of them were derived but considerably less powerful, the typical British '350' of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability, and economy. Announced in June 1945, AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. These two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so equipped being suffixed 'S'. A relatively recent restoration, last taxed in 2007, this Matchless G3L was purchased in May 1980 and first registered to the late Adrian Reed in April 1995. Accompanying documentation consists of SORN paperwork, an old-style continuation logbook (issued 1957), a quantity of MoTs (most recent expired 2007), old V5, and old/current V5C documents.

£2,800 - 3,500

€3,100 - 3,900



232

1957 VELOCETTE 192CC LE MKII

Registration no. USY 351

Frame no. 25328

Engine no. 200/26831

Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly, for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950 with the introduction of the MKII. It was however, a big success with police forces - for whom its attributes were more important than its appearance - gaining the sobriquet 'Noddy Bike' as a result. Adrian Reed purchased this LE in June 1978, at which time it was registered 'RET 61' (purchase receipt on file). Believed original and un-restored, the machine carries a tax disc that expired in 2001, though there are apparently unused discs on file for 2002, 2003, and 2004. Additional documentation consists of SORN paperwork, old V5 and old/current V5C Registration Certificates, and a quantity of MoTs (most recent expired 2004).

£300 - 500

€330 - 550

No Reserve



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233

A BELIEVED HAZLEWOOD V-TWIN PROJECT

Registration no. unregistered

Frame no. none visible (see text)

Engine no. 1626 (see text)

Coventry-based Hazlewood's Ltd was established in 1876, initially as The Hazlewood Cycle Company. Unusually, the firm's first diversification was into sidocar making, and its first motorcycle, powered by a 2¾ JAP engine, did not appear until 1911. A 'Colonial' model was an early addition to the range, and when Hazlewood's exhibited at the International Motorcycle & Accessories Show in London in 1913, it also had a JAP-powered v-twin on display. The new twin was available with either a 3½hp or 5hp engine, and in the latter case came with a countershaft gearbox. Hazlewood's manufactured munitions during World War I, returning to motorcycle manufacture with a 5/6hp v-twin fitted with their own three-speed countershaft gearbox. A larger (8hp) v-twin was added for 1921, and both models could now be specified with all-chain drive. The range for 1923 consisted of two v-twin combinations (of 6hp and 8hp) and a 500cc solo, though the latter had gone by 1924, Hazlewood's final year of production. This machine incorporates a part original/part reproduction frame in which is mounted a JAP v-twin engine. Many of the frame lugs are corroded, and no frame number is visible. The engine number is stamped to the left-side crankcase half; the right-side case is believed reproduction and is un-stamped. The stand, rear carrier, tyres, spokes, and handlebars are new. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding. Offered without documents.

£4,000 - 6,000

€4,400 - 6,600



234

A VETERAN-TYPE REX PROJECT (SEE TEXT)

Registration no. unregistered

Frame no. /320/ (see text)

Engine no. 340 (matching crankcase numbers)

An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 while continuing to make automobiles and tri-cars. The Coventry-based firm was soon active in all types of motorcycle competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished second in the twin-cylinder class. Prior to that Rex had exploited the valuable publicity that accrued from the popular long-distance events of the day, in particular the famous Land's End to John O'Groats journey between the most southerly and northerly parts of mainland Britain. Brothers Billy and Harold Williamson were in charge of Rex at this time, as managing and sales directors respectively, and it was the latter who in 1904 established a new record for this 880-mile marathon, which in those days involved travel over rough, un-surfaced and often treacherous roads. Riding a 3¼hp (approximately 380cc) Rex, Williamson took 48 hours 36 minutes, which included lengthy stops to repair punctures, beating the existing mark by 2½ hours. An unfinished project, this Lot consists of a single-cylinder Rex engine mounted in a believed part-reproduction Rex-type frame (some period tubing is present together with a reproduction seat tube, top tube, and lower tube). Other noteworthy features include belt drive with (chain) pedal assist, and reproduction toolboxes. Prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding.

£3,000 - 5,000

€3,300 - 5,500



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235

A VETERAN-TYPE REX PROJECT (SEE TEXT)

Registration no. unregistered

Frame no. none visible

Engine no. 3002

An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 while continuing to make automobiles and tri-cars. The Coventry-based firm was soon active in all types of motorcycle competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished second in the twin-cylinder class. Prior to that Rex had exploited the valuable publicity that accrued from the popular long-distance events of the day, in particular the famous Land's End to John O'Groats journey between the most southerly and northerly parts of mainland Britain. Brothers Billy and Harold Williamson were in charge of Rex at this time, as managing and sales directors respectively, and it was the latter who in 1904 established a new record for this 880-mile marathon, which in those days involved travel over rough, un-surfaced and often treacherous roads. Riding a 3¼hp (approximately 380cc) Rex, Williamson took 48 hours 36 minutes, which included lengthy stops to repair punctures, beating the existing mark by 2½ hours. This Lot consists of a single-cylinder Rex engine, the left-side crankcase of which appears refurbished, mounted in a believed reproduction Rex-type frame. Prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding.

£2,000 - 3,000

€2,200 - 3,300



236

MOTOSACOCHE-TYPE SPECIAL

Registration no. unregistered

Frame no. none visible

Engine no. MT12829

Founded in Acacias, Geneva, in 1901, Motosacoche took its name from Henri and Armand Dufaux's self-contained cycle-motor power unit, literally 'une moto sa coche' or 'engine in a bag'. The 211cc motor was soon being manufactured in substantial numbers and the brothers set up a subsidiary firm to market it in the UK. This led to collaboration with Royal Enfield, who supplied the cycle parts necessary to market a complete machine and used a Motosacoche v-twin engine when they recommenced motorcycle manufacture in 1910. The Motosacoche and Royal Enfield ranges were effectively identical for the next few years, but after WWI the Swiss marque's presence in the UK market would be limited to supplying its MAG proprietary engines to other manufacturers. Sold strictly as viewed, this Lot consists of a believed period Motosacoche 'clip-on' engine loosely mounted in a gentleman's bicycle frame. There are no documents with this Lot.

£1,000 - 1,500

€1,100 - 1,700

No Reserve



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237

C.1952 BSA B32 PROJECT

Registration no. unregistered Frame no. ZB31S 22290

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days, and was produced initially with rigid frame and telescopic front fork. In January 1946 it was joined by a Competition variant, the B32, which boasted a high-level exhaust system, 21" front wheel, additional chromium plating, a crankcase shield, and lowered gearing. An alloy cylinder barrel and head, broadly similar to those used on the contemporary Gold Star but retaining a separate pushrod tunnel, became available as B32 options from 1949 onwards, as did plunger rear suspension in common with the rest of the 'B' singles range. This incomplete B32 is offered for restoration and sold strictly as viewed. An engine (number 'ZB32 22707'), fuel tank, and some other parts come with it. Offered with DoT Form V55/5.

£400 - 600

€440 - 660

No Reserve



238

C.1951 BMW 594CC R67 ROLLING CHASSIS

Frame no. 610372

BMW recommenced motorcycle production in December 1948 with the R24 single, but it would be another 12 months before a twin-cylinder model became available again. This was the R51/2 based, as its designation suggests, on the pre-war R51. Improvements included a two-way damped front fork, a gearbox mainshaft damper, and a strengthened frame. In truth, the R51/2 was only a stopgap model to get production under way while BMW worked on something more modern. Its replacement, the R51/3, arrived in February 1951 and despite the similarity in designation had an entirely new and much neater looking engine incorporating a single gear-driven camshaft and a crankshaft-mounted generator among a host of other advances. There was also a 594cc R67 version, intended primarily for sidecar duty. This incomplete R67 rolling chassis is offered for restoration/spares and is sold strictly as viewed. There are no documents with this Lot.

£1,800 - 3,500

€2,000 - 3,900

No Reserve



239

C.1953 BSA 249CC C10 PROJECT

Registration no. BLV 578A Frame no. BC10-591 Engine no. BC10-505

BSA's 'C' range of lightweights was introduced in 1938. Similar in many ways to those of the larger 'B' range, the cycle parts consisted of a simple diamond frame and girder front fork. First model was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. A deluxe C10 with foot-change gearbox joined the range in 1939, as did the overhead-valve C11. When the C10 reappeared after the war, its oil was no longer contained in a fuel tank compartment but in a separate tank bolted to the saddle tube. The girder fork was replaced by telescopic in mid-1946, and part way through 1949 an alloy cylinder head was adopted. The model ran on as the updated C10L, with alternator electrics, plunger rear suspension, and four-speed gearbox, until 1957. This incomplete C10 is offered for restoration and sold strictly as viewed. The machine comes with (copy) V5 and current V5C documents.

£300 - 500

€330 - 550

No Reserve

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240

C.1960 ARIEL 247CC LEADER PROJECT

Registration no. 448 AAT (see text) Frame no. to be advised
Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. This incomplete Leader is offered for restoration and sold strictly as viewed. The machine comes with an expired tax disc (1968) but it should be noted that the registration '448 AAT' no longer appears on the DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to this machine's registration status prior to bidding.

£300 - 500

€330 - 550

No Reserve



241

1960 ARIEL 247CC LEADER PROJECT

Registration no. CKH 187B Frame no. to be advised
Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. Previously registered '444 CRH', this incomplete Leader is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an expired MoT (1979) and a V5C Registration Certificate.

£200 - 400

€220 - 440

No Reserve



242

1933 EXCELSIOR 249CC MODEL C5 PROJECT

Registration no. unregistered Frame no. C5/334 Engine no. BY972
Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first, before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham, offering an extensive range of machines in numerous different capacities between the Wars, many of the smaller models being powered by the ubiquitous Villiers two-stroke engine like this C5 example, which was a new introduction for 1933. Named 'Scout' for 1934, this basic model continued in production with detail improvements until 1937, bowing out as the G5. There are no documents with this incomplete motorcycle, which is offered for restoration and sold strictly as viewed.

£250 - 450

€280 - 500

No Reserve



243 - 300

NO LOTS

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MOTORCYCLES - DAY 2

Sunday 14 October 2018 at 11am
Lots 301 - 539

Further images of each lot can be found at
www.bonhams.com/24885

The Willowbrook Collection

The following 83 machines are offered from a private collection, some have been standing unused for some time and are therefore offered strictly as viewed requiring recommissioning or restoration to a greater or lesser extent.

301

1961 BSA BANTAM 242CC BRITISH ANZANI SPECIAL

Registration no. 760 BY

Frame no. D7 26342

Engine no. 1111

- *Unique one-off*
- *Built by its first owner*
- *Believed last ridden in the 1990s*



This unique British Anzani-engined Bantam won 3rd prize for its creator David Blanchard in Motor Cycle's home-built specials competition and was featured in the magazine's 16th August 1962 edition (copy on file). The project had started in 1961 when David called at the British Anzani factory to buy a standard 322cc air-cooled twin but in addition came away with the prototype water-cooled 250 that he had admired at the 1956 Motorcycle Show. Anzani's water-cooled twin never made it into production and after testing in a James Captain rolling chassis this experimental engine had been consigned to a corner of the factory. As purchased (for £27) it came complete with an Albion gearbox and Wipac flywheel magneto.

Not long after acquisition, a Bantam Super was discovered going cheap at Godfreys of Croydon, and David had a suitable home for his Anzani. Adapter plates were made to enable the engine to fit in the BSA frame and the left footrest and brake pedal moved outboard to accommodate it. A Greeves rear wheel sprocket was used (matching the width of the Albion gearbox sprocket) while a Velocette LE provided the radiator. Unusually, for a motorcycle unit, the Anzani has a single exhaust outlet at the side, necessitating the fabrication of a special exhaust system using two Bantam bends, cut and rejoined.

Motor Cycle commented: 'Blanchard's latest creation bears the stamp of all the main prize winners – a really professional-style finish. The machine might have come straight from an Earls Court Show'. Tester Vic Willoughby was said to have found it 'a very refined and pleasant lightweight' possessing impressive top-gear flexibility. The current vendor purchased the machine at Bonhams' Stafford Sale in April 2011 (Lot 345).

Documentation on file includes the Godfreys order form and purchase receipt, assorted British Anzani correspondence, magazine articles, the original logbook, and some expired tax discs. In addition, there are two expired MoTs from the late 1960s and six from the 1970s, the latter recording the mileage total increasing from 92,458 in March 1970 to 93,624 in April 1975. The only other MoT (issued April 1994) records the mileage at that time as 93,716. In all probability the machine has not been ridden since then; thus, careful re-commissioning and the customary safety checks are advised before further use. A spare Anzani water-cooled 250 motorcycle engine, believed the only other made, is included in the sale.

£1,500 - 2,000

€1,700 - 2,200

No Reserve

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302



304



303



305

302

1965 BSA 250CC C15 SPORTSMAN

Registration no. EOL 758C Frame no. C15 49620 Engine no. C15S G 491
In September 1958 BSA introduced a new 250 model that would provide the basis for an entire range of overhead-valve singles in capacities up to 500cc. One of the faster 250cc roadsters was the 'SS80' sports model. Introduced in 1961, the SS80 Sports Star came with a tuned engine and outwardly was distinguishable by its slightly larger fuel tank and flatter handlebar. For 1966, the name changed from 'SS80' to 'Sportsman', this 'new' model being equipped with a different dual-seat (with racing hump), swept-back handlebars, chromed headlamp shell, and standard gear ratios. This restored C15 Sportsman is fitted with an earlier (1960) SS80 engine. The machine is offered with a purchase receipt (2011), expired MoT (July 2012), and a V5C document. It should be noted that the exhaust tappet cover is missing.

£2,000 - 2,600

€2,200 - 2,900

No Reserve

303

C.1949 BSA 500CC B31/M20 SPECIAL

Registration no. SSL 387 Frame no. ZB31 4698 Engine no. 53161
BSA launched a new single-cylinder range in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks, and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. BSA used essentially the same frame and cycle parts for all their heavyweight singles, and this hybrid has a B31 frame in which is installed an M20 engine. Restored in military livery, the machine was acquired by the vendor in February 2016. Accompanying documentation consists of an MoT (expired June 2011) and a V5C Registration Certificate.

£1,400 - 1,800

€1,600 - 2,000

No Reserve

304

1965 BSA 343CC B40

Registration no. CYY 56C Frame no. B40 8645 Engine no. B40 F1798
BSA's first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. In addition to the over-bored engine, the B40 also featured raised gearing, a bigger fuel tank, larger (7") front brake, and 18" diameter wheels. Having been initially designed as a '250', the B40 was only slightly heavier than the C15 and enjoyed a superior power-to-weight ratio, which translated into a much-improved performance on the road. This particular B40 is finished in the colours of the Auxiliary Fire Service (AFS). Purchased in 2014 (receipt on file) and last taxed to 30th June 2015, the machine is offered with SORN paperwork, some old tax discs, a quantity of MoTs (most recent expired July 2014), and old/current V5/V5C documents.

£2,700 - 3,200

€3,000 - 3,500

No Reserve

305

1956 VELOCETTE 192CC LE MARK II

Registration no. YKL 652 Frame no. 24392 Engine no. 200/25921
Launched in 1948, the Velocette LE addressed criticisms most often levelled at motorcycles - that they were noisy, dirty, and needed special clothing to ride - achieving impressive levels of silence, comfort, and practicality. Sadly, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. This restored example was supplied new by Angus Motorcycles, Sevenoaks and was first owned by a Major Newman of The Grasshopper Inn, Moorhouse, Kent. Production details provided by the LE Velo Club reveal that it was finished in one of Veloce's optional colour schemes. Additional documentation consists of an expired MoT (2010), (part) old V5 and current V5C documents. The vendor has owned the LE since February 2016.

£900 - 1,300

€1,000 - 1,400

No Reserve

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306



308



307



309

306

1928 JAMES 172CC NO. 20 DE-LUXE SUPER-SPORTS

Registration no. VJ 1358 Frame no. H1568 Engine no. BZ9528
Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based initially at Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle, a Minerva-powered machine, in 1902. The first model powered by James's own engine followed in 1908; this was the 'safety' James, a radical design featuring wheels carried on stub axles. More orthodox designs followed, with two-stroke, sidevalve, overhead-valve, single-cylinder, and twin-cylinder models featuring in the range before the end of the 1920s. This restored James is powered by the ubiquitous Villiers engine, seen here in its twin-port configuration. Last taxed to 31st July 2006, the machine is offered with an old-style V5C, a quantity of MoTs (most recent expired April 2002), and a file containing marque-related literature, etc. The vendor acquired the James in April 2010.

£2,000 - 2,500

€2,200 - 2,800

No Reserve

307

1949 FRANCIS-BARNETT 122CC MERLIN

Registration no. TAS 640 Frame no. OL45443 Engine no. 8983
One of Francis-Barnett's first post-war offerings was the Model 51 Merlin. Introduced in 1946, the latter was powered by the 122cc Villiers 9D twin-port engine, which went into a rigid frame equipped with girder front fork. A handsome and well-equipped lightweight, the Merlin came with a speedometer and direct lighting as standard, while a particularly neat touch was the oil tank – complete with petrol mix measure – attached to the rear chain stays. A telescopic front fork was the major update for 1949. Last taxed to 31st March 2003, this restored Merlin comes with a substantial folder containing a VMCC dating document; DVLA correspondence; sundry invoices; an old-style V5C Registration Certificate; and a substantial quantity of marque-related and technical literature. The current vendor has owned the machine since April 2010.

£1,500 - 2,500

€1,700 - 2,800

No Reserve

308

1956 INDIAN 248CC BRAVE

Registration no. RMJ 996 Frame no. HW8759 Engine no. M/8759/56
Following the failure of its vertical twins, Indian was bought by the British firm Brockhouse Engineering in 1950. Production of Indian's existing range was wound down, but there was a new model built by Brockhouse in England: The Brave. This low-budget lightweight was powered by a 248cc single-cylinder sidevalve engine that eschewed tradition by being built in unit with the three-speed gearbox. To suit the American market, the gear lever went on the left and the foot brake on the right, while the unit was installed in a conventional set of cycle parts consisting of a rigid frame with telescopic front fork. This restored Indian Brave comes with its original old-style buff logbook showing that it was first registered to Dawson Cars & Motorcycles Ltd, Bedford. The history file also contains sundry invoices, a (part) V5C document, and a quantity of restoration photographs.

£1,800 - 2,300

€2,000 - 2,500

No Reserve

309

1957 MV AGUSTA 125CC PULLMAN

Registration no. 308 UYE Frame no. 500372 Engine no. 500893
Much better engineered than any British contemporary, MV's 125cc two-stroke was powered by a neat, unitary construction, single-cylinder engine featuring detachable transfer ports. A development of this engine went into the unusual Pullman model of 1953. One of the Pullman's most distinctive features was its frame, which employed a large-diameter curving front down-tube, while the foot-boards, single sprung saddle, twist-grip gearchange, and small wheel/wide tyre combination were clearly scooter inspired. In 1955 it was joined by the Super Pullman, which despite the name was a proper motorcycle of entirely new design, albeit still a 125cc two-stroke. This restored example of an MV lightweight rarely seen in the UK is offered with an MoT (expired April 2016), a 2014 tax disc, and DVLA correspondence confirming that it has been allocated the registration number '308 UYE'.

£2,500 - 3,000

€2,800 - 3,300

No Reserve

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310



312



311

310
1964 TRIUMPH 200CC TIGER CUB

Registration no. 432 TFC Frame no. T92321 Engine no. T20 92321
A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts before being dropped in 1970. This restored example comes with correspondence from Oxfordshire County Council to previous owner Adrian Gidney confirming the details of its first registration and original owner. The machine also comes with a V5C document and a selection of photographs showing it prior to restoration. The odometer reading is 1.9 miles, which is believed to be the distance covered since restoration.

£2,000 - 3,000

€2,200 - 3,300

No Reserve

311
C.1960 TRIUMPH 349CC 3TA/TWENTY ONE

Registration no. ESU 227 Frame no. H 13931 (see text)
Engine no. 3TA H 13931 (see text)
Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer. Believed to be a later restoration, displaying 3,796 miles since, we are advised the machine hasn't been run whilst in its current ownership. This motorcycle's frame and engine numbers have been re-stamped. Accordingly, prospective purchasers must satisfy themselves with regard to its originality and correctness prior to bidding. Offered with a V5C document, this machine is sold strictly as viewed.

£2,000 - 2,500

€2,200 - 2,800

No Reserve



313

312
1951 ROYAL ENFIELD 346CC BULLET

Registration no. KAS 860 Frame no. 18966 Engine no. 18966
Royal Enfield revived the Bullet name in 1948 for a sensational new 350cc sports roadster with swinging-arm rear suspension, an innovation at the time. Enfield's newcomer featured an overhead-valve engine that housed its dry-sump oil tank in a compartment in the crankcase's rear, to which the four-speed gearbox was rigidly bolted in a form of semi-unitary construction. A long running, highly successful and much-loved model, the Bullet could be had in road, trials, or scrambles versions, with equipment and gearing to suit the application, and there was even a racer in the mid-1950s. Acquired by the vendor in February 2016, this restored Bullet is offered with a V5C Registration Certificate and a quantity of MoTs (most recent expired March 2011).

£2,500 - 3,500

€2,800 - 3,900

No Reserve

313
1954 MATCHLESS 497CC G80S COMPETITION MODEL

Registration no. WYJ 483 Frame no. 3839/C Engine no. 54/G80S 1686C
Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. At this time most riders favoured the 350cc mount for trials, 500cc models such as this one being comparative rarities, and today these reliable and easily managed models are much favoured in Pre-'65 trials events. Dating from the first year of 'springer' production, and non-standard in various respects, this particular machine appears to be more suitable for road riding as the closely fitting front mudguard would be a serious disadvantage on muddy trials sections or trails, yet this and the heavy roadster-type full-width hubs were standard equipment! The current vendor acquired the Matchless in November 2003. Accompanying documentation consists of SORN paperwork, some old tax discs, a quantity of MoTs (most recent expired September 2000), and an old-style V5C document.

£3,000 - 4,000

€3,300 - 4,400

No Reserve

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314

1928 AJ'S 500CC MODEL K8 'BIG PORT'

Registration no. SV 6429

Frame no. K92361

Engine no. K8/92361

- *Iconic overhead-valve Vintage-era sports model*
- *Production version of a TT-winning design*
- *Offered with history file*



Wars have always spurred on technological development, the rush to produce ever more powerful aero engines in WWI being a case in point, establishing as it did the superiority of overhead valves over the alternatives when high performance was paramount. There had been overhead-valve car and motorcycle engines before 'The Great War', but with the layout's superiority emphatically demonstrated, it did not take long before new OHV designs began appearing on the world's roads in substantial numbers.

Wolverhampton-based A J Stephens first experimented with an overhead-valve engine in 1918 and by 1920 felt sufficiently confident to try their new 350cc racer in the toughest test of the day: The Isle of Man TT. After victory in the 1920 Junior race, when works rider Cyril Williams was able to push over the finishing line, so great was his lead, AJ'S's new overhead-valve 350 scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve AJ'S - initially built only as a '350' and known as the 'Big Port' - became available as a '500' for the first time in 1926.

Coded 'Model 8', the new 3½hp machine followed the general lines of its successful smaller sibling and distinguished itself in the 1926 Isle of Man Senior TT when AJ'S works rider Jimmy Simpson became the first man to lap at over 70mph. Its list price was £59 10s, with an electric lighting set available at extra cost.

First registered on 26th April 1928, this rare '500' Big Port was purchased in 2010. An older restoration, the machine was previously registered to one Michael Howel Evans, although invoices on file suggest that it was owned subsequently by one Derek Burns. Additional paperwork on file includes old-style V5/V5C registration documents; a quantity of MoTs (most recent expired 2010); a hand-written note listing previous owners; and a copy of Classic Bike magazine featuring an article about the AJ'S Big Port. The vendor has been advised that this machine might have raced on Pendine Sands.

£7,000 - 9,000
€7,800 - 10,000
No Reserve

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315

1938 EXCELSIOR 500CC MANXMAN

Registration no. FGT 685

Frame no. MVH240

Engine no. GJA143

- *Rare 500cc model*
- *Previously restored*
- *Believed 2.6 miles since restoration*



Excelsior's first Isle of Man TT victory came in 1929, Syd Crabtree winning the Lightweight event, and the firm lost no time in marketing a TT Replica model. Like Crabtree's works racer, the TT Rep used a proprietary JAP engine, as did many of Excelsior's rivals. Reasoning that further racing successes might become increasingly difficult without exclusive access to its own engines, Excelsior commissioned Blackburne to produce a suitable design. The result was the 'Mechanical Marvel', so called because of the astonishing complexity of its valve gear. In the 1933 Isle of Man TT 250 Lightweight race, Excelsior works rider Walter Handley romped away from the field only to be forced to retire, letting team mate Syd Gleave on another 'Mechanical Marvel' through to win.

Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve Mechanical Marvel proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design: the Manxman. Like the Marvel's, the Manxman engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production themselves early in 1936. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350, and 500cc capacities.

Road and race versions were offered, though the '500' was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times on the trot between 1936 and 1938. Notable Manxman developments included the switch to a shorter-stroke 250cc engine in 1937 and the adoption (also applied to the '350') of an aluminium-alloy cylinder head with right-hand exhaust port.

Previously restored, this rare '500' Manxman comes with an old-style buff continuation logbook (issued 1953) recording one Peter Richard Payze of Keynsham, Bristol as owner from 27th November 1938. Copies of other old registration documents are on file together with the current V5C. It should be noted that the engine number is incorrectly recorded as 'GTA143' in the latter. The two history folders also contain assorted correspondence; various photographs; a substantial quantity of Manxman-related literature; and an invoice from C L East Restorations dated February 2006 relating to the machine's restoration.

The current vendor acquired the Manxman in August 2014. It is believed that the odometer reading of 2.6 miles is the distance covered since restoration.

£16,000 - 20,000

€18,000 - 22,000

No Reserve

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316
1938 EXCELSIOR 250CC MANXMAN

Registration no. JF 8313
Frame no. ME133
Engine no. BR110

Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve 'Mechanical Marvel' proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design: the Manxman. Like the Marvel, the Manxman engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production themselves early in 1936. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities. Road and race versions were offered, though the 500 was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times on the trot between 1936 and 1938. Notable Manxman developments included the switch to a shorter-stroke 250 engine in 1937 and the adoption (also applied to the 350) of an aluminium-alloy cylinder head with right-hand exhaust port. Apparently a very nicely executed older restoration, this 250 Manxman is offered with two old-style continuation logbooks (1950, 1976) and (part) V5C documents. Would respond well to detailing.

£5,000 - 7,000
€5,500 - 7,800
No Reserve



317
C.1937 RUDGE 245CC RACING MOTORCYCLE

Registration no. unregistered
Frame no. 59878
Engine no. A991

Motorcycle manufacturers from 1910 to 1939, Rudge were renowned for their championing of the four-valves-per-cylinder engine layout, employing it for the first time on a '250' in 1932. The Rudge '250' was unusual for its day in having coil rather than magneto ignition, though the latter became optional later and was standard issue on the works racers and the TT Replica. New for 1932, the latter was based on the 1931 works bikes that had romped home to 1st, 2nd, and 4th places in the Lightweight TT on their Isle of Man debut and bagged the first three places at the 1931 Ulster Grand Prix. A two-valve Tourist 250 joined the range for 1935, becoming the Rapid the following year when the model adopted the marque's characteristic coupled brakes. With the deletion of the four-valver, the Rapid became the sole '250' (a Sports version with high-level exhaust was added for 1938) and the only Rudge to retain the left-side gear pedal to the end. Converted for historic racing, this '250' Rudge is believed to be an older restoration, which for some unknown reason included painting the cylinder head gold (faux bronze?). There are no documents with this Lot.

£2,000 - 3,000
€2,200 - 3,300
No Reserve



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318

1937 AJ'S 497CC 18T COMPETITION MODEL

Registration no. BVE 588

Frame no. 660

Engine no. 37/18T/595

Following the 1931 takeover of AJ'S by rivals Matchless, production was relocated from Wolverhampton to the latter's Woolwich factory and AJ'S's identity as a separate marque steadily eroded from then onwards as the machines became more like their Matchless counterparts. The 245cc Model 22 was one of two new AJ'S overhead-valve machines introduced for 1935 (the other being the 348cc Model 26) both of which featured a vertical cylinder, twin-port cylinder head and forward-mounted magneto. A new '500' built along similar lines was introduced for 1936. This was available in two forms: Model 18 (single-port) and Model 8 (twin-port). There were 'T' competition versions in all three capacities featuring single-port cylinder heads, raised exhaust system, narrow mudguards, a crankcase shield, and off-road tyres. Production continued until 1940. An older restoration, this rare pre-war AJ'S was acquired by the vendor in November 2010 and last MoT'd to July 2011. The machine is offered with a substantial file containing sundry invoices; a quantity of expired MoTs; various spare parts lists; copies of 'Jampot' magazine; (copy) old-style logbook; and a V5C registration document. It should be noted that although the engine turns over there is very little compression.

£5,000 - 7,000

€5,500 - 7,800

No Reserve



319

1937 STEVENS 495CC MODEL LP5

Registration no. DYN 381 (see text)

Frame no. 49837

Engine no. none visible

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, founding A J Stevens & Co in 1909. The scion of the family - Joseph Stephens, an engineering blacksmith - had set up The Stevens Motor Manufacturing Company in 1899, while the family's other business interests would later include the manufacture of screws, sidecars, commercial vehicles, cars, and wireless sets as well as the motorcycles for which it is rightly famous. In 1931 AJ'S was forced into liquidation and acquired by Matchless Motorcycles Ltd. Production of AJ'S motorcycles was continued at the latter's works in Plumstead, South London but the Stevens brothers were no longer involved. Temporarily down but not out, they began again at the Retreat Street factory in Wolverhampton, making motorcycles and a three-wheeled van under the 'Stevens' name. Although the brothers were back in business there would be no return to mass production; bikes were manufactured and sold in small batches, the proceeds being used to finance the next batch. In 1938 the firm began to turn its attention to war production, and the manufacture of Stevens motorcycles ceased. One of the rarer British motorcycles of the 1930s, this restored Stevens comes with a file containing a Certificate of Compliance from 'The Stevens Project'; an expired MoT (2011); an old tax disc; and a substantial quantity of marque-related literature. There is no registration document with this Lot and the registration does not appear on the DVLA or HPI databases therefore prospective bidders must satisfy themselves as to its eligibility prior to bidding.

£6,000 - 8,000

€6,600 - 8,900

No Reserve



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320
1934 VELOCETTE 348CC KTS

Registration no. BGU 983
Frame no. KTL 5483
Engine no. KSS 5405

The work of Percy Goodman, the Velocette Model K with its shaft-and-bevel drive to the upstairs cam was an ahead-of-its-time design that would prove extremely influential. The result of Goodman's technical innovation, combined with the firm's engineering excellence, was a superb high-performance motorcycle that established Veloce's sporting reputation almost overnight. By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the Mark II version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve gear, plus the cradle frame and heavyweight Webb forks of the new MSS. In this form the KSS/KTS resumed production post-war in November 1946 before being updated, together with the other road models, with (optional) Dowty Oleomatic telescopic front forks in August 1947. Expensive to produce, Velocette's final cammy roadsters were dropped from the range at the year's end. Last taxed in 2009 and acquired by the vendor in January 2016, this KTS is offered with a V5C Registration Certificate and two MoTs (most recent expired March 2009).
£8,000 - 12,000
€8,900 - 13,000
No Reserve



321
1935 BSA 499CC W35-8 BLUE STAR

Registration no. 591 UXN
Frame no. E5.1655
Engine no. E8.669

During the 1930s, BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. Its contemporary advertising slogan: 'One in Four is a BSA', reflected the Birmingham-based company's status as the world's largest motorcycle manufacturer. The Depression of the early 1930s forced a cut back in the number of models, just ten being offered for 1932. Among these though, were three new 500s - one a sidevalve and two with overhead valves - all of which shared a common bottom end and the 85x88mm bore/stroke dimensions that would characterise all BSA's 500cc singles, including the legendary Gold Star, right up to the beginning of the unitary construction era in the 1960s. The sports version was given the name 'Blue Star', a title that was also applied to the equivalent 250 and 350 models. All featured engines having vertical cylinders and magneto ignition carried in conventional cycle parts with rigid frames and girder front forks. The Blue Star models came with a tuned engine incorporating a high-compression piston and 'hotter' cams, twin-port cylinder head, and a four-speed foot-change gearbox. Originally an optional extra, a full electric lighting system became standard equipment for 1934. An older restoration that still presents very well, this Blue Star was acquired by the vendor in November 2013. The machine is offered with a dating document; expired MoT (February 2013); and a V5C Registration Certificate.
£5,000 - 7,000
€5,500 - 7,800
No Reserve



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322

1937 DOUGLAS 596CC AERO

Registration no. FSL 327

Frame no. 6P147D

Engine no. 6/P606

Douglas's continuing financial difficulties resulted in the Bristol concern being acquired by the British Aircraft Company in 1935 and reformed as Aero Engines Ltd. Most of the motorcycle tooling was sold off and production of the predominantly flat-twin-powered range was continued by London-based dealers Pride & Clarke Ltd using the existing stock of parts, all of these models being prefixed 'Aero' regardless of engine capacity. To the delight of Douglas devotees everywhere, this policy did not last long and in 1937 the 'Aero' name was abandoned and an improved 600cc sidevalve flat-twin introduced at the Earls Court Motor Cycle Show. Last taxed to 29th February 2012, the Aero offered here is an example of the 596cc sidevalve model that had previously featured in the range as the D31, D32, Z and 5Z depending on the year of production. The current vendor purchased the Douglas from Spinning Wheel Classic Cars in November 2011. The purchase invoice is on file and the machine also comes with some MOTs (most recent expired March 2012) and a V5C Registration Certificate.

£5,000 - 7,000

€5,500 - 7,800

No Reserve



323

1938 NIMBUS 750CC FOUR

Registration no. not registered

Frame no. no plaque present

Engine no. 3813

Unusual in producing four-cylinder machines only, the Danish firm of Fisker & Nielsen introduced the Nimbus motorcycle in 1919. Their products were of advanced design, using shaft final drive and pressed steel frames from the start of production, and pioneering the telescopic front fork in the 1930s. Motorcycle production was suspended in 1928, and when the Nimbus re-appeared in 1934 it was with a power unit that showed strong car influence, with integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron cylinder head was topped by an alloy housing for the single overhead camshaft, the latter being driven by shaft-and-bevel gears. A single-plate clutch transmitted power to the three-speed gearbox. Foot change for the gearbox, a beefier front fork and larger brakes had been added by the end of the 1930s, but from then on, the Nimbus changed little until series production ended in 1954. This beautiful pre-war Nimbus was restored during the early/mid-2000s while belonging to the preceding owner, Kaj Bloch-Jensen, as evidenced by correspondence and bills on file. The machine also comes with Danish registration papers dating from the early 1960s; (copy) rider's handbook; (copy) literature; and an original parts catalogue. There is no UK registration document with this Lot.

£6,000 - 9,000

€6,600 - 10,000

No Reserve



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324
1924 RALEIGH 2³/₄HP
Registration no. BF 4120
Frame no. 5285
Engine no. 5024

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular 350cc, 2³/₄hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', nevertheless accelerated smartly and handled well by the standards of its day. A typical Vintage-era Raleigh lightweight, this example is powered by a 348cc single-cylinder sidevalve engine driving via a Sturmey-Archer three-speed gearbox with chain-cum-belt drive and dummy belt-rim brakes, and would have set you back around £47 when new. Purchased in 2011, this tidy machine is a relatively recent restoration and comes equipped with a BTH magneto, P&H acetylene headlamp, Amal carburettor, and a bulb horn. Accompanying documentation consists of SORN paperwork, some MoTs (most recent expired 2013), and old/current V5C documents. It should be noted that the frame number is incorrectly recorded as '5283' in the latter.

£4,000 - 5,000
€4,400 - 5,500
No Reserve



325
1934 BSA 249CC MODEL B34/2 SPORTS
Registration no. RAS 964
Frame no. over-painted
Engine no. B2.3831

During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. In the decade's early years, the firm offered two B-series machines in the 250 class: one sidevalve, the other overhead-valve. Both featured engines having vertical cylinders and magneto ignition, which were carried in conventional cycle parts with rigid frames and girder front forks. The gearbox was a three-speed unit with hand 'change'. A higher-specification 'Blue Star' model was an addition for 1933, while a full electrical system, originally an optional extra, became standard equipment for 1934. This overhead-valve B34/2 sports model was acquired by the vendor in October 2012 having been restored by Steve Tonkin in 2008 while belonging to previous owner Dr Phil Walker (see receipts totalling £9,400 on file). Previously registered 'ARA 795', the machine comes with an old-style continuation logbook (issued 1961); old-style V5 registration documents; SORN paperwork; DVLA correspondence; a quantity of MoTs (most recent expired 2010); and the current V5C Registration Certificate. A very smartly turned out post-Vintage lightweight.

£3,000 - 4,000
€3,300 - 4,400
No Reserve



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326

1938 VELOCETTE 249CC MOV

Registration no. 709 XUS

Frame no. MD8557

Engine no. M3333

In 1933 Veloce Limited augmented its overhead-camshaft range with an overhead-valve 250 - the MOV - that would spawn an entirely new range of overhead-valve singles. The newcomer's engine was a 'high-camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism, designed by its racing supremo, Harold Willis. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, subsequently bored out to create the 500cc MSS. Post-war, Velo's overhead-valve trio continued much as before, with rigid frames and - initially - Webb girder forks. The MOV was dropped at the end of 1948 but the MAC soldiered on into the 1960s, gaining an alloy engine top end and Velocette's own telescopic fork for 1951 and a swinging-arm frame in 1953. Apparently, an older restoration, this pre-war MOV was last taxed to 30th April 2011 and is presented in substantially original 'oily rag' condition. The machine is offered with two MoTs (most recent expired May 2011); DVLA correspondence; a purchase receipt (undated); and a (part) old-style V5C recording the owner as Albert Noel Wyton, who registered the machine on 25th April 2010. It should be noted that this motorcycle was previously registered as 'KSU 957'.

£3,000 - 4,000

£3,300 - 4,400

No Reserve



327

1946 MATCHLESS 497CC G80

Registration no. HKP 908

Frame no. 10690

Engine no. 46/G80L 1981

Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus, it proved a relatively simple matter for owners of older rigid models to update them. Most enthusiasts would agree, though, that the rigid framed bikes - as seen here - are by far the most attractive. An older restoration, this beautiful Matchless G80 is offered with numerous invoices; an old-style continuation logbook (issued 1976); some MoTs (most recent expired July 2011); photocopied technical literature; and a V5C Registration Certificate. The machine has belonged to the current Vendor since January 2016.

£3,000 - 4,000

£3,300 - 4,400

No Reserve



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328

1962 BSA 646CC ROCKET GOLD STAR

Registration no. PVV 135

Frame no. GA10 575

Engine no. DA10R 7970

- *Matching numbers*
- *Well documented*
- *Cosmetically restored*



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles. Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved.

The Super Rocket engine's compression ratio was raised to 9.25:1 for the RGS, the claimed maximum power increasing to 46bhp. But for some reason best known to BSA, the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment.

Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. Around 1,800 Rocket Gold Stars were made over a two-year period, and genuine examples are highly sought after today.

The cosmetically restored to a high standard, the matching-numbers example offered here comes with a comprehensive history file containing the original purchase receipt issued by Spokes & Son Ltd of Northampton to first owner, Mr David Fisher. The original old-style buff logbook is on file also together with Gold Star Owners Club correspondence, old/current V5/V5C documents, a quantity of MoTs (most recent expired June 2011), sundry bills, SORN paperwork, etc. The current vendor acquired the BSA in August 2010.

£17,000 - 22,000

€19,000 - 24,000

No Reserve

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329

Only 11.6 miles from new

1977 TRIUMPH 744CC T140 'SILVER JUBILEE' BONNEVILLE

- One of the more collectible of later Bonneville's
- Never registered or used
- 100% original

Registration no. not registered

Frame no. DP81921

Engine no. T140V DP81921



Triumph entered the 1960s with its larger twin-cylinder models recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The café racers' favourite since its launch in 1959, thanks to its lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sports model.

The final phase of the Triumph twin's development began in 1972 with the first appearance of the new 750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrels. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750cc model and was voted Motor Cycle News 'Machine of the Year' in 1979.

In 1977 Triumph introduced a special, limited edition Bonneville to celebrate Her Majesty Queen Elizabeth II's Silver Jubilee. This was basically the standard Bonnie enhanced by a red, white, and blue on silver finish, coach-lined cycle parts, and a chromed timing cover and primary chain case.

This example of one of the more collectible of later Bonneville's has never been registered and remains in 100% original condition, even retaining the trip meter instructions and 'no oil in tank' warning stickers on the instrument lenses. Needless to say, all of this special model's identifying badges and decals are still in place, while deterioration over the course of the last 40-plus years appears to have been minimal. There are no documents with this Lot. A unique opportunity.

£7,000 - 10,000

€7,800 - 11,000

No Reserve

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330

1960 BSA 646CC A10 SUPER ROCKET

Registration no. 956 CKH

Frame no. over-painted

Engine no. DA10R 1791

'The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future. On the other hand, the current model can be throttled back to accept happily the inevitable limitations of built-up-area riding... one's patience in jogging along at 30mph is rewarded by a remarkable - for a lusty 650cc twin - fuel consumption also in the three-figure class.' - Motor Cycling. BSA's range for 1955 embodied several novel features; alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head, Amal Monobloc carburettor and an extra 3bhp. An older restoration that would benefit from detailing (the flashing indicators and chromed mudguards are obvious departures from standard), this Super Rocket was acquired by the vendor in February 2015. Accompanying documentation includes an old-style continuation logbook (issued 1963); a quantity of MoTs (most recent expired June 2008); numerous invoices for parts; and old/current V5/V5C registration documents.

£4,500 - 5,500

€5,000 - 6,100

No Reserve



331

C.1961 VELOCETTE 499CC VENOM

Registration no. URD 857

Frame no. RS16947 (see text)

Engine no. VM 4068

Engine development pursued as part of the Velocette factory's scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. When supplied with the optional dolphin fairing, the model was known as the Clubman Veeline. Produced until the end of Velocette production in 1971, the Venom in its various guises represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. The current vendor purchased this Venom in April 2012. Previously registered on a 'Q' plate, the Venom has since regained its original registration. It no longer has its original frame, and it should be noted that the frame number 'RS16947' has been incorrectly recorded on the V5C as 'RS1694'. Last MoT'd to June 2009, the machine is offered with a history file. The flanged alloy wheel rims and Amal Concentric carburettor are obvious deviations from standard specification.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



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332

1978 TRIUMPH 744CC T140 'SILVER JUBILEE' BONNEVILLE

Registration no. DVL 986T
Frame no. over-painted
Engine no. T140V JP84661J

The final phase of the Triumph twin's development began in 1972 with the first appearance of the new 750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrels. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake. A five-speed gearbox, introduced on the preceding '650' Bonneville, was standard equipment on the '750'. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling '750' and was voted Motor Cycle News 'Machine of the Year' in 1979. In 1977 Triumph introduced a special, limited edition Bonneville to celebrate Her Majesty Queen Elizabeth II's Silver Jubilee. This was basically the standard Bonnie enhanced by a red, white, and blue on silver finish; coach-lined cycle parts; and a chromed timing cover and primary chain case. 1,000 were produced for the United States market, 1,000 for the UK, and a further 400 for Commonwealth countries. Acquired by the current vendor in February 2011, this restored Jubilee Bonneville was last taxed for the road to the end of August 2014. The machine is offered with (part) old V5C and current V5C documents; an MoT certificate (expired April 2015); an owner's handbook; and a substantial quantity of invoices issued by marque specialists Supreme Motorcycles.

£5,000 - 7,000

€5,500 - 7,800

No Reserve



333

1973 TRIUMPH 490CC T100R DAYTONA

Registration no. WWE 197L
Frame no. T100R DH31231
Engine no. T100R DH31231

Competition success in the USA prompted Triumph to adopt the 'Daytona Tiger' name for their top-of-the range sports 500 in 1966, Buddy Elmore having won that year's prestigious Daytona 200 race on a works twin, a feat Gary Nixon repeated the following year on his way to the first of back-to-back AMA titles. With the relaunch of the BSA-Triumph range in November 1970, by which time it had gained the 650's excellent twin-leading-shoe front brake, the 'Tiger' part of the name was dropped, and the Daytona's model designation changed to 'T100R'. However, within two years the entire BSA/Triumph Group was in severe financial difficulty and the proposed closure of Triumph's Meriden factory led to a workers' occupation of the plant in September 1973. When the plant eventually reopened, the two 500cc models in production immediately prior to the shutdown – the T100R Daytona and the TR5T Trophy Trail – were not revived. Acquired by the vendor in December 2011, this apparently restored example dates from the very last year that Triumph produced this popular twin-carb sports roadster. Last taxed on 31st January 2012, and currently displaying a total of 16,272 miles on the odometer, the machine is offered with a V5C document. A truly collectible last-of-the-line classic Triumph.

£4,500 - 6,500

€5,000 - 7,200

No Reserve



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334
1951 BSA 646CC A10 'GOLDEN FLASH'
Registration no. 383 XUW
Frame no. ZA7S 24272
Engine no. ZA10 10876

Introduced late in 1949, BSA's A10 650cc twin closely followed the basic pattern established by the 500cc A7 while contriving to be almost entirely different in detail. The existing parallel-twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction. The A7 engine was revised along the lines of the new design at the same time while the cycle parts remained virtually unchanged, though the larger twin's 8" front brake was one obvious difference. Like the A7, the A10 was available with either a rigid frame or plunger rear suspension. Strikingly finished in pale beige metallic, the new 650 was named 'Golden Flash', a title that stuck even if it was finished in optional black. Perennially popular, the model was updated with the swinging-arm frame and separate gearbox in 1954 and continued in production until 1962. Throughout its life the 'Golden Flash' was a regular choice among sidecarists, who appreciated its pulling power and economy. An older restoration, this 'Golden Flash' is offered with its original and continuation logbooks, an old-style (part) V5C, and an expired MoT (December 2010). The machine was previously registered 'HAY 391'.

£3,200 - 4,000
€3,500 - 4,400
No Reserve



335
1952 BSA 497CC A7
Registration no. MXY 416
Frame no. ZA7S 33073
Engine no. A7 7101 (see text)

Announced in September 1946, the A7 was BSA's first production parallel twin. The engine was extensively revised for 1951 along the lines of the newly introduced Bert Hopwood-designed A10 650, and then in 1954 BSA's twins range was greatly expanded with the arrival of four new models featuring swinging-arm rear suspension. The introduction of the new duplex frame meant that the original A7's bolted-up gearbox had to go, but otherwise the engine remained much as before, though the new sports 500 - the A7 Shooting Star - featured an alloy cylinder head and detachable inlet manifold. With 32bhp on tap, the A7SS was good for a top speed in excess of 90mph. Production of all A7 models ceased with the introduction of the unitary construction A50 in 1962. An older restoration that would respond well to detailing, this BSA A7 was acquired by the current vendor in August 2012. Last taxed to 30th September 2012, the machine is offered with its original old-style buff logbook, sundry invoices, an original BSA instruction manual, original BSA service sheets, a current V5C Registration Certificate, and a selection of colour photographs of it undergoing restoration. It should be noted, the engine number is believed to be re-stamped.

£3,000 - 4,000
€3,300 - 4,400
No Reserve



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336

1952 NORTON 597CC BIG FOUR

Registration no. not registered

Frame no. G7 44174

Engine no. 44174 G7

Having hitherto relied on proprietary engines, Norton introduced its own power unit in 1907. The long-stroke (82x120mm) sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore/stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's sidevalve engines were revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Considered by many to be an ideal sidecar 'tug', the Big Four (and 16H) would be continuously updated for the next 30-plus years, many seeing service with Allied forces in WW2. Post-war, the Big Four was revised with a shorter (113mm) stroke for a capacity of 597cc before taking its final bow, alongside the 16H, in 1954. This restored Big 4 has a riveted-on VIN plate of the type required by the German registration authorities. The machine is offered with a TÜV Nord document, Society of Automotive Historians' dating letter, and a NOVA declaration.

£3,500 - 4,500

€3,900 - 5,000

No Reserve



337

C.1950 NORTON 490CC ES2

Registration no. not registered

Frame no. 13001

Engine no. E4 26052

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slimline version of the race-developed Featherbed frame, introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, suitably re-badged as a Norton. This ES2 was acquired by the current vendor in April 2015. An older restoration, the machine is offered with sundry invoices and Norton Owners Club correspondence.

£3,000 - 4,000

€3,300 - 4,400

No Reserve



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338

1951 VINCENT 998CC SERIES-C RAPIDE

Registration no. LDD 583
Frame no. RC9933/C
Rear Frame no. RC9933/C
Engine no. F10AB/1/8033
Crankcase Mating no. WW85

- *Matching numbers*
- *Electric starter and other upgrades*
- *Present ownership since 2010*



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models.

In 1948 the Vincent range began to be updated to 'Series-C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and a hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances and other cosmetic differences began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series-C specification.

Purchased by the vendor in September 2010 (sales invoice on file), the matching-numbers Rapide offered here features an electric starter; modern indicators and switch gear; centre stand; luggage rack; and a Black Shadow-type 150mph speedometer. Last taxed to 31st March 2011, the machine comes with a folder containing correspondence; technical data; an old-style continuation logbook (1960); spare parts list; some MoTs (most recent expired 2011); and a V5C Registration Certificate.

£35,000 - 45,000

£39,000 - 50,000

No Reserve

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339

1952 VINCENT 499CC COMET SERIES-C

Registration no. XAS 807
Frame no. RC/1/10600
Rear Frame no. RC/1/10600
Engine no. F5AB/2A/8700
Crankcase Mating no. 86GG

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. Last taxed to 31st July 2010, this matching-numbers Comet was purchased by the vendor that same month. The machine appears to have been restored to a high standard; the Amal Concentric Mk2 carburettor and alloy wheel rims (the front 19") are non-standard features worthy of note. Accompanying documentation consists of sundry invoices, a quantity of MoTs (most recent expired July 2011), a (part) V5C document, and a VOC dating letter confirming matching numbers.

£16,000 - 22,000

€18,000 - 24,000

No Reserve



340

1956 ARIEL 998CC SQUARE FOUR MARK II

Registration no. VYC 320
Frame no. GM246
Engine no. ML306

Designed by Edward Turner, creator of the trend-setting Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' Mark II with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle, this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts. This restored example comes with its original old-style buff logbook recording that it was first registered by Anderson & Wall of Bridgwater, Somerset. Last taxed to 31st March 2009, the machine also comes with Ariel OC correspondence; an old-style V5C document; and a quantity of MoTs (most recent expired May 2011). The vendor has owned the Ariel since June 2010.

£10,000 - 14,000

€11,000 - 15,000

No Reserve



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341

1952 ARIEL KH500 RED HUNTER TWIN

Registration no. VEV 510

Frame no. SE 1157

Engine no. TE 1564

Designed by Val Page, Ariel's KH 500cc twin was produced between 1948 and 1957, starting out as the Red Hunter, becoming the Hunt Master and finally the Fieldmaster, these revisions reflecting its change in role from sportster to tourer. At the time of its launch Ariel's new twin seemed to have a bright future. With a top speed of around 90mph, the KH was as fast as a BSA A7 or Triumph Speed Twin and a real eye-catcher with its red-and-chrome petrol tank. A sister model - the slightly less-powerful KG De Luxe - was available in black. The KH's cycle parts had much in common with the singles'; a rigid frame was standard, with Anstey-designed rear suspension optional. The tele-forks were shared with parent company, BSA. A new model with an all-alloy engine (the KHA) appeared in 1953, by which time the KG had been deleted. Although the KHA lasted for one year only, the alloy head was fitted to the KH from 1954. That same year the cycle parts came in for major revision, a duplex swinging-arm frame being adopted for the entire Ariel range, Square Four excepted. Two years later the single-sided hubs were superseded by Ariel's handsome full-width alloy ones, and the KH continued in this form until production ceased. Acquired by the vendor in June 2014, this restored Ariel KH500 is offered with SORN acknowledgement and a V5C Registration Certificate.

£3,500 - 4,500

€3,900 - 5,000

No Reserve



342

1954 ARIEL 649CC FH HUNTMASTER

Registration no. JJG 646

Frame no. DU660

Engine no. LF156

Following Ariel's acquisition by the BSA Group in 1951, an exercise in 'badge engineering' a few years later saw the launch of a new model - the Huntmaster - which deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional 'dry' clutch was retained. 'High performance combined with remarkable tractability and notable fuel economy: first-class steering and braking' was how Motor Cycle magazine summarised the Huntmaster's virtues in December 1955. The factory claimed a top speed of 90-95mph, with fuel consumption of 65-70mpg when cruising at 45mph. Announced in October 1953 as a new-for-1954 model, the Huntmaster disappeared along with the rest of Ariel's four-strokes in 1959. Last taxed to 31st March 2011, this highly original example was purchased by the current vendor in June 2010. Offered for re-commissioning or limited restoration, the machine is offered with two MoTs (most recent expired March 2011); a quantity of photocopied literature and instructional material; a V5C Registration Certificate; and numerous invoices, many from renowned marque specialists Draganfly Motorcycles.

£3,000 - 4,000

€3,300 - 4,400

No Reserve



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343

1950 SUNBEAM 489CC S8

Registration no. XAS 850

Frame no. S8 2390

Engine no. S8 3202

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. Acquired by the vendor in April 2010, this restored S8 comes with two large files containing a dating certificate; some MoTs (most recent expired September 2010); extensive technical data; numerous copies of 'On The Beam'; and a substantial quantity of invoices issued by recognised marque specialists Stewart Engineering. Offered with an old-style V5C Registration Certificate.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



344

1954 BSA 348CC B31

Registration no. RSL 914

Frame no. CB31 3481

Engine no. BB31 12616

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days. Produced initially with rigid frame and telescopic front fork, the B31 gained (optional) plunger rear suspension in 1949 and an all-new swinging-arm frame in '54. In 1947 it had been joined by 500cc development, the B33, the engine of which closely followed B31 lines but with larger (85mm) bore and heavier flywheels. Cycle parts were identical apart from a larger-section rear tyre. A good all-round performer by the standards of its time, the B31 could cruise comfortably all day at 60mph while returning 75-plus miles per gallon, virtues that endeared it to private owners and police forces alike. This much loved and highly successful model was last produced in 1959, its place in the BSA range being taken by the unitary construction B40. Last taxed for the road to 31st March 2006, this restored B31 has been in the current owner's possession since August 2015. The machine is offered with part old V5C and current V5C documents, and its original logbook showing that it was first registered as 'FO 7545'.

£2,800 - 3,600

€3,100 - 4,000

No Reserve



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345

1968 PANNÓNIA 246CC T5 & MOTORKULI TRAILER

Registration no. not registered

Frame no. T55072679

Engine no. TLF9/3 1617 7863

'Also made by the Csepel works, the Pannónia motorcycles had a certain similarity with Jawa products. The 247cc (sic) two-stroke was built with one and two cylinders and was also exported to European countries.' – Tragatsch. Located on the eponymous island in the River Danube, Csepel built motorcycles under its own name from 1932 until the early 1950s when the Tunde, Panni, Danuvia, White, and Pannónia brands were added to the portfolio. The most famous of these is Pannónia, which offered a range of air-cooled two-strokes that remained essentially unchanged until production ceased in 1975. Pannónia motorcycles were sold throughout the Eastern Bloc countries but were, and still are, a rare sight in the West. This example of Hungary's last and most successful motorcycle is attached to a matching Motorkuli trailer and appears to be a relatively recent restoration to a high standard. A NOVA declaration has been made and customs duties paid, enabling the machine to be registered in the UK if the buyer so desires. A wonderful opportunity to acquire a rare Hungarian motorcycle/trailer combination that is likely to be unique at any gathering.

£3,000 - 4,000

€3,300 - 4,400

No Reserve



346

C.1956 EYSINK RENATA 60CC MODEL B TANDEM MOPED

Registration no. not registered

Frame no. 71273

Engine no. 596709

Founded at Amersfoort in the Netherlands in the late 1890s, Eysink made bicycles, cars and motorcycles until 1920, concentrating on the latter thereafter. The firm used proprietary engines for its motorcycles, sourced from major British and Continental producers, as well as power units of its own design and manufacture. In pre-war days Eysink offered a comprehensive range of machines including large-capacity v-twins and racing models, while after WW2 most of its products were powered by Villiers engines. Throughout the late 1940s the firm was active on the racetrack, arguably the highlights of its competition record being 1st place finishes in the 125cc class of the Dutch TT in 1946 and 1948. Tandem mopeds featured in the range from 1952, marketed as 'Renata' at first and later under the 'Eysink' name. Three versions were offered: Model A with Berini engine over the front wheel, Velosolex style; Model B with JLO engine in the normal position; and a deluxe version of the latter. A type of motorcycle rarely encountered in the UK, this Renata tandem was purchased by the vendor in October 2010. The purchase receipt is on file together with some (copy) literature but there is no UK registration document with this Lot.

£1,000 - 1,500

€1,100 - 1,700

No Reserve



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347

1956 AJ'S 497CC MODEL 18CS SCRAMBLER

Registration no. 384 YUC
Frame no. 6686C (see text)
Engine no. 56/18 2272CS

Associated Motorcycles announced its post-war range of Matchless and AJ'S heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. The production scramblers also received the new frame that the works team had enjoyed since 1948; the trials models though, kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions for 1955. A new duplex frame appeared for 1960 and there were further engine improvements. AMC continued to develop its four-stroke scramblers to the end of production in 1969, but by then the days of such heavyweight machines were at an end. Acquired by the vendor in January 2015, this restored AJ'S 18CS is offered with DVLA correspondence, dating letter, expired MoT (August 2012), current V5C Registration Certificate, and a document listing some of the works carried out during the restoration. It appears that the frame number may have been re-stamped. Accordingly, prospective purchasers should satisfy themselves with regard to this machine's originality and correctness prior to bidding. Sold strictly as viewed.

£3,000 - 4,000

€3,300 - 4,400

No Reserve



348

1965 BULTACO 249CC SHERPA TRIALS MOTORCYCLE

Registration no. BLJ 78L
Frame no. B-1000044
Engine no. M-10.00044

There had been outright victories by lightweights in major events before, but it was the arrival of the Bultaco Sherpa in the mid-1960s that drove the final nail into the coffin of the heavyweight four-strokes in national and international trials. Bultaco's meteoric rise to supremacy would surely have taken much longer had the Spanish manufacturer not had the foresight to recruit the world's greatest trials rider, Sammy Miller, to spearhead development. Bultaco already possessed enormous experience of building competition two-strokes for road racing and moto-cross, and a 250cc single-cylinder 'stroker' was the natural choice for the new Sherpa trials model, which made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory - the rest is history. Apparently still substantially original, this early Sherpa comes with correspondence from Bultaco (UK) confirming that it retains matching frame/engine numbers and was manufactured in 1965. Registered for the road in 1972, the machine was purchased from Spinning Wheel Classic Cars in 2012. Accompanying documentation consists of an MoT (expired January 2013); a V5C Registration Certificate; and the aforementioned correspondence.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



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349



351



350



352

349

C.1952 FRANCIS-BARNETT 197CC FALCON TRIALS

Registration no. 126 UXM Frame no. none visible Engine no. 070B 64854
Although Francis-Barnett offered competition version of the Falcon in period, it did not look remotely like this example, which has been highly developed for use in today's Pre-'65 trials. The machine was purchased from Spinning Wheel, who described its specification as follows: '7E engine with 225cc conversion and stuffed crankcases, new piston and rings, 4 speed W.R. gearbox rebuilt, new carb, electronic Moto Plat ignition, 9E clutch conversion, alloy and stainless steel exhaust, new tyres, new chain and sprockets, new wheel bearings, re-lined brake shoes, Betor rear shock absorbers and new swinging arm bushes.' However, it should be noted that it has not been possible to verify any of the foregoing. A potentially competitive mount in the right hands, the machine is offered with SORN paperwork and a V5C Registration Certificate.

£1,500 - 1,800

€1,700 - 2,000

No Reserve

350

1966 GREEVES 250CC CHALLENGER MX3

Registration no. not registered Frame no. 24MX3C 1298
Engine no. GPA5 1140

As an established engine builder, Greeves was able to survive while many rivals disappeared, along with the supply of Villiers engines, in the late 1960s. The first (virtually) all-Greeves model was the Challenger scrambler, introduced in 1964. Built in 246cc and (later) 362cc capacities, the Challenger engine incorporated an Alpha crankshaft assembly within Greeves' own crankcases, which were complemented by a generously finned alloy top end. Mated to an Albion gearbox, this new power unit was carried in typically-Greeves cycle parts consisting of a cast-alloy beam frame and leading-link forks, the latter of the 'banana' type from late 1965 with Cerianis optional. By that time the Challenger was being built in improved MX2 form, with duplex primary chain and stronger, kidney-shaped gearbox, while a 362cc version had been added to the range. There are no documents with this Lot.

£1,200 - 1,600

€1,300 - 1,800

No Reserve

351

C.1964 DOT 250CC DEMON SCRAMBLER

Frame no. AM0200 Engine no. not found
In post-war years Manchester-based DOT concentrated on the production of Villiers-engined lightweights. The DOT was the most successful lightweight scrambler from the late 1940s right up to the 1960s when Greeves took over, works machines ridden by Bill Barugh, Reg Pilling, Terry Cheshire and Arthur Vincent having the beating of larger-engined and better-funded rivals on numerous occasions. Indeed, Barugh had the temerity to win the Cumberland Grand National's 1,000cc event in 1952, beating the works entries from BSA, AJS, Matchless, and Ariel! This restored DOT Demon scrambler has the famous 'square tube' frame pioneered in the factory ISDT bikes and introduced on the scrambler in 1962, while the engine incorporates the superior Alpha crankcase/flywheel assembly and Marcelle alloy barrel and 'head. There are no documents with this Lot.

£1,500 - 2,000

€1,700 - 2,200

No Reserve

352

1978 YAMAHA TY175 TRIALS

Registration no. XKL 329S Frame no. 525-120554 Engine no. 525-120554
The major Japanese motorcycle factories turned their attention to the trials world in the early 1970s, recruiting top British riders to assist with machine development. An air-cooled, single-cylinder two-stroke equipped with Yamaha's reed-valve induction, the TY250 proved good enough for Andrews to win the Scottish Six Days Trial in 1974 and the model and its derivatives went on to establish a formidable reputation in observed trials. Mono-shock rear suspension and a six-speed gearbox were among innovations tried, both of which found their way onto production models. Fitted with road lighting, this TY175 currently displays a total of 386.5 miles on the odometer and is presented in age-related condition. Owned by the current vendor since January 2011, the machine is offered with a V5C document and some MoTs (most recent expired November 2008).

£1,500 - 2,000

€1,700 - 2,200

No Reserve

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353



355



354



356

353
C.1984 HONDA TLR250 TRIALS MOTORCYCLE

Registration no. not registered Frame no. ME07-5000275
Engine no. ME07E-5000271

As all the Japanese manufacturers would learn, there is a world of difference between producing a trail bike and producing a competitive trials bike, so Honda turned to off-road supremo Sammy Miller for assistance with development. Miller's first brief was to develop the TL125, which he did by retaining the basic engine while subjecting the chassis and suspension to considerable detail revision. This process was repeated for the larger TL250 following that model's introduction in 1975, and in 1977 Rob Shepherd took the ultra-competitive British Trials Championship riding a Miller-developed Honda. Currently displaying a total of 2,532 miles on the odometer, this obviously well used machine is an example of the more highly developed TLR250 model offered for the 1984 and 1985 seasons. There are no documents with this Lot.

£1,600 - 2,200
€1,800 - 2,400
No Reserve

354
1989 YAMAHA XTZ750 SUPER TÉNÉRÉ

Registration no. G650 UFB Frame no. 31 3LD-006227
Engine no. 3LD-006227

Yamaha first used the 'Ténéré' name in 1984, applying it to a single-cylinder off-roader which was based on the work bikes campaigned in long-distance endurance events. A few years later Yamaha extended the range, launching the 750cc Super Ténéré 'Adventure Sport Tourer' for 1989. This new model was powered by a water-cooled parallel twin engine featuring double overhead camshafts and a pair of balancer shafts. Apparently highly original, this example was acquired in April 1996 by the present (third) owner and currently displays a total of 21,755 miles on the odometer. Accompanying documentation consists of SORN paperwork; Some MoTs (most recent expired November 2002); Datatool alarm instructions; and old/current V5/V5C registration documents.

£1,800 - 2,200
€2,000 - 2,400
No Reserve

355
1998 CCM 600CC SPORT SUPERMOTO

Registration no. R600 CCM Frame no. 5A9C28RR3WA072299
Engine no. 640142

Clews Competition Motorcycles came into being in 1972 when its proprietor Alan Clews purchased the stock of BSA's defunct competitions department. Clews had already gained plenty of experience in developing his own BSA-based scramblers, and the acquisition gave him the opportunity to offer complete machines for sale. Clews finally abandoned the BSA-based design in the early 1980s, merging his company with Armstrong and turning to Rotax engines. The muscular Supermoto offered here, though, belongs to the interim period and clearly shows signs of CCM's off-road heritage. Last taxed for the road to 31st August 2001 (disc still in place), the machine currently displays a total of 2,279 miles on the odometer and is presented in age-related condition. There are no documents with this Lot.

£800 - 1,200
€890 - 1,300
No Reserve

356
1997 MRD MÉTISSE-APRILIA 650CC SPECIAL

Registration no. R270 SEF Frame no. MRD97045 Engine no. 1428653
The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959, and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s, the rights to their designs passing in 1983/84 to Pat French's firm, MRD Métisse. Almost certainly unique, this MRD Métisse is fitted with a five-valves-per-cylinder engine of the type used by Aprilia in its 6.5 and Pegaso models. First registered in 1997, the machine was acquired by the vendor in May 2001. Offered for restoration, the machine comes with SORN paperwork, expired MOT (1998), an old V5 document, and a V5C describing it as 'kit built/converted'.

£1,400 - 2,000
€1,600 - 2,200
No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



357

1966 LAMBRETTA LI 125 SERIES 3

Registration no. PUA 388D

Frame no. LI125S 859893

Engine no. 125LI 796802

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the 'Li'. Built as a 125 or 150, the classic Li used the bore/stroke dimensions of the preceding 'D' Series but housed its entirely new engine in modern bodywork similar to that of the TV. The Li twins subsequently underwent a series of styling alterations, the Series 3 offered here being readily distinguishable by the handlebar-mounted headlight and 'slimline' styling that is for many enthusiasts the definitive Lambretta look. This Lambretta Li Series 3 has been restored and features after-market components that include the exhaust system, seat, and handlebar grips. There are no documents with this Lot.

£3,000 - 3,500

€3,300 - 3,900

No Reserve



358

1993 BMW 980CC R100G/S PD

Registration no. L587 BJU

Frame no. 6333295

Engine no. 08890265

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series. One of the most popular of BMW's models made its first appearance soon after. This was the enduro-style 'G/S', made available from 1980 as the 800cc R80G/S. The latter featured a 21" front wheel, raised front mudguard, and a new single-sided swinging arm at the rear. Capable of topping 100mph, the R80G/S was in many ways a better tourer than it was off-roader, which did nothing to hinder sales. In 1988 the range expanded to include the R100G/S. Fitted with the 980cc engine, the R100G/S was in many ways a new design, featuring long-travel Marzocchi front forks, and BMW's own double-jointed, 'Paralever' rear suspension that counteracted rear end lift. The R100G/S became the top-selling BMW model in Germany soon after its release and modern members of the 'GS' series are equally popular today. Named in celebration of BMW's victories in the long-distance Paris-Dakar Rally, this 'PD' model was acquired by the current owner in May 2001 and currently displays a total of 6,470 miles on the odometer. Last taxed in 2001, the machine comes with an expired MoT (2001), SORN paperwork, old/current V5/V5C documents, two sets of keys, and its original plastic wallet containing the handbook and service booklet.

£5,000 - 7,000

€5,500 - 7,800

No Reserve

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359

1979 DKW W2000 ROTARY

Registration no. DME 591V

Frame no. 480005363

Engine no. 7587697

Although it would eventually prove a technological blind alley, the rotary engine seemed full of promise for automotive applications in the early 1970s. Three major motorcycle manufacturers released models using rotary engines: Suzuki, Norton and DKW. Introduced to the UK market in 1973, the latter's offering was the W2000 (marketed as the Hercules W2000 elsewhere) which was powered by a single rotor Fichtel & Sachs snowmobile engine displacing 294cc. This fan-cooled unit drove via a six-speed transmission and was suspended from a tubular spine frame, while the rest of the cycle parts were entirely conventional for the time. It goes without saying that its rotary engine was vibration-less, but the little 'Deek' possessed other virtues: excellent build quality, superb handling, BMW-like rider comfort, and the convenience of an electric starter. Top speed was around 95mph. 'But even ignoring the novelty value of the unconventional power unit, it's an outstanding machine in its own right,' declared Bike magazine. Believed un-restored, and apparently highly original, this DKW W2000 currently displays a total of 2,452 miles on the odometer and would respond well to detailing. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



360

1989 NORTON 588CC COMMANDER

Registration no. G279 RFJ

Frame no. 4146

Engine no. 4146

Hailed by Norton as, 'the first true British challenger on the world motorcycle market in over a decade', the fully faired Commander rotary utilised Yamaha XJ900 wheels, suspension, brakes and sundry electrical components. With 80bhp on tap, the Commander was good for a top speed in the region of 120mph, while a commendably flat torque curve - 50lb/ft-plus between 3,500 and 8,500 revs - smooth, almost vibration-free engine, excellent handling, protective fairing and two 25-litre integral panniers made for a tourer to rival BMW's K100. 'On a hideous winter's eve, what should have been a windswept 80mph became a cosseted cruising speed,' marvelled Bike magazine's tester back in 1989. 'The twin chamber rotary really is smooth and the much chewed-over engineering merits of the rotary translate to tireless comfort and a crystal-clear mirror image.' Sadly, for Norton, the Wankel rotary's inherent deficiencies - excess heat and high exhaust emissions - meant that it had no long-term future as a motorcycle power unit. The current vendor purchased this example in 2001 from its first owner. Currently displaying a total of only 7,564 miles on the odometer, the machine is offered with an expired MoT (2001) and an old-style V5 registration document.

£5,000 - 7,000

€5,500 - 7,800

No Reserve



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361

1978 MOTO GUZZI 850CC LE MANS

Registration no. VMG 751S

Frame no. VE 16566

Engine no. VE 076267

- 20th Century motorcycling icon
- Restored and upgraded
- Present ownership since November 2016



'The Le Mans just looks so goddam beautiful that if I was rich enough I'd buy two of them – one to ride and one just to stand in the living room to admire as an objet d'art. It represents the ultimate in motorcycle styling as an art form – the synthesis between engineering and aesthetics in which the Italians are supreme.' – Bill Haylock, *Bike* magazine, August 1976.

An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use this remarkable engine, the 703cc V7, appeared in the late 1960s. Enlargement to 757cc soon followed but the first sports model, the V7S, was of 748cc capacity. Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans sports roadster burst on the scene in 1976. Described by *Bike* magazine as 'the sleekest, horniest thing you've ever seen on two wheels', the sensational Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. It worked well on the racetrack too, Le Mans-mounted Roy Armstrong emerging as overall winner at the end of the 1977 Avon Production Championship.

In 1978, the model was revamped as the Le Mans II, featuring a more elaborate Spada-style fairing, and then in 1981 came the more heavily revised Le Mans III, which incorporated new cylinder heads, a new exhaust system, and refreshed styling. Without doubt one of the definitive superbikes of the 1970s, the Moto Guzzi Le Mans is today regarded as highly collectible.

This restored 'Mark I' Le Mans was purchased by the current vendor in November 2016. Noteworthy features of this very well-presented machine include cylinder head protection bars, braided stainless steel brake hoses, rear-set footrests, and Lafranconi competition 'silencers' – all sensible upgrades. Currently displaying a total of 33,515 miles on the odometer, this most elegant motorcycle is offered with SORN paperwork; numerous invoices; some old tax discs (the original 1978 disc is on the machine); some MoTs (most recent expired February 2016); (copy) supplementary workshop manual; and a V5C Registration Certificate. A wonderful opportunity for the Moto Guzzi collector.

£10,000 - 15,000

€11,000 - 17,000

No Reserve

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362

1988 LAVERDA SFC 1000

Registration no. E333 LBC
Frame no. LAV1000 RGS/1 3352
Engine no. LAV1000 RGS 3352

Introduced in 1972, the '3C' was the first of Laverda's much admired family of 1,000cc three-cylinder 'musclebikes' that would do so much to establish its reputation as one of Italy's foremost purveyors of high-performance motorcycles. By the mid-1980s however, Laverda was in trouble and a succession of take-overs precipitated the end of triple production in 1987. Immediately before its demise, one of the original firm's last products had been the SFC 1000. The latter debuted at the Cologne Show in 1984, reviving the 'SFC' designation of the old production racers and inheriting its tweaked 120-degree crank motor from the RGS 1000 Corsa. Tested by Bike magazine in 1984, the latter produced a genuine 84.4bhp, good enough to endow the big 'Lav' with a top speed of 140mph-plus. As ever, this last of the big Laverdas was an exclusive beast; the final few SFC 1000s sold around double the price of the contemporary Kawasaki Z1000J. Today the Laverda triples are becoming increasingly collectible, with limited-edition models such as the last-of-the-line SFC 1000 highly sought after. First registered on 15th July 1988, this SFC 1000 is offered with a history file containing numerous invoices; the original owner's manual and service booklet; a quantity of MoTs (most recent expired June 2011); a workshop manual; and a current V5C document. The current vendor has owned the machine since September 2010.

£5,000 - 7,000

€5,500 - 7,800

No Reserve



363

1999 BIMOTA 904CC MANTRA

Registration no. T425 JEL
Frame no. DB3 0092
Engine no. ZDM904A2C 030502

Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Guiseppe Morri and Massimo Tamburrini - saw it turn to motorcycle production in the early 1970s. The intervening 40-plus years has seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles, with a reputation for quality second to none. Equipped with nothing less than the very best suspension and brakes, Bimotas were necessarily expensive but, like George Brough, it was never the firm's intention to build anything compromised by budgetary restrictions. The first of the Rimini firm's offerings that gave priority to considerations other than outright performance was the bizarre looking Mantra, announced in 1995. The Mantra was aimed squarely at the emerging market for naked streetfighters dominated by the Ducati M900 Monster, whose air-cooled v-twin engine it shared, but was priced at a level (£12,750) that made it considerably more expensive than a 916! A two-wheeled work of art if ever there was one, this breathtaking Mantra was purchased by the current vendor in 2001 from Powerhouse Scooters & Superbikes having had only one previous owner. Currently displaying a total of 4,578 miles on the odometer and last taxed in 2001, the machine is offered with old/current V5/V5C documents; SORN paperwork; instruction manuals; warranty book; alarm instructions; and the 2001 sales invoice.

£3,500 - 5,500

€3,900 - 6,100

No Reserve



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364

2000 BOSS HOSS '502' V8

Registration no. W778 WGP
Frame no. 1B9TBBC28YD285110
Engine no. not visible

- *Rare American-made V8-engined 'Super Cruiser'*
- *Delivered new via the Belgian importer*
- *First registered in the UK*
- *Two owners from new*



V8-engined motorcycles are not new, Moto Guzzi's Grand Prix racer of the 1950s and the tyre-smoking drag-bike built in the '60s by E J Potter – 'The Michigan Madman' – being two of the most memorable. In more recent times, this type of power unit has found favour with builders of what might be termed 'Super Cruisers', most notably the American companies Vanquish and Boss Hoss.

Based at Dyersburg, Tennessee, Boss Hoss was founded in 1990 by Monte Warne, a commercial airline pilot and qualified aerospace engineer. Since then, Boss Hoss Cycles Inc has grown from its humble beginnings in Monte's workshop to a 22,000 square feet manufacturing facility, while the product line now includes trikes as well as conventional two-wheeled motorcycles - though one hesitates to use the term 'conventional' when referring to Boss Hoss's spectacular V8s.

At first, Boss Hoss offered its products in kit form consisting of the frame and running gear, leaving the customer to fit the engine of their choice and add any personal customising touches. From 1996 the company began offering complete machines and no more kit bikes were sold. Boss Hoss's products have undergone continuous development over the years and now incorporate features such as two-speed automatic transmission with reverse; 'upside down' front forks; vacuum formed body panels; and cast structural frame components. Build quality has also improved significantly since the early days.

The company has always favoured General Motors engines, in both small- and big-block forms, the latter being used to power the mighty '502', introduced in 2000. Displacing 8.2 litres, the '502' has to be one of the largest power units ever used in a production motorcycle. The model remained in the Boss Hoss range until 2008.

Purchased from Boss Hoss Cycles, Belgium, this '502' was registered new in the UK on 9th June 2000 to one Warwick Bergin of London SW1, passing to the current (second) owner in August 2002. The machine currently displays a total of 4,377 miles on the odometer; unused for some time, it would respond well to detailing.

The history file contains the original order form; original purchase and first service invoices; (copy) Certificate of Origin; Spyball Patriot alarm system instructions; Boss Hoss Clothing and Accessories brochure; V5C document, etc. It should be noted that the V5C quotes the engine's cubic capacity as '502cc' but this is actually its capacity in cubic inches. There are few machines that can make a Triumph Rocket III seem puny by comparison, but this is one of them – definitely not for the shy and retiring!

£12,000 - 16,000
£13,000 - 18,000
No Reserve

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365

**2003 HARLEY-DAVIDSON 1,450CC FLSTFI
FAT BOY 100TH ANNIVERSARY MODEL**

Registration no. VU03 PUJ
Frame no. 5HD1BXB443Y059508
Engine no. BXB3059508

'The 2003 models would be largely unchanged, but were available in a myriad of Anniversary trim. Every unit would wear some form of birthday garb in an effort to drive home the importance of the date.' – Doug Mitchel, Standard Catalog of Harley-Davidson Motorcycles. The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Considering the limitations of the product, Harley has managed to wring a quite extraordinary number of variations out of the basic theme, one of the most startling being the 'Fat Boy'. Introduced in 1990, the FLSTF Fat Boy combined components from the Softail Custom and Heritage Softail Classic in a futuristically styled (from a 1950s standpoint) package that proved instantly popular. Registered new in the UK on 29th March 2003 and currently displaying a total of only 835 miles on the odometer, this 100th Anniversary Fat Boy was acquired by the current (second) owner in December 2011. The machine is offered with its original purchase invoice and associated paperwork; a quantity of MoTs (most recent expired August 2012; and a current V5C Registration Certificate.

£6,000 - 9,000
€6,600 - 10,000
No Reserve



366

1999 BUELL 1,200CC M2 CYCLONE

Registration no. T740 OUB
Frame no. 4MZKS11J6X3301683
Engine no. ZKSX301683

'Arriving on a gale-force wind from America, the Buell M2 Cyclone shows what a 1200cc Harley-Davidson engine can do if it's not bogged down with crap brakes, poor suspension and leather tassels.' – Bike magazine, May 1997. A marque that didn't exist 40 years ago, Buell travelled a long way in a relatively short time before its recent sad demise. Founded by Erik Buell, the company established its own unique brand image, building a range of Harley-Davidson-powered sports bikes combining the Milwaukee twin's traditional 'stump pulling' torque with a state-of-the-art chassis possessing the dimensions and geometry of a Grand Prix 250. As Buell production steadily increased so did Harley-Davidson's stake in the company, which would come to own outright. With H-D's resources behind him, Erik Buell was able to take his unique concept a stage further, introducing an entirely new aluminium-alloy beam chassis. Innovative as ever, the latter contained fuel within its main spars and oil in the swinging arm. This example of Buell's streetfighter-style M2 Cyclone was first registered on 13th August 1999 and was purchased by the current (second) owner in January 2001 from Eddy Wright Harley Davidson, Leeds (order form and invoice on file). The machine is offered with old/current V5/V5C documents, SORN paperwork, and an owner's manual.

£2,500 - 3,000
€2,800 - 3,300
No Reserve



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367

1,408 kilometres from new

1992 HONDA NR750

Registration no. not UK registered

Frame no. RC40-2000079

Engine no. RC40E-2000092

- Delivered new to Switzerland
- Purchased in France in 2002
- 'On the button'



The last word in motorcycling exotica in its day, the Honda NR750 (RC40) boasts a specification that makes even the current crop of Moto GP bikes seem technologically conservative. When launched in 1993, the NR750 cost five times as much as the newly introduced FireBlade and was the most coveted bike on the planet at the time. Honda's technological tour de force originated in the failed NR500 V4 four-stroke racer of 1978 that had been conceived to challenge the two-strokes then dominating Grands Prix. Restricted by the rules to a maximum of four cylinders, Honda built what was, in effect, a V8 with conjoined bores. When even that proved insufficient to subdue the strokers, Honda shelved the racing project but later resurrected the idea for its flagship NR750 superbike.

Designed with no expense spared by Mitsuyoshi Kohama, who would later design the RC211V Moto GP racer, the NR750 was intended to showcase Honda's advanced technology. Like the NR500's, the NR750's complex engine used oval pistons, each supported by two titanium con-rods, while each cylinder had eight valves, twin spark plugs and two fuel injectors. The NR750 remains the only production motorcycle ever to use this technology. On the chassis side Honda were less adventurous while still offering what was state-of-the-art at the time. Thus, the NR750 came with a twin-spar, aluminium-alloy beam frame - albeit titanium coated to prevent scratches - single-sided swinging arm and 'upside-down' forks. The exhaust system exited under the seat, a common enough feature since but rare then, while the two radiators were mounted at the sides, an arrangement that would later appear on the VTR1000 Firestorm.

Honda's forward-thinking approach was further reflected in the use of carbon fibre for the bodywork, digital instrumentation (combined with analogue) and indicators integrated into the mirrors.

In strictly performance terms the NR750 was not any faster than many of its more mundane contemporaries, having a top speed of 160mph or thereabouts, but what really blew everybody away was its supremely sexy styling: never before had a production motorcycle looked more like a two-wheeled Ferrari. Given all of the forgoing, perhaps the most surprising thing about the NR750 is the fact that, unlike so many 'concept bikes', it actually made it into production, although only 200 of these amazing machines were built. A Swiss-market model, this pristine example was purchased in France in March 2002. The machine has been kept connected to a trickle charger while in the vendor's private collection (the battery is original) and is 'on the button'. Accompanying documentation consists of the 2002 purchase receipt and the original Swiss homologation papers, and the machine also comes complete with paddock stand, tool kit (in pouch), and the original paintwork touch-up kit.

Used sparingly and currently displaying a total of only 1,408 kilometres on the odometer, this superb NR750 represents a rare opportunity to acquire one of the most keenly sought-after motorcycles of modern times.

£60,000 - 80,000

€66,000 - 89,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

368

1 'push' mile from new

C.2015 KAWASAKI 998CC H2R

Registration no. not applicable
Frame no. JKA2XT00PPA00165
Engine no. ZXT00NE002327

- *The world's fastest production motorcycle*
- *Never used*
- *Not road legal*



'Know this: the new H2R isn't a game-changer. It's way more than that. This is a life-changer. There isn't another production vehicle on the planet that gets anywhere near the relentless power, head-splitting noise, and bloody-hell-fire-sweet-lord-help-me-now performance of Kawasaki's utterly mental H2R' – Bike magazine.

If 'too much is never enough' is not Kawasaki's motto then it should be, for the company's history is punctuated by a series of outrageous machines that have captured the motorcycling public's imagination like few others. From the Mach III, to the Z1, to the ZX-10R, and on to today's H2 and H2R, the focus has always been on offering uncompromising high performance, even if the limitations of available technology meant that utilising all their straight-line speed was frequently perilous.

What sets the H2 and H2R apart from their contemporaries is their supercharged engine. Adopting forced induction and smaller engines is seen as the emissions-friendly way forward for the internal combustion engine, but for Kawasaki the H2's blower is simply there to maximise power output. Within the last few years, an almost-200bhp maximum output for a 1,000cc superbike has become the norm, but the track-only H2R delivers a mighty 310bhp, rising to 326 horsepower with ram-air effect at speed. In comparison, the road-going H2 has 'only' 200bhp on tap.

Only 27 H2Rs were allocated to the UK in the first (2015) year of production with an asking price of £41,000, so apart from a select band of journalists few have experienced one. Bike's Mike Armitage: 'Nothing gathers revs and scorches for the horizon with even half the gusto of the H2R. The acceleration is utterly relentless, entirely overwhelming and more than a little bit scary... Traction control making the pipe warble like a MotoGP bike as you dare to try and explore 300 horses while leant over.'

The redoubtable Mr Armitage saw 314km/h (195mph) on the clock at the Losail circuit in Qatar, and there was talk that 384km/h (239mph) had been seen in testing... Yes, those fairing wings are there for good reason. Seemingly the only downside is finding the opportunity to use your H2R: 'It comes with slick tyres, no warranty, is too loud for any track-day and needs a service every 15 hours'. Despite these apparent drawbacks, the UK allocation sold out pretty quickly. The example offered here was purchased in June 2017 as a 'used vehicle' from Completely Motoring of Staverton, Gloucestershire; the related invoice recording the speedometer reading at that time as '1 mile' is on file. Presented in unused, effectively brand-new condition, this awesome machine comes complete with owner's handbook (in pouch); manufacturer's brochures; Press Information book; Kawasaki Riders Club 'H2R' magazine; and its own numbered, presentational folder containing 'Ninja 30 Years' book, Service Guide; and ignition keys. The original paddock stand and a set of tyre warmers are included in the sale.

£25,000 - 35,000
€28,000 - 39,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



369

1988 HONDA NS400R

Registration no. E282 AGN
Frame no. WC19-1006974
Engine no. NC19E-1006846

Multi-cylinder two-stroke Grand Prix race replicas were much in vogue during the mid-1980s, as first Yamaha and then Suzuki sought to exploit their links with the racetrack. Honda too were players in this niche market but somewhat surprisingly chose to make their GP look-alike a 400 rather than a 500 like those of their rivals. Despite giving away 100cc, the NS400R looked every bit as convincing as Yamaha's RD500LC and Suzuki's RG500 Gamma and had the advantage of being both lighter and more compact than either. Introduced for 1985, the NS400R boasted a three-cylinder engine just like Freddie Spencer's 1982 World Championship-winning NS500 while being notable as Honda's largest two-stroke roadster and its first with an aluminium frame. The NS400R was one of the best-handling roadsters of its day, Bike magazine declaring: 'there are few machines that will make up time on the NS400 through a series of bends'. An instant classic, the NS400R is one of the most sought after of 1980s sports bikes. This original example is finished in the limited-edition livery of the Rothmans cigarette brand, sponsors of Honda's racing programme at the time. Delivered new abroad and first registered in the UK in June 1990, it was acquired by the vendor in November 2001. Accompanying documentation consists of SORN paperwork and old/current V5/V5C documents. A total of 9,112.7 kilometres (approximately 5,660 miles) is currently displayed on the odometer.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



370

1985 HONDA CX650 TURBO

Registration no. B31 NLM
Frame no. RC16-2000345
Engine no. RC16E-2001583

'...the CX500T has all the good points of the 500T: the fairing and comfort, shaft drive and mega pose value... And whereas the 500 fell flat on its face when it came to performance, the 650 has little turbo lag, the ability to cruise all day at well over the ton, and most of all this amazing zappo when you hit the throttle hard.' – Bike magazine. Once Honda had bolted a turbocharger to one of the most unlikely models in its range - the CX500 v-twin - the rest of the Japanese 'Big Four' followed suit, their larger, four-cylinder offerings leaving the CX500 trailing far behind in the performance stakes. Honda's riposte was the 673cc CX650 Turbo, which arrived in 1983. Bike found that, compared to the CX500, turbo lag had been almost eliminated, and clearly appreciated the bigger CX's ability to sustain an indicated 135mph while the rider sat in perfect ease behind the effective fairing. Fuel consumption varied from 25mpg (speed testing) to an impressive 45mpg if less use was made of the 18psi maximum boost available. Currently displaying a total of 17,064 miles on the odometer, this highly original and apparently unmolested CX650 Turbo was acquired by the current owner in November 2001 having had only two previous registered keepers. The machine is offered with old/current V5/V5C documents; SORN paperwork: two keys: and a quantity of MoTs (most recent expired August 2000).

£2,000 - 3,000

€2,200 - 3,300

No Reserve

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371

0.5 miles from new

C.1988 YAMAHA RD350F2 'YPVS'

Registration no. not registered

Frame no. 1WT-017886

Engine no. 1WT-017886

- One of the final Japanese-built models
- Only 0.5 'push' miles from new
- Unused and effectively 'as new'



No motorcycle of recent times has achieved 'cult' status to the same extent as Yamaha's legendary 'LC'. Launched at the Tokyo Show in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and – in the 350's case - twin disc front brakes to the package for the first time. Water cooling had been a feature of the Hammamatsu firm's TZ racers for some years, and the LC's family resemblance was obvious.

The 350LC continued the Yamaha tradition of giant-killing performance established by the air-cooled RD350 and RD400, and although its circa 110mph top speed was inferior to that of the larger, multi-cylinder opposition, over twisty going a well ridden 350LC could show almost anything the way home. It was also relatively inexpensive, endearing itself to impecunious younger riders, whose high-street stunts rapidly established the easily-wheeled LC's 'hooligan bike' credentials. The availability of noisy expansion chamber exhausts and a host of other tuning accessories – some of dubious merit – only served to further enhance the LC's 'bad boy' image. This capacity for easy personalisation remains an essential part of the LC's appeal; few remained standard for long, a state of affairs that has led to the few totally stock survivors becoming highly prized.

After only a couple of years in production the original RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the initials 'YPVS' standing for 'Yamaha Power Valve System'. Developed on the firm's Grand Prix bikes, the electrically operated power valve varied the effective exhaust port height according to engine revs, enabling Yamaha to tune the engine for increased top-end power while maintaining mid-range tractability. Keeping pace with the times, Yamaha slotted this heavily revised engine into a new frame equipped with linkage-operated mono-shock rear suspension, while the old rear drum brake was replaced by a disc. After little more than a year the LCII was dropped, being replaced by the fully faired RD350F and naked RD350N models. Production continued in Japan until 1988 and then in 1992 was revived in Brazil.

Displaying a total of only 0.5 'push' miles on the odometer, this late Japanese-built RD350F2 is presented in unused and effectively 'as new' condition. There are no documents with this Lot, therefore prospective bidders should satisfy themselves as to the mileage covered prior to bidding.

£9,000 - 12,000
€10,000 - 13,000
No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

372

1989 SUZUKI 498CC RG500 GAMMA

Registration no. F466 JVS
Frame no. HM31A-106275
Engine no. M301-107306

- *Iconic Grand Prix replica*
- *First registered in the UK*
- *Requires re-commissioning*



'The 99 rear-wheel horses it produced on Motad's generous, but consistent dyno is 22bhp up on Yamaha's RD500LC, a massive 45bhp more than Honda's 387cc NS400R and only a couple of horses down on the output of its own GSX-R750 stablemate.' – Bike magazine on the Suzuki RG500 Gamma, January 1986.

Ever since the birth of the motorcycle industry, manufacturers have capitalised on competition successes by having one or two 'race replica' models in the range. Before WW2, when single-cylinder four-strokes predominated in Grand Prix racing, the creation of a 'TT Rep' was relatively easy; not so in the modern era of complex, multi-cylinder two-strokes, but that did not stop Yamaha and Suzuki having a go. Honda too, if you count the 400cc NS400R triple.

Based on its World Championship-winning RG500 racer that had carried Britain's Barry Sheene to his two World titles (in 1976 and 1977), Suzuki's Gamma roadster retained the same square-four engine layout, geared-together crankshafts, and disc-valve induction. A box-section aluminium frame, 'Full Floater' rear suspension, and triple disc brakes completed the picture.

More racetrack focussed than Yamaha's rival RD500, the Gamma, with its 130mph-plus top speed, 11.5-second quarter-mile time, and superlative handling and brakes, remains the closest anyone has got to offering a modern Grand Prix 500 for the road. Not surprisingly, the Gamma's similarity to the Grand Prix original meant that many found their way onto the world's racetracks.

Bike concluded its test by declaring: '... the Gamma is notably peakier, lighter and more outrageously aggressive than the RD500, the NS400, the GSX-R750 and all other racetrack refugees.' Not surprisingly, the RG500 was an immense success with the seriously speed-addicted, and today this legendary model is highly sought after by collectors of modern Japanese classics.

Supplied by Bob Hill Motorcycles of Hertford and finished in the livery of Suzuki's sponsors, Pepsi Cola, this RG500 Gamma was acquired by the vendor in July 1999 and currently displays a total of 4,119 miles on the odometer. The machine was last MoT'd to August 2000 and will require careful re-commissioning, at the very least, before returning to the road. Priced accordingly, it is offered with the 1999 purchase receipt, some expired MoTs, and an old-style V5 registration document.

£9,000 - 12,000
€10,000 - 13,000

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373

1980 YAMAHA RD350LC

Registration no. OKV 60W

Frame no. 4L0-005309

Engine no. 4L0-005309

No motorcycle of recent times has achieved 'cult' status to the same extent as Yamaha's legendary 'LC'. Launched at the Tokyo Show in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and – in the 350's case - twin disc front brakes to the package for the first time. Water cooling had been a feature of the Hammamatsu firm's TZ racers for some years, and the LC's family resemblance was obvious. The 350LC continued the Yamaha tradition of giant-killing performance established by the air-cooled RD350 and RD400, and although its circa 110mph top speed was inferior to that of the larger, multi-cylinder opposition, over twisty going a well ridden 350LC could show almost anything the way home. It was also relatively inexpensive, endearing itself to impecunious younger riders, whose high-street stunts rapidly established the easily-wheeled LC's 'hooligan bike' credentials. The availability of noisy expansion chamber exhausts and a host of other tuning accessories – some of dubious merit – only served to further enhance the LC's 'bad boy' image. This capacity for easy personalisation remains an essential part of the LC's appeal; few remained standard for long, a state of affairs that has led to the few totally stock survivors such as this example becoming highly prized. Currently displaying a total of 4,365 miles on the odometer, the machine is offered with (part) old V5; expired MoT (issued 1984, 1,866 miles); and a service bill (1987).

£5,000 - 7,000

€5,500 - 7,800

No Reserve



374

1988 YAMAHA RD350F2 'YPVS'

Registration no. F52 FVO

Frame no. 1WT-015975

Engine no. 1WT-015975

No motorcycle of recent times has achieved 'cult' status to the same extent as Yamaha's legendary 'LC'. Launched at the Tokyo Show in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and – in the 350's case - twin disc front brakes to the package for the first time. After only a couple of years in production the original RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the initials 'YPVS' standing for 'Yamaha Power Valve System'. Developed on the firm's Grand Prix bikes, the electrically operated power valve varied the effective exhaust port height according to engine revs, enabling Yamaha to tune the engine for increased top-end power while maintaining mid-range tractability. Keeping pace with the times, Yamaha slotted this heavily revised engine into a new frame equipped with linkage-operated mono-shock rear suspension, while the old rear drum brake was replaced by a disc. After little more than a year the LCII was dropped, being replaced by the fully faired RD350F and naked RD350N models. Production continued in Japan until 1988 and then in 1992 was revived in Brazil. This late Japanese-built RD350F2 currently displays a total of 4,343 miles on the odometer and is presented in original age-related condition. The machine is offered with an original handbook; expired MoT (issued 1992, 4,139 miles); and a (part) V5 registration document. The current vendor acquired the machine in 2001.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



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375
1971 YAMAHA 347CC YR5
Registration no. CJB 89J
Frame no. 019250
Engine no. R5-019250

The traditional British method of building a 350 - to sleeve down a 500 - usually resulted in an overweight sluggard with little more performance than a 250. The customary Japanese approach - over-boring a 250 - achieved exactly the opposite: a machine as light as its quarter-litre sibling yet with sufficient performance to see off most 500s. Yamaha's exciting YR5 is a case in point: an over-bored YDS7, it weighed a little over 300lbs, produced 36bhp from its piston-ported two-stroke engine, and was good for around 100mph. The cycle parts bore close resemblance to those of the TD2 and TR3 racers, so decent handling was assured. Introduced in 1970, the YR5 was superseded by the reed-valve induction RD350 in 1973. Apparently restored, though to what extent is not known, the YR5 offered here was purchased by the current vendor from Bowers Motorcycles Ltd in September 2010 (invoice on file). The machine comes with a V5C document, while expired MoTs on file record the mileage increasing from 3,017 in May 1992 to 4,039 (the current reading) in September 2010. The chrome-plated swinging arm and centre stand are non-standard features.

£2,000 - 3,000
€2,200 - 3,300
No Reserve



376
C.1982 YAMAHA XJ650 SECA TURBO
Registration no. not UK registered
Frame no. 16G-004253
Engine no. 16G-004253

'It's not the addition of a turbocharger which makes the XJ650T so much better to ride than a standard version, but all the other changes. A standard bike will reach 115mph, say, with only a little more fuss than the Turbo, but the fairing allows you to revel in the sensation of speed rather than simply endure the wind blast.' - Bike magazine. Yamaha were the second of the Japanese 'Big Four' to launch a turbocharged production motorcycle, following Honda's CX500 Turbo, and like Honda they chose to bolt the blower to an existing model: the shaft-driven XJ650 sports-tourer. Unusually, Yamaha chose to position the turbo upstream of the carburettors, necessitating the use of a fuel pump, rather than use fuel injection like Honda. With a top speed of around 125-130mph, the Turbo was an improvement on the stock XJ (115mph) but the turbocharger's extra complication, and the presence of a fairing, made it appreciably heavier. The fairing though, was reckoned to be one of the very best around, allowing for perfectly comfortable riding at 100mph-plus. In the USA the model carried the 'Seca' name, which would be applied later to the normally aspirated XJ750. Currently displaying a total of 4,988 miles on the odometer, this imported XJ650 Turbo is offered with a customs document and NOVA declaration.

£3,000 - 4,000
€3,300 - 4,400
No Reserve



377

1982 KAWASAKI 'Z1500' TURBO SPECIAL

Registration no. EAT 34Y
Frame no. KZT30A-013657
Engine no. KZT30AE014516

- *Reputedly built by a Cosworth engineer*
- *1,504cc engine*
- *Present ownership since 2000*



Having seen its Z1000 deposed as top superbike by Honda's outrageous six-cylinder CBX, it was inevitable that Kawasaki would strike back. Enter the Z1300. Launched in 1978 to a fanfare of superlatives - biggest, heaviest, most powerful, fastest - Kawasaki's new flagship was more super-tourer than outright sports bike, its 140mph top speed notwithstanding. Weighing close to 700lb and producing an astonishing - at that time - 120bhp, the Z1300 promised to be a real handful but in fact handled 'predictably and reassuringly over virtually any kind of surface' according to Bike magazine.

Only the Big Zed's upright riding position and limited range - despite a six-gallon fuel tank - took the gloss off the stupendous performance afforded by that admirably smooth and torquy six-cylinder engine. Sold in limited numbers, the Z1300 today is highly sought after.

Their bullet-proof nature has forever made the bigger Kawasakis appealing to tuners, and in the 1980s this desire for greatly increased performance frequently involved bolting on a turbo. Usually it was the four-cylinder models that received this treatment; indeed, there was a factory sanctioned Z1R turbo offered in the USA well before Kawasaki got around to turbo-charging the GPz750. They never offered a Z1300 Turbo though, presumably reasoning that the stock bike was sufficiently over the top already. We are advised that this unique machine was built by a Cosworth engineer for his own use. There are some technical details in the history file, but its full specification is not known. The mechanical anti-dive - another 1980s 'must have' - is particularly worthy of note.

The current vendor purchased the machine from its previous owner, Peter Palmer, in September 1999 (receipt on file). It was last taxed until 30th September 2000 and currently displays a total of 34,361 miles on the odometer. Offered with a V5C document.

£4,000 - 6,000
€4,400 - 6,600
No Reserve

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378
531.7 miles from new
1985 KAWASAKI Z1300
Registration no. B769 CTW
Frame no. ZGT30A-000741
Engine no. KZT30AE020378

'Despite being Kawasaki's first bash at six cylinders and water cooling, the Z1300 worked, looked more compact than the (Honda) CBX, and had greater cornering potential because of better ground clearance.' – John Westlake, Bike magazine. Having seen its Z1000 deposed as top superbike by Honda's outrageous six-cylinder CBX, it was inevitable that Kawasaki would strike back. Enter the Z1300. Launched in 1978 to a fanfare of superlatives - biggest, heaviest, most powerful, fastest - Kawasaki's new flagship was more super-tourer than outright sports bike, its 140mph top speed notwithstanding. Weighing close to 700lb and producing an astonishing - at that time - 120bhp, the Z1300 promised to be a real handful but in fact handled 'predictably and reassuringly over virtually any kind of surface' according to Bike. Only the Big Zed's upright riding position and limited range - despite a six-gallon fuel tank - took the gloss off the stupendous performance afforded by that admirably smooth and torquey six-cylinder engine. Sold in limited numbers, the Z1300 is highly sought after today. A later model equipped with fuel injection and air suspension, this example was purchased by the current vendor in September 2010. Offered with a V5C document.

£6,000 - 8,000
€6,600 - 8,900
No Reserve



379
1983 KAWASAKI GPZ750 TURBO
Registration no. DLX 533Y
Frame no. ZX750E-000021
Engine no. ZX750EE-000023

'It is also the best turbo (and quite possibly the best Japanese 750). It beats Honda's CX650T by virtue of its purer sporting intent and Suzuki's XN85 by virtue of its performance and ground clearance.' – Brecon Quaddy on the Kawasaki GPz750 Turbo, Bike magazine, May 1984. Spurred on by publicity surrounding Honda's CX500 Turbo, the rest of Japan's 'Big Four' lost no time in jumping on the forced induction bandwagon. By far the most successful offering came from Kawasaki who, by bolting a turbocharger to their existing GPz750, created one of the 1980s' most exciting sports motorcycles. By placing the turbo close to the exhaust ports Kawasaki ensured that throttle lag was minimised, while substituting electronic fuel injection for the original carburettors enabled combustion to be finely controlled. The result was 100-plus horsepower at the rear wheel and a top speed of around 140mph. A subtly strengthened frame and swinging arm helped enthusiastic owners keep the Turbo shiny side up. Currently displaying a total of 8,080 miles on the odometer, this original example of arguably the most successful of the turbocharged motorcycles that came out of Japan in the 1980s was acquired by the vendor in May 2000. The machine is offered with an old-style V5 registration document and two old MoT certificates (most recent expired March 1999). A rare opportunity to obtain a desirable Japanese classic that can only become increasingly collectible.

£3,500 - 4,500
€3,900 - 5,000
No Reserve



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380

C.1984 SUZUKI 673CC XN85 TURBO

Registration no. B5 XNT
Frame no. GP7 1A-100497
Engine no. P701-100936

Once Honda had produced the world's first turbo-charged production motorcycle - the CX500T - it was inevitable that the rest of Japan's Big Four would follow suit. The turbo though, would prove to be yet another 1980s technological blind alley (remember anti-dive and 16" wheels?) and most lasted only a few years before being quietly withdrawn. Suzuki's offering, the XN85 Turbo, was based on the normally-aspirated GS650 but with chain final drive instead of shaft. The 673cc GS motor was heavily revised to withstand the increased stress of forced induction and equipped with a state-of-the-art engine management system. Maximum power - 85bhp - arrived at 8,500rpm on a relatively modest boost pressure of around 9psi. Top speed of the XN85 was within a whisker of 130mph and it handled well too. This restored, concours award-winning example of Suzuki's rare XN85 was acquired by the current vendor in November 2001. The current, model-related registration dates November 1998, while a Heron Trading Ltd form on file shows that the Suzuki was delivered new to the UK. Currently displaying a total of 2,289 miles on the odometer, the machine also comes with an owner's manual; service record (blank); sundry invoices; a selection of photographs; expired MoT (2001); a quantity of model-related literature; and a V5C.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



381

C.1982 HONDA CX500 TURBO

Registration no. DJN 881X
Frame no. PC03-2001499
Engine no. PC03E-2003775

Of all the models in Honda's 1980s range, the CX500 v-twin must have seemed one of the least likely candidates for a performance-boosting turbocharger, and the fact that Honda went ahead with the project had - some argued - more to do with demonstrating its R&D department's technical prowess than anything else. More than anything, it was a corporate statement, and one that addressed a multiplicity of other motorcycle engineering concerns, not merely those associated with forced induction. Thus, the CX500 Turbo came with digital electronic fuel injection and ignition; tangentially spoked Comstar wheels; anti-dive front forks; Pro-Link rear suspension; twin-pot brake callipers; an integrated tank and fairing; and a comprehensively equipped cockpit dashboard. Of course, once Honda had bolted a turbocharger to one of its motorcycles, the rest of the Japanese 'Big Four' had no option but to join it on the 'Turbo' bandwagon. First registered in Italy, and then in France, this example came to the UK in 2002 and was acquired in August of that year by the current owner. Currently displaying a total of 23,763 kilometres (approximately 14,750 miles) on the odometer, the machine is presented in age-related condition and would respond well to detailing. Accompanying documentation consists of copies of the Italian and French registration papers; old/current V5C Registration Certificates; an expired MoT (December 2002); SORN paperwork; and a bill for repairing the turbo.

£1,500 - 2,500

€1,700 - 2,800

No Reserve



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382

1973 HONDA CB250 PRODUCTION RACER REPLICA

Registration no. TYA 77M

Frame no. CB250-5025293

Engine no. CB250E-5025755

The Honda CB250 superseded the hugely successful CB72 quarter-litre twin when it arrived in 1968. Although retaining its predecessor's basic architecture, the new engine was styled differently, with cylinders virtually upright, and went into a new tubular cradle frame that replaced the earlier spine type. In addition, there were five speeds in the gearbox plus a twin-leading-shoe front brake, and with a claimed 30bhp on tap at 10,250rpm the new CB250 was good for a top speed of around 90mph. The machine offered here was built to pay tribute to Honda's victories at the Isle Of Man TT in the Production races of 1971 and 1972. In the 1971 TT, the Honda CB250 was raced to victory by Bill Smith at an amazing average speed of 84.14mph. The race time was 1 hr 47m 43.6s. The following year the Honda CB250 came home first yet again in the Production 250 TT race, on this occasion the rider piloting the little Honda to victory was the great John Williams with a winning race time of 1hr 46m 8.8s. He averaged an incredible 85.32mph, once again demonstrating his great skill and the Honda CB250's outstanding performance and reliability. Acquired by the vendor in January 2016, this very smartly turned out machine is offered with an expired MoT (August 2015), DVLA correspondence, and a V5C document.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



383

C.1965 DUCATI 250CC RACING MOTORCYCLE

Registration no. not registered

Frame no. DM250 82018

Engine no. DM250 82341

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. A pair of 175cc roadsters was introduced for the 1956 season, the sports version of which was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the 'giant killing' reputation long enjoyed by Ducati's miniature masterpieces. In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models, and then in 1961 came the first road-going '250', the Diana. Developed from a successful production racer, the sporting newcomer sold as the 'Daytona' in the UK and could be ordered with a race kit for track use. The kit boosted engine power and raised top speed from 84mph to the magic 'ton', demonstrating a potential for further development that would be fully realised by the Daytona's successor: the legendary Mach 1. Successful production racers in their day (importer/entrant Vic Camp enjoyed numerous success with these bikes in the UK) Ducati singles have in recent years become a mainstay of classic and historic racing. Suitably modified versions are highly competitive in the right hands; indeed, Ducatis regularly feature in the top three positions in the Classic Racing Motorcycle Club's 'European 250' Class. The history of this apparently well-constructed Ducati racer is not known. A potentially competitive entry-level classic racer at a bargain price, the machine is offered without documents.

£2,500 - 3,500

€2,800 - 3,900

No Reserve



END OF COLLECTION

Mark Wilsmore and the Ace Café

Known the world over, the Ace Café is one of the most famous motorcycling venues of all time. It was a favourite gathering place for motorcyclists from the time it opened in 1938 right up until its closure in 1969, and has been again since its resurrection by Mark Wilsmore in 1997.

Located at Stonebridge near Brent in North London, the Ace transport café opened in 1938 to cater for traffic using the new North Circular Road. Because the Ace was open 24 hours a day and was sited on a fast modern road, it soon became a Mecca for motorcyclists. In 1940 an air raid on the nearby Willesden railway marshalling yards badly damaged the original building, which had to be demolished. The Ace was up and running again after the war in temporary accommodation, and was properly rebuilt in 1949, resuming its role as a favourite gathering place for speed-obsessed younger motorcyclists.

The 1950s witnessed the arrival of the 'teenager' with money to spend and leisure time to enjoy. The British motorcycle industry was at its peak, and many young riders began to congregate at the Ace to drink coffee and listen to the jukebox. Rock 'n Roll was the preferred musical style, and its motorcycle-riding devotees became known as 'Rockers'. Following the opening of the Scratchwood services at what was then the southern end of the M1, the Ace's profitability declined and it closed in 1969, though the building remained in use as offices and a tyre sales and fitting shop.

Enter Mark Wilsmore. A lifelong motorcyclist and ex-racer, Mark had been riding past the old Ace site regularly when one day an older friend and fellow member of the Triumph Owners Club told him that it had closed in 1969. That was in 1994, and Mark had the brilliant idea of holding a 25th anniversary reunion. Around 12,000 people turned up, convincing Mark that he just had to reopen the Ace as a café. He was able to buy the freehold in 1997.

Interviewed by *Motor Cycle News* in October 2017, he recalled: 'We bought the freehold, and we also inherited the tenant, which at that time was a tyre company, who were open Monday to Saturday. So we got a burger van every Sunday. As soon as we opened up bikes were here, and then the car clubs wanted us to open up for them. The following year we opened up the first Wednesday night of every month after the tyre company had shut. That went on until the full reopening in 2001 when we got rid of the tyre company and opened the whole thing.'

To say that the Ace's revival has been successful would be a gross understatement; indeed, there are now franchised cafés in Finland, Switzerland, Spain, the USA, and Beijing, China. With his business interests making increasing demands on his time, Mark has found that he is riding less and less, hence the decision to make his collection available for other enthusiasts to enjoy.



The following 12 machines are offered from a private collection, some have been standing unused for some time and are therefore offered strictly as viewed requiring recommissioning or restoration to a greater or lesser extent.

384

1959 BSA 604CC GOLD STAR

Registration no. EM 9469
Frame no. CB32 8667
Engine no. DBD34GS 4524

- *Ultimate and most desirable*
- *Clubman's specification*
- *Phil Pearson engine*
- *Purchased in 2008*
- *Offered for re-commissioning*



'Potent in appearance, with a massive square-finned alloy barrel and head, the first of the 1954 production BSA Gold Star Clubman's TT models, prototypes of which recently swept the board at Daytona, have started to come off the assembly line at Small Heath.' – Motor Cycling. The BSA Gold Star was despatched from the factory on 24th July 1959 to Cundles (Liverpool) Ltd. 'EM 9469' was complete and running, although a little tired and requiring sympathetic attention, when acquired by the immediately preceding owner circa 2002. The machine came equipped to full Clubman's specification, including Amal GP carburettor, 190mm front brake, RRT2 close-ratio gearbox, and Borrani alloy wheel rims, which it retains.

The preceding owner lavished much time and money in bringing the machine to its current fine condition. Work carried out included a complete engine rebuild by Gold Star specialist Phil Pearson, the motor being enlarged to 604cc and fitted with a with new cylinder barrel, chrome-molybdenum crankshaft, forged piston and con-rod, hardened valves, etc.

A Pearson clutch and anti-flood carburettor float conversion have been fitted, and the clutch sliding plate converted to 'O'-ring sealing so the bike drops no oil. It has double-damped forks with new seals and sliders, new modern tyres and new Regina chains. Other parts renewed include the rear brake drum/chain-wheel, bearings and splines; cables; dry cell batteries; wiring loom; tachometer; 12-volt electrics with modern regulator; and numerous stainless-steel fastenings. The lighting has been upgraded with halogen side and headlamps (capable of daylight running) and LED stop and tail lights. The original steel fuel tank has been re-sprayed.

'EM 9469' comes with considerable history including confirmation from the Gold Star Owners Club of its matching numbers, and a file of bills approaching £4,000 in total, which does not represent the full amount expended. The machine is also offered with an old-style (1970s) logbook, original handbook, a quantity of expired MoTs, SORN paperwork, V5C document, etc. Offered for re-commissioning.

£12,000 - 18,000
€13,000 - 20,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

385

1962 BSA 646CC ROCKET GOLD STAR

Registration no. 434 XUK

Frame no. GA10 655

Engine no. DA10R 8134

- *One of the most desirable of all factory-built 'café racers'*
- *Desirable Taylor-Dow accessories fitted*
- *Duetto TLS front brake*



Widely recognised as one of the most desirable of all factory-built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life.

The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles.

Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,800 were made over a two-year period. Today genuine examples are highly sought after, their relative scarcity leading to the construction of numerous replicas.

Desirable Taylor-Dow accessories fitted to this example include a Superleggera top yoke and steering damper knob; Duetto TLS front brake; finned rocker covers; and finned rocker spindle feed. Other noteworthy features include Dunlop alloy wheel rims; two-way fork damper rods; and stainless steel spokes. Offered with a V5C document.
£6,000 - 10,000
€6,600 - 11,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



386

1964 BSA 650CC A65 ROCKET

Registration no. DTU 418B

Frame no. A50 6941

Engine no. A65 B 214

Following Triumph's lead, BSA turned to unitary construction for its range of twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 models was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle parts were much as before, comprising a duplex-loop swinging-arm frame, albeit of shorter wheelbase, fitted with a telescopic front fork. The first sports version, the A65R Rocket, arrived toward the end of 1963 boasting a tuned engine; heavy-duty clutch; chromed upper fork shrouds and mudguards; detachable headlamp; Siamesed exhaust; and rubber fork gaiters. A rev counter and a twin-pipe exhaust system were options. Motor Cycle magazine achieved a top speed of 108mph with 'their' A65R and commented favourably on its all-round performance, comfort, and handling. The early BSA Rocket offered here is fitted with a DMD Streamliner 'dustbin' fairing and also comes with a Dolphin fairing in similarly good order. Requiring re-commissioning and/or restoration, the machine is offered with SORN paperwork; a quantity of expired MoTs and tax discs; a selection of photographs; and old/current V5C documents.

£2,800 - 3,600

€3,100 - 4,000



387

1959 NORTON 500CC DOMINATOR/MANX SPECIAL

Registration no. 571 EHW

Frame no. P14 79488

Engine no. SEC027

Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946, though only the presence of Roadholder telescopic front forks distinguished the post-war bike from the '39 version. The first significant change in engine specification occurred in 1949 when the Manx gained a double-overhead-camshaft cylinder head like that enjoyed by the works bikes, but the major development was the arrival for 1951 of the Featherbed frame that enabled Norton works rider Geoff Duke to take the 350cc and 500cc world titles that year. The cycle parts remained essentially unchanged from then on, apart from the adoption of a double-sided, t/s front brake for 1962. Manx engine development though, continued steadily until production ceased at the end of '62, the most significant design change being the adoption of 'square' bore and stroke dimensions for 1954. The machine offered here consists of an Andy Molnar-built 500cc Manx engine and a Norton Dominator frame and cycle parts. Last MoT'd in 2010 and offered for re-commissioning, it comes with a selection of photographs; a V5 registration document; and old/current V5Cs.

£4,800 - 5,600

€5,300 - 6,200



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388

1973 NORTON 745CC COMMANDO BY PAUL DUNSTALL

Registration no. BTB 541L

Frame no. to be advised

Engine no. 5281073

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. New variations on the basic theme soon appeared, commencing in 1969 with the addition of the more sporting, though conventionally styled, 'S' version, complete with high-level exhausts. This was followed in 1970 by the Roadster, which was basically the 'S' with a low-level exhaust system. The Commando offered here has been extensively upgraded with accessories produced by famed Norton tuner Paul Dunstall, featuring the latter's tank, seat, exhaust system, and twin front disc brakes. Offered for re-commissioning, the machine comes with a Norton Owners Club dating letter and old/current V5/V5C registration documents.

£3,000 - 4,000

€3,300 - 4,400



389

1975 NORTON COMMANDO 850 MKIII ROADSTER

Registration no. KKK 74N

Frame no. 327725

Engine no. 327725

Launched in 1967, the Commando deployed the preceding Featherbed-framed Atlas model's 750cc engine in the new vibration-beating Isolastic chassis and was an instant hit, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Introduced in 1973, the 850 (actually 829cc) featured a larger bore, through-bolted cylinder block, stronger gearbox casting and all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the electric-start MkIII was introduced. This Commando 850 MkIII was purchased in 1989. Extensively upgraded, it features an RGM floating front disc brake, AP Lockheed lightweight racing brake callipers, RGM fork brace, Koni shock absorbers, an SU carburettor, Norman Hyde oil cooler, and a steering damper. Offered for re-commissioning and/or restoration, the machine comes with an old V5C Registration Certificate, sundry MoTs, and various invoices issued by Reg Allen and Victory Motorcycles.

£3,000 - 4,000

€3,300 - 4,400



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390

1974 RICKMAN MÉTISSSE TRIUMPH 750

Registration no. GRO 13N (see text)

Frame no. 4013R

Engine no. T140SS1

The Rickman brothers - Don and Derek - were already established motocross stars when they built the first Métisse in 1959 and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Both commenced their scrambles careers riding BSA Gold Stars, and the brothers' first 'special' consisted of a BSA duplex-loop frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name 'Métisse', which is roughly translatable as 'hybrid'. For the 1960 season two new Métisse MkII machines were constructed along broadly similar lines, before being superseded by the first Rickman-framed model, the Metisse MkIII, for 1961. An enormous success, the MkIII frame was produced in substantial quantities, proving a popular basis for large-capacity roadsters as well scrambles use. Unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s, the rights to their designs passing in 1983/84 to Pat French's firm, MRD Métisse, which continued to cater for the increasing 'classic' market. The T140-powered Rickman is offered with a good history file containing details of its specification. The latter includes a right-side gear change conversion; four-valve oil pump; and electronic ignition. There is no registration document with this Lot. Accordingly, prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£4,000 - 6,000

€4,400 - 6,600



391

1982 TRIUMPH 649CC TR65 THUNDERBIRD

Registration no. BLN 359Y

Frame no. TR65 GEA33610

Engine no. TR65 GEA33610

In 1981 Triumph reintroduced the 650cc model, a capacity it had last offered in 1975, by combining the 750cc T140's 76mm bore with a new, short-stroke, 71.5mm crankshaft. Intended as an affordable, entry-level model, the Thunderbird came with satin-black engine cases, two-into-one exhaust system, drum rear brake, single carburettor and no rev counter, before a swift rethink saw the MkII version emerge with polished cases, twin exhausts and a rev counter. It would seem though, that the final specification was not exactly written in stone, as cash-strapped Triumph would happily supply machines with any option the customer desired. A mere 400-or-so TR65s are thought to have been produced before the Meriden closure in 1983, and today this rare, last-of-the-line 650 is becoming increasingly sought after by the serious Triumph collector. Purchased by Mark in the early 1980s when it was six months old, this example has covered only 51 miles since being restored by Bill Cosby in 2004. Noteworthy features include an AP Lockheed lightweight racing front brake calliper; export handlebars; chromed swinging arm; Norman Hyde oil cooler; and a Norman Hyde fork brace. Last MoT'd in 2010, the machine will require re-commissioning before further use. Offered with a good history file.

£2,800 - 3,600

€3,100 - 4,000



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392

1983 TRIUMPH 744CC TSS

Registration no. VRB 738Y

Frame no. T140WDEA331

Engine no. T140WDEA33141

Ringing the changes on a basic model to produce a variety of alternatives has been a policy pursued by manufacturers since motorcycling began and is common practice today. When the Meriden factory emerged from the chaos of BSA-Triumph's disintegration and its ensuing occupation by the workforce, the new management had but a single model suitable for continuing production: the Bonneville. The latter would appear in a number of different guises over the succeeding years, most notably the limited edition 'Silver Jubilee' and 'Royal Wedding' models. These though, were really only styling jobs but there were other, more radical developments in the pipeline, one of which was a new sports model with an 8-valve cylinder head: the TSS. Sadly this, like the custom/cruiser-style TSX launched at the same time, was a case of 'too little, too late', and Meriden Motorcycles Ltd was forced to call in the receivers in the autumn of 1983. This example of one of the rarer Bonneville variants was purchased from Reg Allen in 1989. Noteworthy features include AP Lockheed lightweight racing front brake callipers; export-model handlebars; and a Norman Hyde oil cooler and fork brace. Currently displaying a total of circa 29,000 miles on the odometer, the machine is offered for re-commissioning and/or restoration. Accompanying paperwork consists of the last MoT (2004), an old V5, and old/current V5C registration documents.

£2,800 - 3,600

€3,100 - 4,000



393

1979 TRIUMPH T140 750CC 'FLAT TRACKER' SPECIAL

Registration no. KDL 680V

Frame no. T140E CA19690

Engine no. T140E CA19690

A mainstay of American motorcycle sport for decades, flat track racing has only caught on in the UK relatively recently. By the mid-2000s, there were two series: the ACU National Short-track Championship and the Silkolene Short-track Championship, both of which catered for a variety of different types of machine ranging from moto-cross and enduro bikes to purpose-built flat-trackers. Back in the late 1970s though, there was another, ultimately abortive, attempt to establish the sport in this country in the form of the Strongbow Cider-backed series, most of the machines contesting it being Triumph engined flat-trackers. To drum up interest, the organisers had to have American stars present, and Kenny Roberts and Dave Aldana were flown over from the USA to show the Brits how it should be done. This flat tracker-style special was purchased by Mark in 1984. Built by Reg Allen, it features twin front disc brakes with AP Lockheed lightweight racing brake callipers; a Micron fork brace; and a Norman Hyde oil cooler. Offered for re-commissioning and/or restoration, the machine comes with an old V5; a quantity of MoTs (most recent expired 2007); and old/current V5C Registration Certificates.

£2,800 - 3,600

€3,100 - 4,000



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394
1980 TRITON 750CC 'CAFÉ RACER'
Registration no. PLL 759W
Frame no. P14 79488
Engine no. T140RV NA23978

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. One of the first specials-builders to put the Triton into what might be termed 'limited production' was Dave Degens, proprietor of Dresda Autos. Riding one of his own Dresda Tritons, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process, and went on to develop his own Norton Featherbed-derived frame to take power units other than the original Triumph. Purchased in 1996 from Reg Allen, this example combines a 750cc Triumph T140 engine with the Featherbed frame from a Dominator 99, the latter dating from 1959. Other noteworthy features include a centre-plug cylinder head; Akront alloy wheel rims; conical rear hub; large-capacity alloy fuel tank; 'racing' seat; rear-set footrests; central oil tank; clip-on handlebars; swept-back exhaust pipes; Gold Star-style silencers; adjustable Koni dampers; and a monstrous CMA four-leading-shoe front brake, supplied by Dave Degens. Last MoT'd in 2012 and offered for re-commissioning, the machine comes with expired MoTs; an old V5; and old/current V5C documents.

£3,200 - 4,200
€3,500 - 4,700



395
1989 HARLEY-DAVIDSON 1,340CC FLHS ELECTRA GLIDE SPORT
Registration no. G539 KYC
Frame no. 1HD1FAL15KY507590
Engine no. FALK507590

An important event in the lengthy development of Harley's perennial v-twin occurred in the mid-1960s when the FH and FLH Duo-Glide adopted electric starting, becoming the 'Electra Glide' - without question one of the most evocative names in motorcycling history. For 1987 Harley-Davidson offered an additional variant of its iconic, range-topping super-tourer - the Electra Glide Sport - which came equipped with a much smaller windshield that could be adjusted or removed altogether depending on rider taste. The world's oldest surviving motorcycle manufacturer, Harley-Davidson is acutely aware of its heritage, and the Electra Glide has remained a cornerstone of the range to this day. This Sport model has been extensively upgraded, featuring an S&S Super E carburettor; Screaming Eagle cam and ignition; oil pressure and temperature gauges; Performance Machine (P&M) fully floating twin front discs with AP Lockheed lightweight racing callipers; P&M front brake master cylinder and lever; rear disc brake with AP Lockheed lightweight racing calliper; and a chain drive conversion. Purchased by the current owner in 1989 and laid up for circa 25 years, the machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accompanying documentation consists of some invoices and MoTs (the last dated 2002), and an old-style V5C.

£2,000 - 3,000
€2,200 - 3,300



END OF COLLECTION

The Basil Keys Collection Part II



Born in Worthing in 1913, Basil Keys was described more than once in the press as the 'Peter Pan of Motorcycling'; as he continued to ride motorcycles regularly until his early nineties and competed in motorcycle competitions until the age of eighty-eight, one can understand the comparison. By the time he was aged 18 in 1931 he was riding bikes in competition. His foremost passions were road racing and sprinting but before the war he was equally at home riding in grass track and even, very occasionally, scrambles events. During these years he was very successful and the offer of a works ride from New Imperial towards the end of 1939 was eagerly accepted, though the coming of war meant that it never happened.

Following the Second World War, during which time he was building Spitfires at the factory in Eastleigh, he took part in the first post-war Isle of Man TT, winning the 250cc Clubman class. This win was gained riding an AJS that had been used as a 'ride to work' machine by his brother Herbert.

Back in Worthing the brothers applied for an AJS agency for that area and a very happy factory granted the brothers' request at a time when any new dealership was nigh on impossible to get. Thus Keys Brothers Motorcycles came into existence.

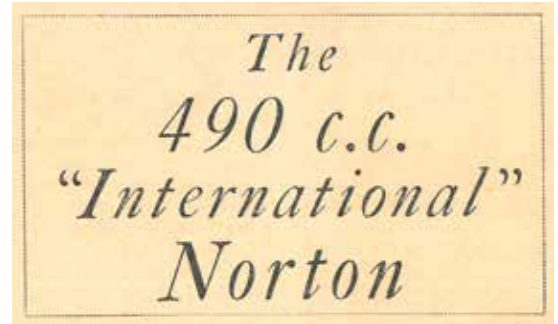
During his many years of trading and competing Basil assembled a sizeable collection of machines, the remaining balance of which are being offered in this sale, including the Norton-JAP sprinter that Basil campaigned in sprints and occasional hill climbs for many years was originally built by Frank Williams in his workshop in Saltdean near Brighton. In 1959 Basil won the Speed Trials with a time of 21.59 seconds, an average speed of 103.61 mph from a standing start. This represented a new outright course record that was to stand until 1962. Basil Keys and the Norton-JAP also have the distinction of being the first rider and motorcycle to make an official run up the hill at the inaugural Goodwood Festival of Speed in 1993.

396

1932 NORTON 490CC INTERNATIONAL

Registration no. OV 6794
Frame no. 46088
Engine no. 52785
Gearbox no. EV4001

- One of the earliest Inters
- Engine originally built by "J. Craig"
- Period road test machine
- From long term ownership

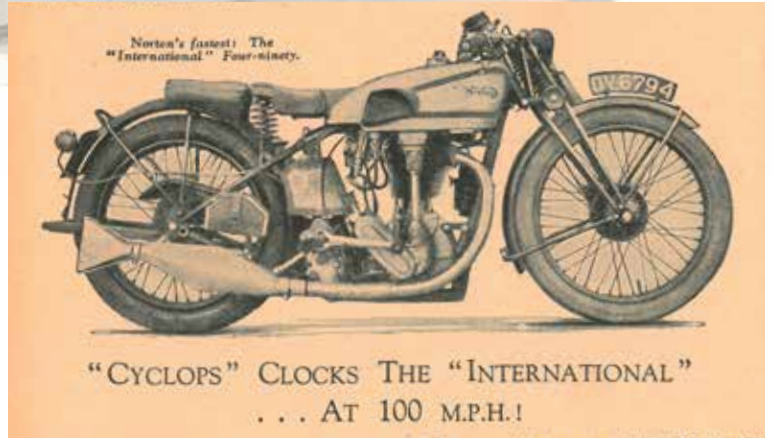
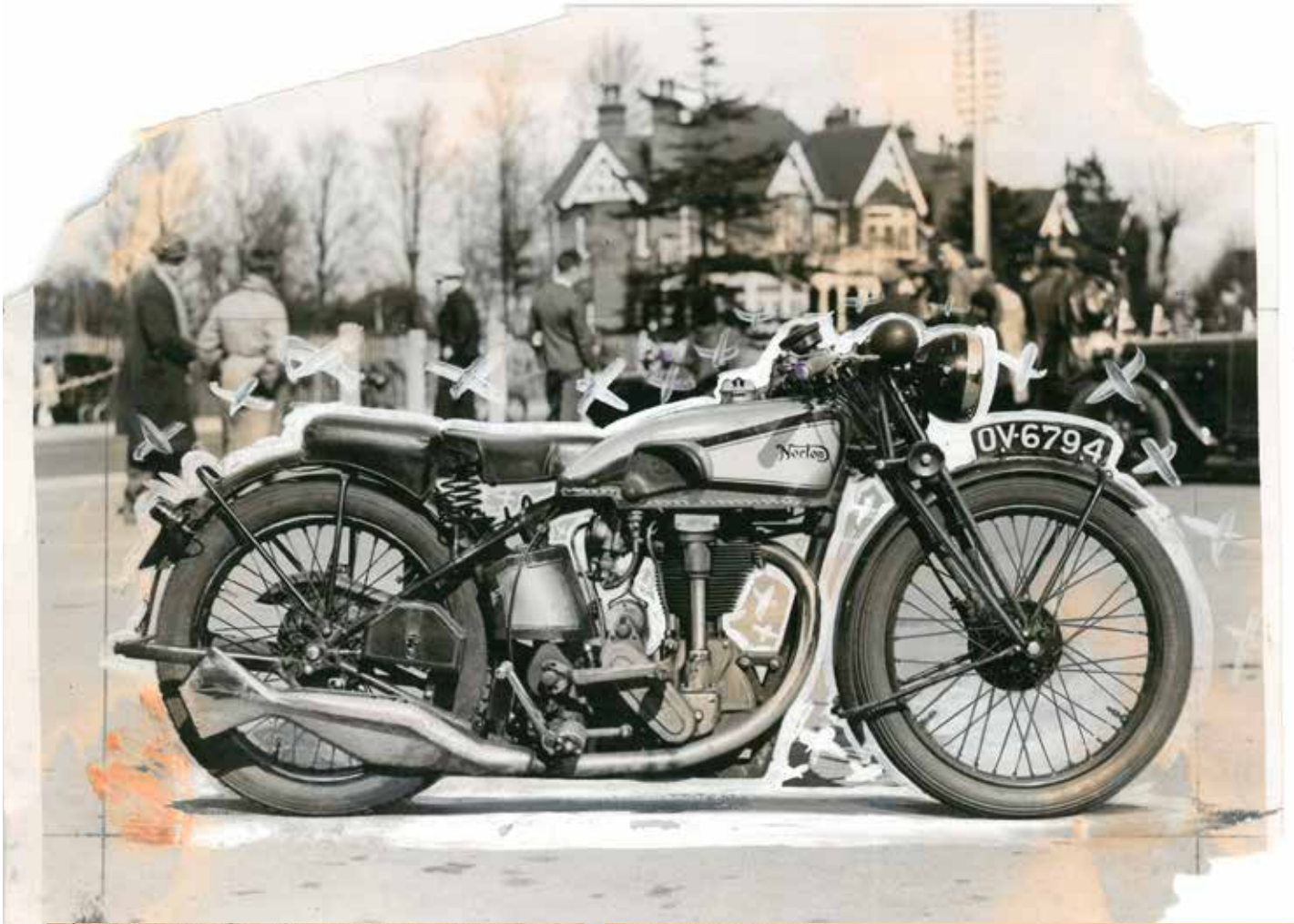


Norton swept all before them on the Island in 1931 finishing 1st, 2nd, & 3rd in the Senior, and 1st and 2nd in the Junior. This was the start of a golden era for the company as they went on to dominate road racing for several years both here and on the Continent, with victory after victory, very often at record speeds.

Following Alec Bennett's 1927 Senior TT win with the Walter Moore engined CS1, Norton had endured a couple of relatively barren racing years which culminated in Moore's departure to NSU. A new engine was required, and it emerged from the combined talents of Joe Craig and Arthur Carroll, who was promoted to Chief Draughtsman. Only the bore and stroke of Moore's "cricket bat" engines were retained, the new unit being heavily influenced by the established and successful Velocette design. In 1930 the new Nortons weren't quite fast enough and it was Rudge's turn to shine, but as described above, it all came together for them in 1931.

New for the 1932 model year, the models 30 (490cc) and 40 (348cc) were true race replicas heavily based on these successful 1931 TT machines. Reflecting not only the TT successes, but also those elsewhere, they were named "International". The "Inter" as it became known universally, was subject to only minor changes over the years leading up to the war. It was a stunning design featuring not only the camshaft engine, but also other cutting-edge features such as a downdraught carburettor, four speed positive stop gearbox, a large and distinctive oil tank, and of course one of the most beautiful petrol tanks ever to grace a motorcycle, complete with that trademark Norton piecrust base. These earliest Inters, especially the larger one, were surely further ahead of their contemporary competition than any that followed subsequently.

The factory despatch records indicate that OV 6794, the machine offered here, is a matching numbers motorcycle. It was invoiced to Norton Motors Ltd. on 20th January 1932 and booked out to "Motor Cycling" on extended loan, presumably as a long-term road-test machine. The company was obviously keen to impress: the records tell us that the engine was built by none other than "J. Craig".



OV 6794 was the actual machine used in two magazine road-tests of 1932. In a three-page feature dated 3rd February 1932 "Motor Cycling" printed three separate photographs of it. The article is headed "Castor takes the York Road again... this time on the standard 490 "International" Norton. "Cyclops" clocks it at 100mph". Writing about this specific bike "Castor" reflected that most of the "Replicas" he had ridden fell short in handling, brakes, or performance, but "With this Norton, positively and absolutely, I am unable to sense that difference.

Amongst copies, this is the master copy." His colleague Cyclops goes on to describe how he clocked Jimmy Simpson riding it at 100 mph. On August 18th "The Motor Cycle" published their own glowing road-test of the International Norton. Once again, the test machine was OV 6794. Basil Keys acquired OV 6794 in the 1970s. It is accompanied by a V5 registration document. As far as we know the machine has not been run for some time. Careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£20,000 - 30,000
£22,000 - 33,000

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397

C.1932 VELOCETTE 348CC OHC SPECIAL

Frame no. KT 1460 (see text)

Engine no. KTT 308 (see text)

Alec Bennett's runaway win in the 7 lap 1926 Junior TT, when he fell off on the last lap and still won by over 10 minutes, is a testament to just how far ahead of the competition Veloce were with their new K model. For many decades afterwards, clubmen used the superb mark one cammy Velocette for their chosen branch of motorcycle sport. This Velocette special was built many years ago and appears to have been raced. It is not road registered. The constituent parts seem to be: a KTT crankcase marked KTT 308 (there is some uncertainty as to whether "308" was the original stamping); KSS barrel, head and cambox; circa 1932 frame (the "KT" prefix is almost impossible to decipher); the forks appear to be Webbs but are perhaps not original Velo; wheels are thought not to be Velo; oil tank is not Velo; 4 speed Velo gearbox is 1933-1935; the flanged alloy rims are nice but not original; the KTT mark IV style sub-frame rails are a bonus, reducing stress on the gearbox lug and adding rigidity; the exhaust pipe is clearly not to the original shape; the TT carburettor is lovely but not original; no magneto is present. The machine has not been run for some time. Careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition. This could well be a relatively inexpensive way into the wonderful world of mark one cammy Velo ownership.

£6,000 - 8,000

€6,600 - 8,900



398

1929 SCOTT 498CC FLYING SQUIRREL

Registration no. PG 4049

Frame no. 3166M

Engine no. FZ 2782A

Bradford-born Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. The first complete Scott motorcycle followed in 1908, its twin-cylinder engine, two-speed foot-change gear, and all-chain drive marking it out as an exceptionally advanced design for its day. Low weight, ample power, and sure-footed handling thanks to a low centre of gravity were Scott virtues right from the outset. Although recognisably derived from the earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight, a particularly significant development being the introduction of a three-speed countershaft gearbox for 1923. Like its major rivals, Scott was well aware of racing's publicity value and the allure of models with a TT connection, so the adoption of an optional full-frame tank, like that of the works racers, for the new Flying Squirrel was not surprising. Launched at the Olympia Show in 1925, the 'Flyer' came in 498cc and 596cc capacities, the latter the most expensive machine in the range. Subsequent models further benefited from racing, gaining the duplex frame and bigger brakes (first seen on the 1926 works bikes) and the magneto-platform Pilgrim oil pump adopted for the '27 TT machines. An older restoration, this example is offered with an old-style buff logbook (issued 1934) and an old-style V5 registration document.

£4,000 - 6,000

€4,400 - 6,600



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399

1938 RUDGE 245CC RAPID

Registration no. ETO 561

Frame no. 62906

Engine no. A1548

Formed by the acquisition in 1894 of the Rudge Cycle Company Ltd by the Pugh family's Whitworth Cycle Company, Rudge-Whitworth built its first motorcycle in 1910 and its last in 1939. Unlike many of their contemporaries, Rudge did not use a proprietary engine but one of their own design: a 499cc single with inlet-over-exhaust valve gear. Today Rudge is best remembered for its pioneering use of four-valve cylinder heads. Its first four-valve production motorcycle appeared in 1924, and the company persevered with the layout until manufacture ceased at the outbreak of WW2. This technology was employed for the first time on a 250 in 1932. The Rudge 250 was unusual for its day in having coil rather than magneto ignition, though the latter became optional later. A two-valve Tourist 250 joined the range for 1935, becoming the Rapid the following year when the model adopted the marque's characteristic coupled brakes. With the deletion of the four-valver, the Rapid became the sole 250 (a Sports version with high-level exhaust was added for 1938) and the only Rudge to retain the left-side gear pedal to the end. This example was acquired by Basil Keys circa June 1980 and subsequently restored. Presented in 'oily rag' condition, the machine is offered with an old-style buff logbook (issued 1947) and an old-style V5 registration document.

£3,000 - 4,000

€3,300 - 4,400



400

1924 SPARKBROOK 2½HP

Registration no. BP 4258

Frame no. 1761

Engine no. A5956

Although based in Coventry, Sparkbrook took its name from the Birmingham suburb where its progenitor – the National Arms & Ammunition Co – had been founded in 1872, diversifying later into the manufacture of bicycles. Acquired by William Hillman - founder of the eponymous car company - the firm relocated to Coventry where it began experimenting with motorcycles around 1912. The firm began with a range powered by v-twin engines of JAP manufacture, though after WWI only single-cylinder machines were made. A variety of two-stroke and four-stroke power units was specified, the lightweights all using the reliable Villiers single-cylinder two-stroke. Manufacture of the Sparkbrook motorcycle ceased in 1925. This Sparkbrook has the MkIII version of the 269cc Villiers engine that still retained the separate chain-driven magneto (later versions of this engine employed a flywheel magneto). Basil Keys purchased 'BP 4258' in Horsham having hankered after it for a long time. Apparently, an older restoration, the machine carries a tax disc that expired on 31st December 1928 and is offered with an old-style buff logbook (issued 1950) and an old-style V5.

£2,600 - 3,000

€2,900 - 3,300



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401

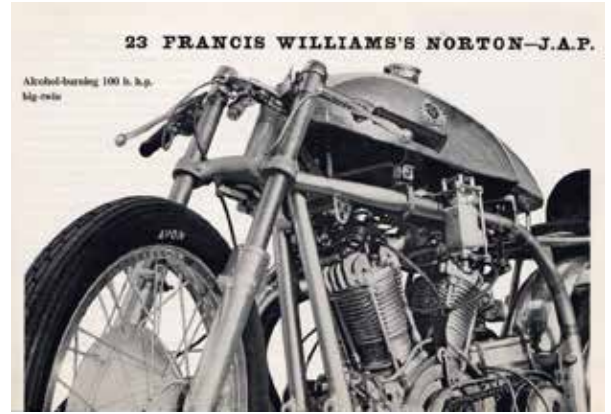
The ex-Francis Williams, Basil Keys

C.1952 NORTON-JAP 996CC MK1 'SALTDEAN SPECIAL' SPRINTER

Frame no. 11M2 45067

Engine no. JTOS/S 79487/1

- *The first 'Saltdean Special'*
- *Extensive in-period competition history*
- *Retired from competition in 1994*
- *Engine rebuilt in 2009*



Basil Keys was a motorcycle enthusiast all his life and started sprinting a 350 Rudge in the early 1930s. He competed at many levels and was an accomplished rider. Having won the Clubman's TT Lightweight Class in 1947 on an AJS he capitalised on his success, setting up 'Keys Motorcycles' with his brother Herbert in Worthing and taking on an AJS franchise for the South Coast. The name 'Basil Keys' became synonymous with the Brighton Speed Trials and he probably remains the competitor with the highest number of consecutive appearances, starting way back in the early 1930s. In the period 1959 to the mid-1990s he rode the ex-Francis Williams Mk1 'Saltdean Special', the machine offered here. This was the first of three Norton-JAP sprinters conceived and built by Francis J Williams, of Saltdean, Sussex and was the machine to beat in its day.

Probably the first sprinting superbike of the post-war era, the Mk1 Norton-JAP was constructed in 1951/52 and is probably the very earliest example of marrying the newly available Norton 'Featherbed' frame with an alternative engine. Not content with the already healthy power output of around 80bhp, Frank Williams substituted the stock cylinder heads and barrels for those from a JAP speedway engine.

Fitted with Amal GP carburettors and running on methanol the revised engine produced around 95bhp. In this guise the Norton-JAP was campaigned by Frank Williams at many venues including Ramsgate Undercliffe, Brighton Speed Trials, Lewes Speed Trials and elsewhere as sprinting became increasingly popular in the 1950s.

Virtually unbeatable in those early years, FJW and the Norton-JAP continued their partnership until 1959 when, realising that his advancing years and the speed of the bike were perhaps incompatible, he decided to move the machine on. The new owner was Basil Keys from Worthing, who was himself a dedicated sprinting enthusiast. Basil had been competing at the Brighton Speed Trials since the early 1930s and relished the opportunity to get his hands on a machine capable of winning there and perhaps taking the course record as well. It would turn out to be a most fruitful partnership, with Basil winning many events on the Mk1 Norton-JAP and taking the outright course record at the Brighton event in September 1959, covering the standing-start kilometre in 21.59 seconds at an average speed of 103.61mph.



Frank (FTW) Williams riding the machine at Brighton (in front of a huge crowd) before the machine went to Basil Keys.
© Chris Illman of the VMCC Sprint Section

Basil Keys continued to ride the machine at Brighton until 1994 when he too decided that it was time to switch to something a little more manageable. The Norton-JAP slipped quietly into retirement and was proudly displayed in Basil's business premises in Worthing.

Alan Norman was Basil Keys' mechanic, stripping and preparing the Norton-JAP prior to sprint meetings. Until 2010 the engine was partly disassembled and Alan has reassembled it using in-period notes in order to set the timing, etc. As far as Alan is aware the machine retains its original components (frame, engine, etc) with the possible exception of a Norton Commando clutch. He recalls it being sprinted at Brighton, Ramsgate, Shelsley Walsh, Welsbourne Mountford, Westonzoyland, Duxford, Waterbeach in Cambridge and possibly Greenham Common. Historic sprinting motorcycles of this stature and competition pedigree are only rarely offered for sale, and Francis Williams' first 'Saltdean Special', campaigned so effectively by Basil Keys, represents a possibly once-in-a-lifetime opportunity to acquire a machine of this importance.

£50,000 - 70,000
€55,000 - 77,000



Veteran Frank Williams's 996cc Norton/JAP, now in the capable hands of Basil Keys - 1959. © Chris Illman of the VMCC Sprint Section

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402

1936 EXCELSIOR 350CC MANXMAN RACING MOTORCYCLE

Registration no. DFC 172

Frame no. MRF160

Engine no. CXR263

Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve 'Mechanical Marvel' proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design: the Manxman. Like the Marvel, the Manxman engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production themselves early in 1936. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities. Road and race versions were offered, though the 500 was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times on the trot between 1936 and 1938. Notable Manxman developments included the switch to a shorter-stroke 250 engine in 1937 and the adoption (also applied to the 350) of an aluminium-alloy cylinder head with right-hand exhaust port. Apparently, an older restoration, this Manxman racer was acquired by Basil Keys circa October 1990. We are advised by the marque specialist that MRF160 is a 1936 racing frame and CXR263 is a 1935 350cc racing engine and that the frame and engine numbers are close enough that it is possible the two left the factory together. The machine is offered with an old-style buff logbook (issued 1957) and an old-style V5.

£7,000 - 10,000

€7,800 - 11,000



403

1939 TRIUMPH 350CC TIGER 80

Registration no. AHV 227

Frame no. TL10043

Engine no. 9 T80 20344

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival at Triumph as Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed the Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. Frames, forks, engines and gearboxes were all improved for 1937 and a trio of randomly selected Tigers successfully completed a series of arduous speed trails to secure the Maudes Trophy for Triumph later in the year. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and thus are highly sought after. An older restoration, this Tiger 80 was last taxed to 31st July 2001 and is offered with a file containing photographs, expired MoTs, SORN paperwork, and a V5 document.

£5,000 - 7,000

€5,500 - 7,800



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404

Only 6 miles from new

1989 YAMAHA FZR750R OW01

Registration no. not registered

Frame no. 3PK-001157

Engine no. 3PK-001157

- Ultra-rare 'homologation special'
- UK model
- Kept on showroom display
- Effectively 'as new' condition



'Yamaha's FZR750R, code-named OW01, really is a race bike for the road, not a road bike taken racing. Only 500 were built...' – Performance Bikes magazine, December 2005.

The increasing popularity of the World Superbike Championship since its inception in 1988 has been responsible for the introduction of over-the-counter road bikes boasting specifications aimed squarely at the racetrack. Most famous of these limited edition 'homologation specials' is Honda's iconic RC30, but Yamaha's answer – the FZR750R, better known as the OW01 – is even rarer and more exotic. When launched for 1989 the OW01 cost a staggering £12,700, more than twice as much as an FZR1000, with the optional race kit adding £2,415 to the price. By way of comparison, the Honda RC30 cost £8,499 but its race kit was considerably more extensive and expensive. (Yamaha included much more race-orientated trickery as standard, hence the difference).

In the World Superbike Championship, the OW01 won races in its first season courtesy of Fabrizio Pirovano and Britain's Terry Rymer, and continued to be competitive at world level for the next couple of years. On the UK domestic scene, the 'OW' fared even better, Rymer finishing runner-up to Trevor Nation's Norton Rotary in the '89 British TT F1 Championship before taking the title the following year for Loctite Yamaha.

This UK-market OW01 was delivered new to the Keys motorcycle dealership in West Sussex where it was PDI'd and ridden for around three miles on the road. Since then the machine has been kept in stock, accumulating a further three or so 'push' miles between showrooms where it has been on display. It retains its original warranty sticker and comes complete with its original Customer Warranty Registration Form and DVLA Form V55/1. Last run in 2008, the machine will require re-commissioning before further use. An exciting opportunity to acquire one of Yamaha's most exclusive and desirable motorcycles presented in virtually unused and effectively 'as new' condition.

£25,000 - 35,000

€28,000 - 39,000

END OF COLLECTION

FURTHER PROPERTIES

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



405

Property of a deceased's estate

1966 HONDA 305CC CL77 STREET SCRAMBLER

Registration no. PYY 81D

Frame no. CL77E-1032113

Engine no. CL77E-1032113

Introduced in 1960, the CB72 and CB77 retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and a gearbox-mounted clutch. In addition, these sporting CBs changed to a 180-degree crankshaft and twin carburettors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With a maximum power output of 28.5bhp at 9,000rpm and weighing just 350lbs, the 305cc CB77 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s.

The CB's specification: overhead-camshaft engine, electric starter, rev counter, and twin-leading-shoe brakes, was unmatched by any of its rivals. In 1962, Honda introduced CL72 and CL77 'street scrambler' variants, aimed at the North American market, which boasted an upswept exhaust system, sump 'bash' plate, wider handlebars, and serrated footrests among other off-road adaptations. Today these CL street scramblers are ranked among the most sought after of early Japanese classics. Imported into the UK and first registered in this country in May 2000, this example of what is now one of the most desirable of early Hondas was purchased by its late (and only UK) owner that same year. Accompanying documentation consists of an old US title (copy); sundry bills; previous-owner correspondence; two MoTs (most recent expired July 2011); SORN paperwork; and old/current V5/V5C registration documents.

£3,000 - 4,000

€3,300 - 4,400



406

Property of a deceased's estate

C.1985 HONDA TLR250 TRIALS MOTORCYCLE

Registration no. C385 NGK (see text)

Frame no. over-painted

Engine no. MD18E-1002166

As all the Japanese manufacturers would learn, there is a world of difference between producing a trail bike and producing a competitive trials bike, so Honda turned to off-road supremo Sammy Miller for assistance with development. Miller's first brief was to develop the TL125, which he did by retaining the basic engine while subjecting the chassis and suspension to considerable detail revision. This process was repeated for the larger TL250 following that model's introduction in 1975, and in 1977 Rob Shepherd took the ultra-competitive British Trials Championship riding a Miller-developed Honda. An example of the more highly developed TLR250 model offered for the 1984 and 1985 seasons, this example has covered only 10 miles since restoration and is presented in commensurately good condition. There are no documents with this Lot. Accordingly, prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£1,500 - 2,500

€1,700 - 2,800

No Reserve



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407

Property of a deceased's estate

1967 BMW 600CC R60/2

Registration no. PWP 151E

Frame no. 1811791

Engine no. 1811791

At the end of 1954, BMW replaced its existing twins range with the R50 and R69. The engines were little altered, significant changes being concentrated on the frame and cycle parts, which now featured an Earles-type leading-link front fork and swinging-arm rear suspension. The R67/2, a lower-compression model much favoured by sidecarists, was not replaced until the arrival for 1956 of the R60, which used a low-compression version of the R69 engine. The sidecar market remained an important one for BMW, and the new front fork's bottom link incorporated alternative mounting points giving suitable trail should a 'chair' be attached. In 1960 the flat-twins range was revised as the '2', most of the changes being inside the engine, which received a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new cam followers and a stronger clutch assembly. The R60/2's compression ratio went up from 6.5:1 to 7.5:1, boosting peak power to 30PS (29.6hp SAE). Carrying a plaque showing that it was supplied by Horsman's of Liverpool, this R60/2 was registered to its late owner in September 2013. Last taxed for the road on 31st October 2014, this machine is offered with a V5C Registration Certificate and expired MoTs (most recent expired May 2006).

£4,000 - 6,000

€4,400 - 6,600



408

Property of a deceased's estate

1976 BMW 898CC R90S PROJECT

Registration no. MUE 480P

Frame no. 4090661

Engine no. 4090661

With the introduction of the '6' range in 1973, BMW joined the superbike league with a pair of 900cc flat-twins. The touring version was typed 'R90/6' and the gorgeous new sports roadster 'R90S'. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples left the factory exactly alike. With 67bhp on tap, the R90S was good for a maximum speed of more than 125mph. True, there were a handful of rivals that were faster, but none of them could match the BMW's capacity for sustained high-speed cruising. 'When it comes to comfort and capability for travelling at maximum speed with minimum fatigue, the R90S is second to none,' reckoned Bike magazine's tester back in 1975. 'The truth is that many bikes do one thing superbly, but the BMW is the only bike I know that does everything very well.' Its late owner purchased this R90S in October 2015 (receipt on file). The machine comes with a quantity of MoTs (most recent expired February 2016) and old/current V5/V5C registration documents.

£3,500 - 4,000

€3,900 - 4,400



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409

Property of a deceased's estate

1976 BMW 898CC R90S PROJECT

Registration no. MEA 780P

Frame no. 4090510

Engine no. 4090510

With the introduction of the '6' range in 1973, BMW joined the superbike league with a pair of 900cc flat-twins. The touring version was typed 'R90/6' and the gorgeous new sports roadster 'R90S'. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples left the factory exactly alike. With 67bhp on tap, the R90S was good for a maximum speed of more than 125mph. True, there were a handful of rivals that were faster, but none of them could match the BMW's capacity for sustained high-speed cruising. 'When it comes to comfort and capability for travelling at maximum speed with minimum fatigue, the R90S is second to none,' reckoned Bike magazine's tester back in 1975. 'The truth is that many bikes do one thing superbly, but the BMW is the only bike I know that does everything very well.' Offered for restoration and sold strictly as viewed, this rather sad-looking R90S comes with a purchase receipt, sundry bills, a quantity of MoTs (most recent expired June 2010), and old/current V5C documents.

£1,000 - 2,000

€1,100 - 2,200

No Reserve



410

Property of a deceased's estate

1963 MV AGUSTA 150CC RAPIDO SPORT PROJECT

Registration no. KGW 653A

Frame no. MV RS 856022

Engine no. MV RS 856037

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - MV followed up in 1954 with the similar - although overhead-valve - Gran Turismo 125. Similar models in other capacities followed, the first 150cc offerings appearing in 1959. Like their larger siblings, the small MVs were very expensive - at around £200 the Turismo Rapido cost as much as a British 500 - which explains why so few of these exquisitely engineered little bikes were sold in the UK. This Rapido Sport appears highly original and complete and thus an excellent candidate for sympathetic restoration. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate recording the date of first registration in the UK as 1st September 2016.

£800 - 1,200

€890 - 1,300

No Reserve



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411

Property of a deceased's estate

C.1958 MV AGUSTA TURISMO RAPIDO LUSO PROJECT

Registration no. not registered

Frame no. MV TRL 656039

Engine no. 654511

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - MV followed up in 1954 with the similar - although overhead-valve - Gran Turismo 125. Superseded in 1955 by the Turismo Rapido, featuring a revised rear sub-frame and a dual-seat in place of its predecessor's sprung saddle, the model remained in production until 1958. Like their larger siblings, the small MVs were very expensive, which explains why so few of these exquisitely engineered little bikes were sold in the UK. At time of cataloguing it had not been possible to determine the engine capacity of this incomplete MV, though 125cc seems most likely. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. A centre stand, gear pedal, silencer, and crankcase outer cover are included in the sale.

£600 - 1,000

€660 - 1,100

No Reserve



412

Property of a deceased's estate

C.1958 MV AGUSTA TURISMO RAPIDO LUSO PROJECT

Registration no. not registered

Frame no. TRL 642633

Engine no. MV TR 646941

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - MV followed up in 1954 with the similar - although overhead-valve - Gran Turismo 125. Superseded in 1955 by the Turismo Rapido, featuring a revised rear sub-frame and a dual-seat in place of its predecessor's sprung saddle, the model remained in production until 1958. Like their larger siblings, the small MVs were very expensive - at around £200 the Turismo Rapido cost as much as a British 500 - which explains why so few of these exquisitely engineered little bikes were sold in the UK. At time of cataloguing it had not been possible to determine the engine capacity of this incomplete and partially dismantled MV, though 125cc seems most likely. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£400 - 800

€440 - 890

No Reserve



413

Property of a deceased's estate

C.1958 MV AGUSTA 83CC OTTANTATRE PROJECT

Registration no. not registered

Frame no. 83 557709

Engine no. 557554

One of MV Agusta's smallest four-stroke roadsters was the Ottantatre (the name means '83', referring to both the engine's capacity in cubic centimetres and the model's dry weight in kilograms), which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type tubular frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality - up to 200mpg was claimed - would have been of greater interest to the majority of potential customers. This almost completely dismantled Ottantatre is offered for restoration and sold strictly as viewed. The extent of its completeness or otherwise is not known, though it appears that some restoration work has already been carried out. There are no documents with this Lot.

£300 - 500

€330 - 550

No Reserve



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414

Property of a deceased's estate

**1939 MATCHLESS 497CC MODEL G90
SUPER CLUBMAN PROJECT**

Registration no. FUW 848

Frame no. 693

Engine no. 39/G90 687

Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. Early 'Matchboxes' were JAP powered, but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Singles were reintroduced in the mid-1920s, the 250cc Model R sidevalve being the company's first model to feature the gold-lined black tank that would characterise many later offerings. As the fashion for 'sloper' models began to wane towards the mid-1930s, Matchless introduced the first of a new range of models with vertical cylinders - the G3 'Clubman' - in 1935. An overhead-valve '350', the G3 was joined for 1936 by the broadly similar 497cc G80 Clubman and tuned G90 Super Clubman, and the 245cc G2 and G2M, all of which continued in production in various guises until 1940. This example of a rare pre-war Matchless sports roadster was first registered to its late owner in February 1983. Almost fully dismantled, the machine is offered for restoration and sold strictly as viewed. The extent of its completeness or otherwise is not known. Accompanying documentation consists of an old-style buff logbook (issued 1958) and an old-style V5 registration document.

£1,000 - 2,000

€1,100 - 2,200

No Reserve



415

Property of a deceased's estate

1929 SUNBEAM 493CC MODEL 9 PROJECT

Registration no. UV 2747

Frame no. D6561

Engine no. LL3578

Sunbeam began experimenting with overhead valves on their works racers in the early 1920s and these duly appeared on production models in 1924. The new 500 roadster was known as the Model 9 while its race bike counterpart was designated the Model 90. The John Greenwood design was advanced for its day, incorporating a crankshaft supported by three ball-bearings, dry-sump lubrication, and primary drive enclosed in a cast-alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power take off. The overhead-valve Model 9's frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly, while changes to the engine were confined mainly to its top end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Later on in the 1920s, Sunbeam followed the then-fashionable trend to twin-port 'heads before reverting to a single-port design. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear. This Vintage-era Sunbeam was first registered to its late owner in April 1983. Partially dismantled and sold strictly as viewed, the machine is offered with an old V5 document; current V5C Registration Certificate; and an invoice (dated October 2009) for overhauling the connecting rod. The extent of its completeness or otherwise is not known.

£4,500 - 6,500

€5,000 - 7,200



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416

**1931 BSA 493CC S31-10 'SLOPER' DE LUXE
& GRAISELEY LAUNCH SIDECAR**

Registration no. GK 1564

Frame no. Y7 1021

Engine no. Y10 603

First introduced for the 1927 season, the influential 'Sloper' started a trend that saw many of BSA's competitors adopt inclined motors. The Sloper also featured a trend-setting saddle tank that afforded a low seating position, and for 1930 gained chromium-plated brightwork and a new frame with forged steel spine. Models with the 493cc overhead-valve engine came with twin-port cylinder heads. For 1930 the Birmingham firm offered no fewer than 18 models, six of which had inclined engines. The Sloper range remained essentially Vintage in character until its demise in 1935, by which time the line-up had shrunk to just two models: one overhead-valve, the other sidevalve, both of 595cc. This very smartly turned out Sloper combination was purchased by the vendor's late father in the early 1990s. In 1995, the vendor's uncle, Christopher Franklin, a VMCC stalwart, restored the machine to a high standard. Since then the BSA has been ridden in many events by its late owner (a former secretary of the Vintage Sports Car Club). A 1931 model first registered in 1930, the machine is offered with an old-style buff logbook, sundry bills, current MoT, and a V5C Registration Certificate.

£5,500 - 7,500

€6,100 - 8,300



417

C.1924/27 AJ'S 349CC 'BIG PORT'

Registration no. unregistered

Frame no. 40931

Engine no. 73752

After victory in the 1920 Junior TT, AJS's new overhead-valve 350 racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior - the first time such a feat had been achieved on a 350. The production version made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve 350 AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. This overhead-valve AJS was restored by the vendor's grandfather in the late 1980s, from then onwards being kept garaged and run once or twice a year until around 18 months ago. We are advised that the engine and gearbox still turn over, while the handlebar grips and leather saddle and toolbox fronts have deteriorated and require refurbishment. It should be noted that the frame and engine were manufactured at different times and are not matching. Accordingly, prospective purchasers should satisfy themselves with regard to the originality and correctness of this Lot's components prior to bidding. There are no documents with this Lot and it should be noted that the Vehicle Registration Number displayed does not correlate with the machine's frame and engine numbers hence, is offered unregistered.

£6,500 - 8,500

€7,200 - 9,400



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418

The property of Richard Hammond

1925 NEW IMPERIAL 8HP MODEL 7 MOTORCYCLE COMBINATION

Registration no. KH 825

Frame no. B9481

Engine no. KT/A 38560/K

- *Handsome Vintage-era motorcycle combination*
- *Professionally restored in 2013*
- *Formerly owned by the New Imperial Club's founder and chairman*



Builder of the last British-made machine to win the Lightweight 250 TT in the pre-war era (in 1936), New Imperial was unsurpassed for innovation during the 1930s, introducing models featuring pivoted fork rear suspension and unitary construction of the engine and gearbox.

The marque had been established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units.

After an abortive experiment in 1901, New Imperial had recommenced motorcycle production in 1910 with a 293cc, sidevalve, JAP-engined model equipped with two-speed countershaft gearbox. Thanks to its willing engine and versatile transmission, the Model 1 - or Light Tourist - was an immense success for the Birmingham firm and remained in production well into the 1920s, by which time it had been joined in the range by an equally popular JAP-engined v-twin - initially of 6hp but latterly of 8hp - intended mainly for sidecar pulling duties.

The New Imperial twin had been conceived as a sidecar outfit in 1916 to War Office order for shipment to Britain's Russian allies, only for the 1917 Communist Revolution to scupper the plan. A large machine even by the standards of its day, the imposing New Imp combination owed its generous proportions to contractual specifications that called for a minimum ground clearance of 6", with other dimensions scaled up accordingly. Its military origins notwithstanding, the twin remained in production after World War I (as the 'Model 7' from 1922) and was last catalogued in 1925 priced at around £100.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



A fabulous example, this New Imperial 8hp Model 7 motorcycle combination was beautifully restored in 2013 by a very well-known company that restores Vintage Rolls-Royce motor cars. It has always been attached to the sidecar and has tax discs dating back to the 1920s to back this up.

Very well known to the New Imperial Club, 'KH 825 was formerly owned by the Club's founder and chairman before passing to a very famous and most fastidious collector. It is said to start very easily and ride well, while the sidecar is easily detached leaving the fortunate rider with a wonderful and quite potent solo motorcycle. Offered with a V5C Registration Certificate, this simply gorgeous Vintage-era combination would be ideal for participation in next year's Banbury Run and other suitable events.

£14,000 - 18,000

€15,000 - 20,000



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419

1927 P&M 3½HP TT MODEL

Registration no. WW 2072

Frame no. 3337

Engine no. 2910

- *Ultra-rare sports roadster*
- *First registered by Phelon & Moore Ltd*
- *Matching numbers*
- *Ownership history traceable back to 1929*
- *Present ownership since 1972*



Phelon & Moore (P&M) first entered the Isle of Man TT races in 1924, though, embarrassingly, their two machines in the Senior event were eliminated when they collided! P&M fared much better the following year when Tommy Bullus finished a creditable 4th in the Senior on what was virtually a standard road model. The firm lost no time in introducing a TT Model to the range for the first time.

This ultra-rare P&M TT Model was first registered in May 1927 by Phelon & Moore Ltd, a copy of whose letter to the Wakefield licensing authority (recording the frame, engine, and registration numbers) is on file. Believed sold new by George Clark Motors, it has the triangulated frame, introduced on the 1926 works machines and carried over to the 1927 'TT Panther' sports roadster, and the twin-port engine, another new-for-'27 feature. A certificate testifying to an 85 or 90mph lap of Brooklands could be supplied by the works at extra cost.

Well-known rider/engineer John Catchpole owned 'WW 2072' between 1929 and 1931 when he sold it to Len Shardlow of Steeple Bumpstead in Essex, who kept it until 1967. John Catchpole recalled that he used to thrash Len Shardlow's Ivory Calthorpe on the local bypass on the P&M.

He remembered it had André dampers fitted to the Leckie saddle and that it had a variable main jet at that time. He said it was 'rather a beast to steer over 60mph, and the inlet valves used to wear very quickly and used to cost then 15/- each!' Len Shardlow is the first of three owners recorded in the accompanying old-style continuation logbook (issued in the 1960s), the current vendor, who acquired the machine in 1972, being the last.

Restored between 1972 and 1977, and unused since 1992, 'WW 2072' retains its original P&M instrument bar, Cowey trip speedometer, Miller electric headlamp, P&M cast aluminium silencers, and Leckie damped saddle. It is currently fitted with a standard Sturmey Archer three-speed gearbox and the later two-piece chain guard. The original P&M four-speed gearbox, original one-piece chain guard, and spare exhaust pipes are supplied. Offered with a quantity of old MoTs and tax discs, assorted photocopied literature, and an old-style V5C document, 'WW 2072' represents a wonderful opportunity to own one of these ultra-rare Vintage-era P&M sports roadsters.

£7,000 - 10,000
€7,800 - 11,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

420

1929 TRIUMPH 550CC MODEL SD

Registration no. GF 8889

Frame no. 811273

Engine no. 602718

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer - was building its own power units. The company was soon involved in racing and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with a three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber, and formed the basis of the later four-valve Ricardo model. This Triumph SD was purchased by the vendor in December 2016 having belonged to the previous owner since June 2013. Benefiting from a new magneto, the machine was last run in August 2018 and is described by the private vendor as in generally good condition. Offered with a V5C document.

£6,000 - 8,000

€6,600 - 8,900



421

1939 TRIUMPH 500CC TIGER 100

Registration no. GL 6719

Frame no. TF 601

Engine no. 9-T100 16955

Although Triumph's Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few can have guessed how influential the design would prove to be. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. First registered on 1st February 1939, this Tiger 100 comes with an old-style continuation logbook (issued 1960) recording only one owner, Mr John Webster of Bath, and regular licensing up to 1966. It should be noted that the frame number recorded therein is 'TF 454', indicating that the frame has been changed at some time. The accompanying Triumph instruction book has some brief notes inside indicating, among other things, that 8,388 miles were covered in 1939. The immediately preceding owner's late father bought 'GL 6719' in December 1998. It is believed that the Triumph was restored by the owner before him. On file are various photographs taken in the course of restoration and a few invoices. There is also a V5C document and sundry old tax discs and SORNs, while the last MoT expired in August 1999. The current vendor purchased the Triumph at Bonhams' Stafford Sale in October 2013 (Lot 402) since when it has been professionally stored. Re-commissioning will be necessary before it returns to the road.

£12,000 - 16,000

€13,000 - 18,000



422

The ex-C F Edwards

1925 BROUGH SUPERIOR 981CC SS100 SAND RACER PROJECT

Registration no. Unregistered
Frame no. 300
Engine no. KTOR/A 36776
Gearbox no. W55321 (see text)

- *The most desirable of Vintage-era motorcycles*
- *One of only 12 surviving examples of the original SS100.*
- *Period racing history*
- *Offered for restoration*
- *Single family ownership for over 65 years*



Legendary superbike of motorcycling's between-the-wars 'Golden Age', Brough Superior – 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve MK1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karlake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Edwards, Temple, Baragwanath, Fernihough and Pope - did much to burnish the marque's image. When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph. Brough had entered the 1930s with an entirely JAP-powered range, and then in 1936 the SS100 was redesigned with an engine built by Associated Motor Cycles, in which form it continued until production ceased in 1939.

The machine offered here is the C.F. Edwards SS100 Sand Racer which was despatched from the works on 17th May 1925. It is an example of the original type of SS100 which was built between November 1924 and August 1925. It was superseded by the Alpine Grand Sport SS100 which was introduced in July 1925.

The SS100 Model was launched at the Olympia Show in November 1924 and was described as a replica of the machine used by le Vack during 1924 to break nine world speed records including the world's fastest solo and sidecar records at 119.74mph and 100.33mph respectively. The SS100 was powered by JAP's new 980cc KTOR motor which developed 45bhp, the motorcycle caused a sensation at the show.

64

MOTORCYCLE

JULY 8th, 1926.

SAND RACES WITH "T.T." ORGANISATION.

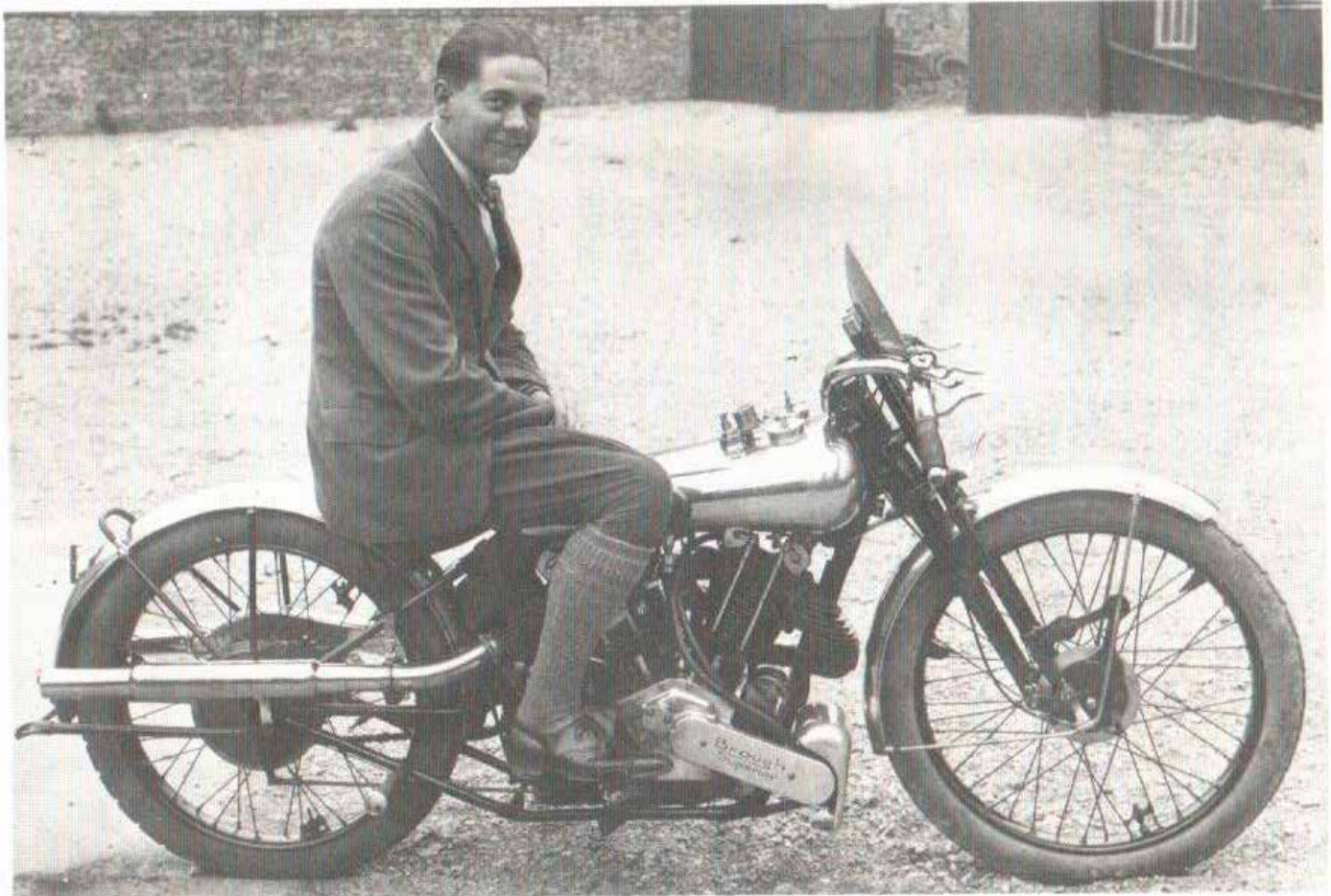
Southport Summer Meeting Excellently Staged and Productive of Good Racing.



Cornering in company in the 20-mile sidecar race.

© Mortons Archive





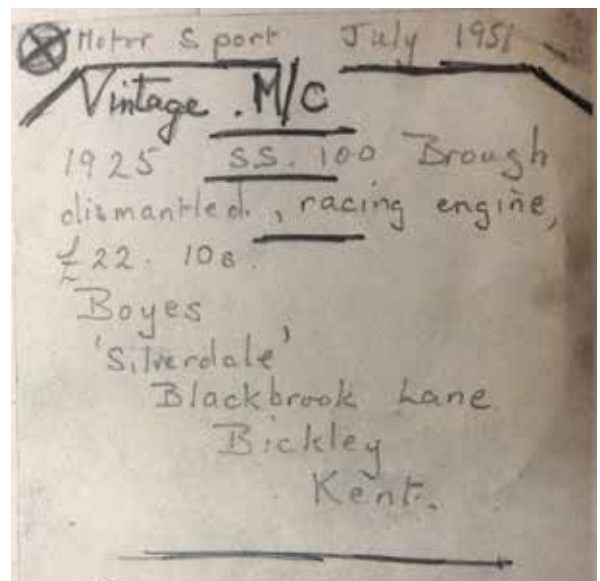
C F Edwards, as pictured in 'The Rolls-Royce of Motorcycles'

The C F Edwards machine was built specifically for sand racing and featured dropped handlebars, narrow un-valanced mudguards and a Binks 'mousetrap' carburettor. A photograph of the machine with Edwards aboard survives and was used in Ronald H. Clark's 'The Rolls-Royce of Motorcycles' (page 29 - shown above) Edwards was a sidecar specialist; the machine originally being delivered with a Super Sports Montgomery sidecar. He also raced it solo and a spare sprocket and primary chain were supplied by the works to enable the gearing to be swiftly changed between solo and sidecar ratios.

Edwards, a motor agent from Cirencester, was a privateer and prior to acquiring the Brough had successfully competed solo with a 350cc New Imperial. He campaigned the 1925 SS100 in both solo and sidecar events throughout 1925 and 1926 on sand and road. Results included a 3rd place behind Stanley Woods in the Ulster Grand Prix in 1925. (see table of results)

In May 1927 he purchased an example of George Brough's new Pendine racing model with which he had continued success notably winning the 1927 Welsh TT (unlimited sidecar class). The image of Edwards on the '25 machine was used in the 1928 range catalogue detailing Edwards' 1927 successes.

Little is known of the history of this early SS100 (after Edwards presumably sold it in 1927) until it was acquired by the late vendor in 1951. He had spotted the machine advertised in dismantled condition in Motor Sport magazine in July 1951 for £22.10s.



Copy of The Motor Sport advert text, as annotated by the late vendor

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



As found 1981

The machine first came to the attention of the BS Club in 1981 when it was identified as C.F. Edwards' first racing SS100. The machine has remained dismantled for the last 63 years whilst in the ownership of the late vendor's family. However, some parts have been restored during this period.

The project comprises of the original frame numbered 300 (the middle '0' partially missing due to a tapped hole for a grease nipple), matching engine numbered KTOR/A 36776, correct Harley-Davidson forks with B&D damper, c.1929 3-speed Sturmey-Archer gearbox (non-Brough) with clutch of the correct type, an original 1925 SS100 tank with oil pump and sight feed (No 1125 possibly unused old stock), Binks 'mousetrap' carburettor with lever controls, finned exhaust coolers plus many other original parts.

There is a second believed original Brough tank, heavily altered for racing incorporating front petrol and rear oil compartments but unnumbered and a third tank in pieces (number disc present). Prospective bidders must satisfy themselves as to the completeness, condition and suitability of the parts prior to bidding.

This is the first time that a pre-Alpine Grand Sport type of SS100 has ever been offered at auction. It is a matching numbers example (frame and engine) and has period racing history. Opportunities to acquire such a rare and desirable machine with good provenance do not happen every day!

£120,000 - 180,000

€130,000 - 200,000

RACE RESULTS 1925 - 1926

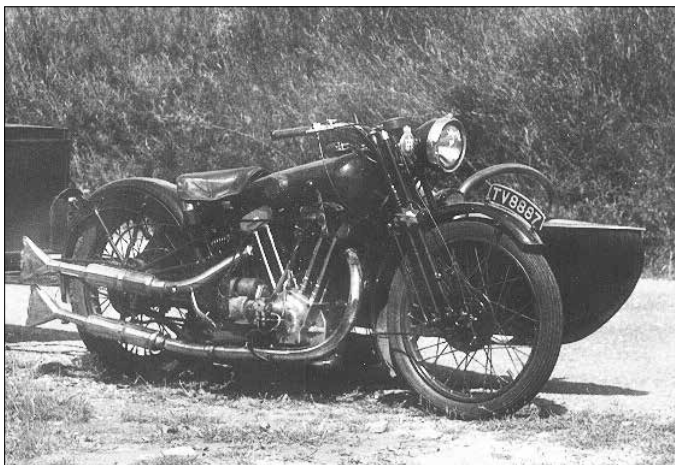
5th Aug 1925	Welsh TT, Pendine Sands	Unlimited 50 Mile Sidecar	3rd
5th Sept 1925	Ulster Grand Prix	Solo	3rd
3rd July 1926	Southport MCC Annual Summer Sand Racing Event	Unlimited General 1 Mile Sidecar	3rd
3rd July 1926	Southport MCC Annual Summer Sand Racing Event	Unlimited Novice 1 Mile Sidecar	2nd
3rd July 1926	Southport MCC Annual Summer Sand Racing Event	Unlimited 20 Mile Sidecar	2nd
4th Aug 1926	Welsh TT, Pendine Sands	Unlimited 50 Mile Sidecar	2nd
2nd Oct 1926	Southport Motor Club Autumn Meeting	Unlimited 1 Mile Sidecar	2nd
2nd Oct 1926	Southport Motor Club Autumn Meeting	Unlimited 10 Mile Sidecar	1st

423

**1933 BROUGH SUPERIOR
981CC SS100 PROJECT**

Registration no. TV 8887
Frame no. S1049
Engine no. JTO/Z 33250
Gearbox no. 7725

- *Present ownership for the last 55 years*
- *Laid up in dry storage since the early 1970s*
- *Full matching numbers except reproduction fuel tank*



The machine in the 1960's fitted with Petrol Tube Sidecar (Lot 192)



Mrs Knight aboard 'TV 8887'



Possessing a fascinating history, this Brough Superior SS100 has belonged to the same lady owner since she bought it in 1963 as her very first motorcycle. Jean Knight was living in South London and working in North London, and commuting was proving difficult. With a car out of reach financially, she decided that a motorcycle was the most sensible option. A friend was selling a garage together with lots of parts and spares, but the Brough - at that time attached to a sidecar - was the only complete machine. Her husband-to-be bought the garage's entire contents for £45 and sold the Brough to Jean for £33.

A keen cyclist, Mrs Knight didn't think that the Brough would be hard to master. She caused great amusement and bemusement when she attended her first RAC training session near Crystal Palace, as she was the first woman ever to attend the course. 'I couldn't praise the course highly enough,' Mrs Knight said. 'All of the instructors wanted a go on my machine, and they put me on a Tiger Cub to start the lessons with, even though I'd ridden to the course on my Brough in the first place!'

After passing her test, Mrs Knight used the Brough for her daily commute and for family holidays around Europe, including the Chamonix - Val D'Isere Rally in 1966, though her husband always drove then they were out together. 'I loved the feeling of the wind in my hair, it is the most freeing thing.'

Once, after getting fed up of having to wear heavyweight motorcycle boots everywhere, Mrs Knight decided to risk it and ride in a pair of high heels. After one attempt at starting the heavy Brough, the heel promptly snapped. 'It was back to boots from then on.'

After her first child was born, Mrs Knight continued to ride the Brough, but by the time her second arrived her husband had put his foot down and said that he couldn't cope with the worry anymore. 'I agreed to save our marriage!' she joked. 'I think he worried about me an awful lot. In the end we got a car, which was more sensible, and the Brough was for high days and holidays only.' As the car became the family's main form of transport, the Brough was stored in the garden shed where it remained until earlier this year. 'I was surprised when we took it out of the shed again, it seemed smaller than I remember.'

Factory records held by the Brough Club show that this SS100 was supplied on 27th July 1933 and resold by the works to one F Dennitt in February 1934. We are advised that 'TV 8887' retains full matching numbers with the exception of the fuel tank, which is a relatively modern replacement. An ideal restoration project, this much loved Brough Superior deserves to go to an owner who will restore the machine and use it with as much enthusiasm as Mrs Knight.

£140,000 - 180,000
€150,000 - 200,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

424

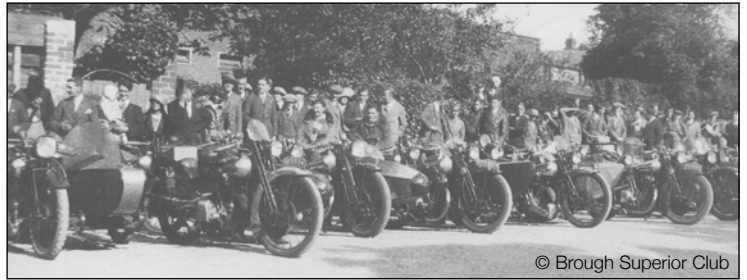
1928/25 BROUGH SUPERIOR 981CC SS100 PROJECT

Registration no. CU 2378

Frame no. 984 (SEE TEXT)

Engine no. KTOR/A 37193 (SEE TEXT)

Gearbox no. W158595



- Offered for restoration
- An early spring framed, JAP powered SS100
- Single family ownership for 70 years.



This vintage Brough Superior project comprises of a 1928 Bentley and Draper (B&D) SS100 frame and parts with a 1925 SS100 engine. The spring frame is numbered 984 and was originally fitted to a solo SS100 (fitted with a JTOR motor) supplied to a W. Thompson which was later resold by the works to Dennett (1/1/32) as a Swallow sidecar combination. The registration CU 2378 which was issued by the County Borough of South Shields in 1928. The engine numbered KTOR/A 37193 was originally fitted to a SS100 Standard Solo supplied on April 9th, 1925 to J. Horswill for J. Sutcliffe and registered TO 893 (a Nottingham registration number).

The machine comprises an early example of the B&D sprung type frame and has the lugs to accept a centre stand (one of only eight sprung frames fitted with this feature). Together with the frame are a set of Castle forks, handlebars, wheels, saddle frame, replica toolboxes (from the BS Club) plus non-original mudguards and other sundry components. There is a fuel tank numbered 2087 which is a Brough Overhead 680 type and a correct (but not original to the bike) three-speed gearbox numbered W158595 with clutch.

The engine is completely dismantled but most parts are believed to be present and will require refurbishment. The crankcase halves are matched but it should be noted that there is a crack within the timing chest half that is not considered to be structurally significant however prospective must satisfy themselves prior to bidding. Two timing covers are present, one for a bevel-drive magneto (correct for 1928) and one with a chain-drive magneto (correct for 1925). Little history is known of this machine which was acquired in the late '40s by the late vendor and last taxed in Norwich in June 1948. There is a photograph of 'CU' in the Brough Superior Club archive showing the machine at the first international Brough Superior Rally held on 18th August 1929 at Chipping Norton in the Cotswolds (see above image), George Brough was guest of honour on the day.

The machine is offered with a V5C however, it should be noted the engine number is incorrectly recorded as 36776. Prospective bidders must satisfy themselves as to the completeness, condition and suitability of the components prior to bidding. This is an ideal opportunity for an enthusiast to acquire and rebuild a vintage era sprung framed SS100.

£100,000 - 140,000

€110,000 - 150,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

425

1938 RUDGE 500CC MODEL 'ULSTER'

Registration no. CFG 849

Frame no. 64110

Engine no. 03136

The 'Ulster' was the Coventry Rudge-Whitworth factory's top sports roadster, its title honoring Graham Walker's historic victory in the 1928 Ulster Grand Prix, the first international road race to be won at an average speed more than 80mph. This example was purchased by Anthony Haines in 1964 for £16 (a copy of the receipt is available), his long-term ownership saw the machine developed to his engineering taste, fitting telescopic front forks and a well-engineered swinging arm rear suspension. The fitting of what appears to be a Triumph fuel tank complete with parcel grid confirms its owner's intention of developing it as a practical touring machine. The machine is well known and respected in Rudge circles and was awarded the Harry Lake Trophy at the Rudge Enthusiasts' Club Annual Rally in 2001. In 2004 at the same REC event it won the shield for the Most Technically Interesting Machine. Photographs of these awards are available as part of the machine's provenance; the originals being retained by Mr Haines. The last MOT certificate in the comprehensive records is dated 2013, since when the machine has not seen regular use. It was last run in August this year, after previously being dry stored, unused for five years it will naturally require thorough recommissioning. It comes with a VMCC letter confirming its 1938 origin and with reference to an incorrect prefix letter on the quoted engine number; it does in fact have the correct 'U' prefix and not 'O', which was a simple typographical error.

£8,000 - 10,000

€8,900 - 11,000



426

1938 EXCELSIOR 350CC MANXMAN RACING MOTORCYCLE

Registration no. BSG 362

Frame no. MRF165

Engine no. CXB195

At the end of the 1934 season, Excelsior opted for something simpler than the complex 'Mechanical Marvel': the Manxman. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350, and 500cc capacities. Road and racing versions were offered, though the 500 was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times between 1936 and 1938. Originally built as a '250' roadster, this Manxman now has a 350cc engine installed, this change being recorded in the accompanying old-style buff logbook (issued 1960).

The Excelsior was purchased in the 1960s and prepared for and used in VMCC races and various sprints from 1967 to 1969. Competition modifications include an alloy front brake plate (replacing the roadster's pressed steel unit); a close-ratio Albion gearbox; a replica of the genuine road-going megaphone silencer (with internal baffle); a replica full-width oil tank identical to the racing version; a sheet metal chain guard; and an oil drain from the cam box. From 1969 the Manxman remained unused until the 1980s when the vendor restored it. No work has been carried out since then and the machine was last run in 2014. Additional documentation consists of an old-style V5C still recording the machine as a '250'.

£6,500 - 8,500

€7,200 - 9,400



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

427

1927 BROUGH SUPERIOR 981CC SS100 PENDINE

Registration no. BF 8004

Frame no. R3521

Engine no. KTOR/I 71724/SD

- *The most desirable of Vintage-era motorcycles*
- *Genuine Pendine racing engine*
- *Replacement frame*
- *Built by Simon Miles between 2008 and 2010*



Legendary superbike of motorcycling's between-the-wars 'Golden Age', Brough Superior – 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100.

First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

For the racing man - or woman - there was the Pendine version of the SS100, named after the eponymous sands in Wales where Brough Superior motorcycles had won numerous races in the mid-1920s. New to the range for 1927, the Pendine was powered by the JAP KTOR 8/45hp engine, a four-cam racing unit with bevel-drive magneto, and incorporated numerous other modifications to make it more suitable for competition purposes. Every Pendine came with a guaranteed top speed of 110mph.



The machine offered here incorporates a genuine SS100 Pendine engine, '71724/SD', which is one of a batch of five Pendine units supplied by J A Prestwich in April 1927 numbered from '71722/SD' to '71726/2D' respectively. Factory records kept by the Brough Club show that all the others from this batch were fitted to finished motorcycles supplied to customers between 5th April and 21st September 1927. There is no surviving works record for '71724/SD'.

'R3521' is a newly made and unmodified frame constructed to the original specifications and dimensions, and numbered in a special series by the Brough Club. It is fitted with an original circa 1927 Brough Superior fuel tank and base sub-frame (both numbered '1656') purchased from Dave Shotton, who obtained these parts in Brisbane, Australia in the 1960s.

The gearbox is an original Sturmev Archer three-speed heavyweight unit made in the mid-late 1920s and of exactly the same type fitted by Brough. With the exception of the frame and mudguards, all other major components are correct period parts, many of them original Brough.

The Pendine was built in its current form by Simon Miles between 2008 and 2010. Accompanying documentation consists of Brough Superior Club paperwork and a V5C Registration Certificate. Last run in September 2018, this magnificent Brough Superior is presented in excellent condition throughout.

£130,000 - 170,000

€140,000 - 190,000

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. FFR 69
 Frame no. RC9234B (see text)
 Rear Frame no. RC9234B (see text)
 Engine no. F10AB/1B/7334
 Crankcase Mating no. SS89

- *Matching numbers (see text)*
- *Restored in the late 1980s*
- *Professionally stored since October 2013*



'A good Shadow is no anti-climax: it exudes class and performance.' – Classic Bike magazine testing 'FFR 69' in 2007.

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it.

This was a time when the average family saloon was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

The Black Shadow was indeed a legend in its own lifetime, and in the 60-plus years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

The immediately preceding owner bought 'FFR 69' in January 2000 from Mrs Mary Haigh, who had owned it for six years (receipt on file). Owners prior to Mrs Haigh were John Ruff (1989-1994) and Ernest Wright. Mr Wright's name appears on an old-style (post-1971 type) logbook photocopy on file but it is not known whether or not he was the first owner.



Accompanying invoices appear to indicate that the Vincent was restored by John Weedon in the late 1980s prior to its sale to John Ruff. While with the preceding owner, the Shadow was fastidiously maintained, as evidenced by numerous bills contained within the comprehensive history file (inspection recommended). So, it comes as no surprise to learn that 'FFR 69' was chosen as an excellent representative of the marque for Classic Bike magazine's feature (July 2007 edition, copy available). The Shadow has also featured in a VOC DVD (copy available).

Last taxed to 2012, the machine continued to be ridden regularly on private roads until it was purchased by the current vendor at Bonhams' Stafford Sale in October 2013 (Lot 344). At that time the Vincent was described as in generally very good/excellent condition, starting and running well. For the last five years it has been professionally stored. Noteworthy upgrades include Borrani alloy wheel rims, VOC-supplied centre stand, stainless steel mudguards, and an electronic voltage regulator. This well restored and equally well maintained Black Shadow is offered with a V5C document and the aforementioned history file.

£60,000 - 80,000
€66,000 - 89,000



1949 VINCENT 998CC SERIES-C RAPIDE

Registration no. OFC 464
 Frame no. RC4186
 Rear Frame no. RC4186
 Engine no. F10AB/1/2286
 Crankcase Mating no. W26

- *Present ownership since 1953*
- *Restored by Maughan & Sons in the 1980s*
- *Only 469 miles since the rebuild*
- *Last run 15 years ago*



The outbreak of WW2 in 1939 brought production of all Vincent-HRD's Series-A models to a halt, and when the company resumed production at the war's end it was with the all-new Series-B. Its rear suspension aside, the Series-A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series-B, Phillip Vincent and his chief engineer Phil Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago.

Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models.

In 1948 the Vincent range began to be up-dated to 'Series-C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and a hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series-C specification. In the interim period there was considerable variation in the specification of individual machines, further complicated by Phillip Vincent's decision in 1949 to drop the 'HRD' part of the name, which hitherto had appeared on frame/tank decals and various external engine components.

Establishing the exact 'factory specification' for a Vincent of this period is difficult, to say the least, and many Series-B models have since been upgraded by their owners to incorporate the Series-C improvements.

This Series-C Rapide was purchased by the current vendor in 1953, and after some repairs had been made, was ridden on a trouble-free tour of Europe in 1954. The Vincent continued to be used regularly up to 1980. A full restoration was then undertaken by the renowned marque specialists Maughan & Sons of Wilsford, Lincolnshire, since when the machine has covered only 469 miles.

Upgrades include alloy wheel rims; a Koni front shock absorber; and a 'Black Shadow' Smiths 150mph speedometer (original wheels provided). Last run 15 years ago, the machine will require re-commissioning before returning to the road. Accompanying documentation consists of an old-style logbook; all invoices dating back to 1953; and old/current V5/V5C registration documents.

£30,000 - 40,000
€33,000 - 44,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

430

C.1948 VINCENT-HRD 998CC SERIES-B RAPIDE

Registration no. IG 4344
Frame no. R3028
Engine no. F10AB/1/156

- *Earlier engine*
- *Extensively restored*
- *Only 100 miles since the rebuild*



The outbreak of WW2 in 1939 brought production of all Vincent's Series-A models to a halt, and when production resumed at the war's end it was with the all-new Series-B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series-B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models.

We are advised by the private vendor that this restored Series-B Rapide consists of a 1948 frame and cycle parts and the engine from Jens Skaakes' Singapore Grand Prix-winning machine. The engine bottom end, cylinder barrels, and cylinder heads have all been overhauled by marque specialist, the late Tony Maughan, and we are advised that the gear set, clutch, seals, chains, tyres and tubes are all new. The carburettors have been professionally restored and the magneto rebuilt by Les Nation, while the ATD is a new version on a heavy-duty back-plate. The machine also has a Dave Hills centre stand. Only some 100 miles have been covered since the restoration's completion and the Rapide is said to start easily and run strongly. Last run earlier this year, it is described by the vendor as in 'A1' condition. Offered with a V5C document.

£28,000 - 36,000
€31,000 - 40,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

431

1955 VINCENT 998CC BLACK PRINCE

Registration no. RYM 280
Frame no. RD12848B/F
Rear Frame no. RD12848
Engine no. F10AB/2B/10948
Crankcase mating no. 26V

- *The ultimate Vincent motorcycle*
- *Matching numbers*
- *Present ownership since 1979*



Ever since the Series-A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence, and superlative high performance. It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

Other Series-D innovations included a new frame and rear suspension, a steel tube replaced the original fabricated upper member/oil tank while the paired spring boxes gave way to a single hydraulic coil-spring/damper unit offering a generous 7" of suspension travel. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated centre stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburettors. Sadly though, the Shadow's magnificent 5"-diameter Smiths speedometer had been replaced by a standard 3" unit.

Unfortunately for Philip Vincent, his vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December 1955 around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

The current vendor bought this Black Prince in 1979 from its original purchaser, complete with detached Watsonian sidecar (since sold). The Vincent was added to a growing collection and run and ridden occasionally. In 2005 it was given to one of the owner's sons when the collection was sold. Last run over 10 years ago, 'RYM 280' will require re-commissioning, at the very least, before further use. Noteworthy features include factory sidecar fittings and 18" alloy wheel rims. Presented in original condition, the machine is offered with an old-style V5C document, the 1979 purchase receipt, and its original handbook, warranty, and spare parts catalogue.

£50,000 - 70,000

€55,000 - 77,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

432 * N

1972 MV AGUSTA 750S

Registration no. not UK registered

Frame no. MV4C75 214045

Engine no. 214-054

- *MV's first 750 sports roadster*
- *One of only 402 made*
- *Present ownership since 1989*
- *Engine professionally rebuilt 3,283 kilometres ago*



Developed from its long line of highly successful multi-cylinder Grand Prix racers, MV Agusta's first four-cylinder roadster - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white, and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive, while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

Production of the 'first series' MV 750S continued through 1973 with the 'second series' starting in 1974, though with numerous technical and aesthetic changes made batch by batch. In total, only 402 MV Agusta 750S models were produced up to the end of production in 1975.

This immaculate MV Agusta 750S was delivered new to Germany where it was purchased by the enthusiast owner from the German MV Agusta importer (Roland Schneider) in April 1989. The MV was last serviced and run in July 2018. Supplied documentation consists of the 1989 purchase receipt; Roland Schneider correspondence; the original German registration document (Kraftfahrzeugbrief); and the current Swiss Carte Grise.

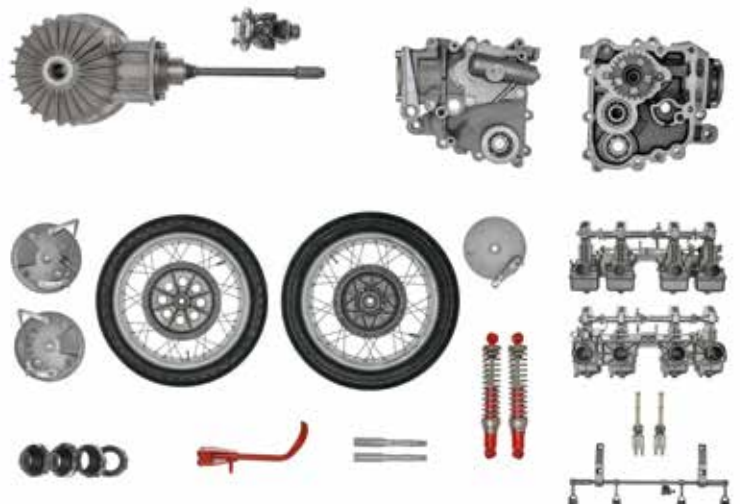
All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



We are advised by the private vendor that the machine is in very good condition having covered only 3,283 kilometres since the engine was rebuilt by Roland Schneider. It also incorporates various upgrades including a Ceriani magnesium front brake, special short-ratio (11/31) final drive, and a leather-upholstered seat. Accompanying this 750S is everything the enthusiastic MV owner could wish for: manufacturer's brochures, decals, parts list, workshop manual, service booklet, instruction manuals, and various magazines featuring the marque.

It also comes with a substantial quantity of highly valuable spares to include a set of Dell'Orto 26mm carburettors; the original wheels and brake plates; the standard-ratio final drive unit and right-angle gear assembly; a pair of shock absorbers; seat leather; two taillight lenses; Bosch distributor (new); Veglia speedometer (new); and numerous smaller parts (inspection recommended).

£70,000 - 100,000
€77,000 - 110,000



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433

'NORVIN' 998CC RACING MOTORCYCLE

Registration no. not registered

Frame no. X55

Engine no. F10AB/1B/2624

First used by Norton on the works racers in 1950, the legendary 'Featherbed' frame has long been the special-builders' favourite. Although designed with a single-cylinder engine in mind, the generously proportioned Featherbed would in time prove capable of accommodating a wide variety of different power units. There have been several Featherbed specials constructed using the Vincent v-twin engine, such as that offered here, which was built in the 1960s using a Series-B power unit and AMC gearbox. It was intended for racing with numerous components re-engineered to reduce weight and improve the balance. The machine was then raced at various UK circuits up to 1968 when its owner decided to retire from racing. For the next 40 years, the Norvin was stored in a number of sheds/garages and fell into a state of disrepair. In 2007 it was purchased by the last owner who spent the next three years fully restoring it to working condition while incorporating various improvements including a new Dresda swinging arm; Boyer electronic ignition; Hayward belt primary drive; 2003 Triumph Daytona 600 forks; and Suzuki Bandit brake calipers. We have been advised by the Vendor that the engine is that of a 1949 Series-B Rapide. Although completely overhauled, the machine has not been started since 2013. It is offered with a selection of photographs depicting it in the 1960s; 'as found' in 2007; undergoing restoration; and parading at Mallory Park.

£18,000 - 22,000

€20,000 - 24,000



434

1939 NIMBUS 746CC MODEL C

Registration no. XVV 737

Frame no. 5106

Engine no. 5106

Four-cylinder motorcycles have been around longer than many would think, and a variety came to the market early in the twentieth century; one such was Nimbus. The largest Danish motorcycle manufacturer at one time, it was founded by Fisker and Nielsen, and production of the Model A four began around 1920. Referred to as the 'Stovepipe' by many because of its large diameter frame tube/petrol tank, it was superseded by the model B which had improved forks. The machine was technically advanced for the period, particularly when the Model C was introduced in 1934 with an overhead camshaft engine, shaft drive, and telescopic forks. XVV 737 is an example of the Model C from 1939 with foot-operated gearchange. It was purchased by the previous owner, needing work, in 2014 (purchase invoice on file). He commenced work on the machine, and a number of invoices in the history file (totalling approximately £4,000) attest to some of the parts purchased, and work done. After completion of the restoration work, a change of plan resulted in a sale to the present owner. The finished machine has not seen use on the road, and the present owner has noted a noise on the machine when the clutch is disengaged. Whilst the engine and transmission operate satisfactorily, he feels the noise will require investigation and attention by a new owner before use. It should be noted the engine number has a degree of double-stamping. Documentation comprises the aforementioned purchase receipt and invoices, a current V5C, a VMCC dating certificate, a maintenance manual, and sundry other papers. The Nimbus is currently on SORN.

£7,500 - 9,500

€8,300 - 11,000



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435

1962 BMW R69S

Registration no. 643 PL

Frame no. 656731

Engine no. 656731

- *Original UK-registered model*
- *Restored between 2011 and 2018*
- *Countless new parts*
- *Requires running in*



This BMW R69S was discovered in 2011 in a back garden in Cambridgeshire where it had been left by the previous owner some years before. His relatives were persuaded to sell it, and a seven-year restoration ensued. Every aspect of the bike was stripped out and examined and then refinished or replaced. Bills for the full restoration are presented in a file and total over £6,500.

All disassembly and re-assembly work was done by the current owner, a VMCC member with over 40 years of experience of restoring a wide variety of bikes, including three BMW /2s. Engine, gearbox, and generator work was done by BEMW of Derby; the original 75/76 carburettors were refurbished by Uli's Motorradladen in Frankfurt; and the paintwork and lining was done by a local professional motorcycle refinisher using two-pack enamel.

An exchange crankshaft from Uli's with new slingers was fitted, while the cylinder barrels have been sleeved-down to standard bore with new standard pistons and rings. Other new components include the camshaft; all bearings in the engine and gearbox including the correct barrel bearing at the rear of the crankshaft; front bearing shield; clutch; all cables; wiring harness and Blitz battery; hubs/bearings; brake shoes (modern linings); spokes (stainless); wheel rims; Metzeler tyres and tubes; steering/toolbox locks, keyed alike; and stainless exhaust pipes, balance pipe, and silencers.

In addition, the original seat was re-covered, and the original switch-gear refurbished as new. Nuts, bolts, washers, and screws are in stainless steel as far as possible, while a new Van Farowe side stand from Bench Mark Works has replaced the impractical original. The machine retains its original tyre pump. Compression plates have been fitted to give a slight reduction in compression and easier starting, but are very easy to remove if required. This is effectively a brand-new machine and will need to be treated as such, with careful running in and oil changes plus regular checking of all fasteners.

'643 PL' has matching engine and frame numbers and is an original UK-registered machine, not a later import. It has retained its original registration number, which is now non-transferable. Accompanying documentation includes sundry restoration invoices; an old-style green logbook (issued 1970); a list of previous owners; BMW dating letter; and a V5C listing the BMW as an historic vehicle. The reason for sale is the deteriorating health of the owner, who cannot manage the machine's weight anymore and is retiring from riding.

£10,000 - 14,000

€11,000 - 15,000

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436 N

1948 NIMBUS 750CC MODEL C FOUR

Registration no. not UK registered

Frame no. 7819

Engine no. to be advised

- Rare Danish four-cylinder motorcycle
- Engine professionally rebuilt between 2012 and 2018
- Registered in Denmark



The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle first appeared in 1919. Unusually, only inline four-cylinder models were built. These were of advanced design, using shaft final drive and pressed steel frames right from the start of production, and pioneered the use of the telescopic front fork in the mid-1930s. The early models featured a distinctive tubular spine frame that doubled as the fuel tank, soon gaining the nickname 'stovepipe'. The low-compression Nimbus engine was noted for its smoothness and flexibility.

In 1928, motorcycle production was suspended to enable the company to concentrate on producing its Nilfisk vacuum cleaners, and when the new Nimbus appeared in 1934 it was with a power unit that showed strong motor-industry influence, being constructed along car lines with integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron one-piece cylinder head was topped by an alloy housing for the single overhead camshaft, which was driven by shaft-and-bevel gears. A single-plate clutch transmitted power to the three-speed gearbox. The original 'stovepipe' frame had been superseded by one made from flat spring steel, while foot change for the gearbox, a beefier front fork, and larger brakes had been added by the end of the 1930s.

Nimbus was ahead of its time in many ways, introducing its first telescopic front fork in 1934 and adopting closed-circuit crankcase ventilation many years before the automobile industry.

From then onwards the Nimbus changed little until series production was ended in 1954, once again to free up resources for the vacuum cleaner business. An additional few machines were assembled from spares between 1954 and 1959 but none have been made since then. Production was always on a limited scale, but such is the quality of the Nimbus that many remain in service today.

The Nimbus offered here benefits from an engine completely renovated at Århus Nimbus in Denmark as part of an extensive restoration. The latter involved totally stripping the machine and refurbishing it with fresh paintwork, etc, these works being undertaken by a small workshop specialising exclusively in rebuilding Nimbus motorcycles. Since completion the Nimbus had been test ridden to check that everything is working correctly. The machine is offered with restoration invoices and Danish registration papers.

£8,000 - 12,000

€8,900 - 13,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

437 N

1953 NIMBUS 750CC MODEL C FOUR

Registration no. not UK registered

Frame no. 11711

Engine no. to be advised

- Rare Danish four-cylinder motorcycle
- Engine professionally rebuilt 2018
- Registered in Denmark



The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle first appeared in 1919. Unusually, only inline four-cylinder models were built. These were of advanced design, using shaft final drive and pressed steel frames right from the start of production, and pioneered the use of the telescopic front fork in the mid-1930s. The early models featured a distinctive tubular spine frame that doubled as the fuel tank, soon gaining the nickname 'stovepipe'. The low-compression Nimbus engine was noted for its smoothness and flexibility.

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The Nimbus offered here benefits from an engine completely renovated at Århus Nimbus in Denmark as part of an extensive restoration. The latter involved totally stripping the machine and refurbishing it with fresh paintwork, etc, these works being undertaken by a small workshop specialising exclusively in rebuilding Nimbus motorcycles. Since completion the Nimbus had been ridden for only 200 kilometres to check that everything is working correctly. The machine is offered with restoration invoices and Danish registration papers.

£8,000 - 12,000

€9,000 - 13,000

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438 N

C.1961 NORTON 497CC DOMINATOR 88

Registration no. BVH 664A (see text)

Frame no. 122 96568

Engine no. 122 85824

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the Norton's handling and roadholding were found to be first class. Although its current registration dates from 1963, this Norton Dominator 88 incorporates a frame built in 1961 and an engine dating from 1960. Restored circa 1967, the machine was run most recently last year and is described by the vendor as in generally good condition. Offered with an old V5C registration document however, it should be noted the machine is logged with the DVLA as 'exported' therefore the purchaser will need to reapply for the Vehicle Registration Number following the sale.

£4,000 - 6,000

€4,500 - 6,700



439

1957 TRIUMPH 499CC TIGER 100

Registration no. ASL 119

Frame no. 81250

Engine no. T100 81250

The Triumph Tiger 100 was introduced in 1939 as the Speed Twin's sportier brother. After the war it gained telescopic forks, and from 1954 a swinging arm frame was fitted. 1957 was the first year of the very distinctive "mouth organ" tank badges, and this Tiger 100 was first registered on 1st March of that year. It has covered few miles since acquisition by the vendor's late husband in May 1999: an MoT certificate of May 2000 records a mileage of 3123 and today the odometer displays only 3174. Accompanied by MoT certificates from 1998 to 2009, V5, and old and new V5C documents, the Triumph has been on SORN for several years. Following such a period of inactivity careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£5,000 - 6,000

€5,500 - 6,600





440



442



441



443

440

1955 TRIUMPH 499CC SPEED TWIN

Registration no. 149 UXB Frame no. 64421 Engine no. 5T 64340
The Triumph Speed Twin started the motorcycle world when it was launched in 1937 and was responsible for the British industry's seismic shift towards the parallel twin engine. It was regularly updated, and by 1955, the year of this example, it featured a new swinging frame, alternator electrics, and an Amal Monobloc carburettor. This Speed Twin is fitted with the optional, but rarely seen, valanced front mudguard. It was owned by the vendor's late husband from at least 2004 and has been on SORN for several years. Accompanied by MoT certificates from 2004 to 2009, as well as old and new V5C documents, it has covered few miles since 2004 and has clearly not been run for some time. Careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£4,000 - 6,000
€4,400 - 6,600

441

1955 TRIUMPH 499CC TROPHY TR5

Registration no. 165 UXB Frame no. 65336 (see text) Engine no. TR5 65336
This example of Triumph's extremely versatile Trophy dates from 1955. By this time, it featured a swinging arm frame, a higher compression ratio of 8:1, and a hotter camshaft. The power output had increased from 25 to 33bhp. Please note that there is some evidence of double stamping on the frame number of this machine. It was owned by the vendor's late husband from at least 2004 and has been on SORN for several years. Accompanied by MoT certificates from 2004 to 2009, as well as old and new V5C documents, it has covered few miles since 2004 and has clearly not been run for some time. 32 miles are displayed on the odometer. Careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£4,000 - 5,000
€4,400 - 5,500

442

1960 TRIUMPH 649CC BONNEVILLE T120 REPLICA

Registration no. 939 UXR Frame no. D7653 (see text)
Engine no. T120 D7653 (see text)
We have described this pre-unit 650 Triumph as a Bonneville "replica" because the engine and frame numbers seem to have been re-stamped. However, this could be an opportunity to acquire a good-looking pre-unit 650 Triumph, which appears to be to Bonnie specification, for substantially less than a genuine example. Please note that the V5C incorrectly records the re-stamped engine no. as T120 D7673. We don't know when it was acquired by the vendor's late husband, but the V5C records the date of first registration in the UK as 10.11.2005. Accompanying MoT certificates cover the period from 2005 to 2009. The Triumph has seen little use (the odometer reads only 30) and has been SORNed in recent years. Careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£4,500 - 6,500
€5,000 - 7,200

443

1962 TRIUMPH 490CC TIGER T100SS

Registration no. 847 CYY Frame no. H26605 (see text)
Engine no. T100SS H26605
Triumph replaced the T100A with the new T100SS for the 1962 model year. The previous model's bathtub rear enclosure was replaced by a substantially reduced version and a separate headlamp replaced the T100A's nacelle. The whole effect was much sportier. We believe that this 1962 T100SS has covered few miles since acquisition by the vendor's late husband in 1999, although the speedometer was either overhauled or replaced at some point. Please note that the frame number has some double stamping with a second number in the wrong position, and that the accompanying V5C incorrectly records the engine no. as T10055. Other documents include an old V5, previous V5C, and various MoTs. SORNed in recent years, careful checking, re-commissioning, and safety checks will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£2,500 - 3,500
€2,800 - 3,900

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444

1961 NORTON 499CC MANX MODEL 30M

Frame no. 11M 97283

Engine no. 204

- Raced in the TT from 1963 to 1973
- Six speed gearbox
- Four leading shoe front brake
- Enclosed valve springs
- Prepared in period by Ray Petty
- Owned since 1961



This 500 Manx was purchased from the first owner, Harry Middleton, in 1961 when it was less than a year old, by the present owner, 'Monty' Buxton. Monty raced this, and a 350 (also offered in this sale). Man and machine were to remain together from that day to this, racing extensively thereafter at many short circuit meetings, and in Monty's hands achieved some good results at a number, including a win at Scarborough, and a 3rd place in the Southern 100 in 1963. He also competed in the TT in 1961 (finishing 23rd), 1963 and 1964. In 1963 Monty held the 500-class lap record on this bike on the Silverstone club course. Another of his claims to fame was a 2nd in the 250cc class of the Thruxton 500 race, partnered by John Hartle, the team being managed by Geoff Duke. In the document file is a copy of a photograph of Monty on this machine at Mallory Park in 1963, behind Derek Minter in first place, but ahead of Phil Read in third, which is the order they finished.

Monty retired from racing at the end of 1964, and the 500 Manx was ridden for a short time by Tony Ward. Barry Randle then ran both of Monty's machines in the TT from 1965 to 1969, most notably achieving a 3rd place in the Senior on this bike in 1968. Following Barry, the bike was raced by Peter Elmore, before Peter Robson became the last rider, competing in the Manx Grand Prix classic races from 1991 to 1995. Much of the engine preparation work on the 500 was carried out by legendary tuner Ray Petty, and some of his handwritten notes, both original and photocopies, can be found in the accompanying documents.

Following a spell of disuse, the owner entrusted it to the Summerfield brothers, who had purchased Ray Petty's stock and equipment after his death, for engine rebuilding and restoration in 2011, and paperwork relating to this is on file.

As one would expect, this bike has, over time, undergone changes, improvements and modifications to enhance its performance, make it more reliable, and generally more user-friendly. These include the enclosed coil spring conversion, the four-leading shoe front brake, the belt primary drive, Maxton shock absorbers, and a six speed gearbox. At some time also, the engine has evidently had a replacement set of crankcases which are stamped 204.

Paperwork accompanying this Manx comprises the aforementioned restoration paperwork and preparation notes by Petty, together with the copy photograph mentioned, and photographs of the Summerfields with the machine. Prospective purchasers should note that this machine has had little use since restoration in 2011, so will need light re-commissioning prior to use.

£18,000 - 22,000
€20,000 - 24,000

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445

1962 NORTON 348CC MANX MODEL 40M

Frame no. Not visible

Engine no. None

- Raced in the TT from 1963 to 1973
- Seeley PGT 5 speed gearbox
- Four leading shoe front brake
- Enclosed valve springs
- Prepared in period by Ray Petty
- Mitsubishi magneto



This 350 Manx was collected from the Norton Bracebridge Street factory in November 1962 by the present owner, 'Monty' Buxton. It was purchased by Monty's sponsor, Reginald Satchwell, for Monty to race. It was the start of a long and happy relationship with the machine stretching to the present day. This Manx, together with a 500 model (also offered in this sale), was raced extensively thereafter at many short circuit meetings, and in Monty's hands achieved good results at a number, including wins at Scarborough and Cadwell Park. He also competed in the TT in 1963 and 1964, earning 15th place in 1963, and 28th in 1964. In 1963 Monty Buxton held the 350-class lap record on this bike on the Silverstone club course. He also raced a 250cc Royal Enfield in the Thruxton 500, partnered by John Hartle, the team being managed by Geoff Duke.

Monty retired from racing at the end of 1964, and the 350 Manx was ridden for a short time by Tony Ward. Barry Randle took over the saddle and ran both of Monty's machines in the TT from 1965 to 1969, most notably achieving a 3rd place in the Senior race in 1968. Following Barry, the bike was raced by Peter Elmore, before Peter Robson became the last rider, competing in the Manx Grand Prix classic races from 1991 to 1995. Much of the engine preparation work on the 350 was carried out by legendary tuner Ray Petty, and some of his handwritten notes, both original and photocopies, can be found in the accompanying documents.

When Monty's friend and sponsor, Reginald Satchwell, passed away, he bequeathed the 350 Manx to Monty in his will. When it became uncompetitive it was left to languish for some time before the owner entrusted it to the Summerfield brothers for engine rebuilding and restoration in 2011, and paperwork relating to this is on file.

As one would expect, this bike has, over time, undergone changes, improvements and modifications to enhance its performance, make it more reliable, and generally more user-friendly. These include the enclosed coil spring conversion, the four-leading shoe front brake, the belt primary drive, the Mitsubishi magneto, and the five speed gearbox. At some time also, the engine has evidently had a replacement set of crankcases which are unstamped.

Paperwork accompanying this Manx comprises the aforementioned restoration paperwork and notes by Petty, a parts list, a TT programme for 1964, and a Mallory Park national road races programme for June 1964. A spare 5-gallon Petrol tank accompanies this machine. Prospective purchasers should note that this machine has had little use since restoration in 2011, so will need light re-commissioning prior to use.

£15,000 - 19,000

€17,000 - 21,000

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In-period Grand Prix racing history

1953 MOTO GUZZI 250CC GAMBALUNGHINO RACING MOTORCYCLE

Frame no. TCB1

Engine no. A 558

- Offered for sale by its rider, Trevor Barnes
- Campaigned at national, international, and Grand Prix level in the 1960s
- Kept in storage since the late 1960s
- Ridden in later years at the Goodwood Revival



Carlo Guzzi's first prototype motorcycle of 1919 was unconventional in so far as its single-cylinder engine was installed horizontally, and by the end of the 1930s the 'flat single' had established itself as a Guzzi hallmark. The importance of racing as a means of publicising Carlo Guzzi and Giorgio Parodi's fledgling marque had been recognised right from the start, at least by the latter, but it would be several years before the firm offered versions of its works racers for sale to the public.

Moto Guzzi's first successful customer racer was the pre-war Condor, introduced in 1938 and revamped for 1946 as the Dondolino (rocking chair). A more highly developed version produced by Ing. Giulio Carcano for factory tester and budding racer Ferdinando Balzarotti resulted in the legendary Gambalunga (long legs). Its Gambalunga soubriquet arose from the engine's long-stroke configuration, a break from Guzzi's customary practice, though normal service was soon resumed when in 1948 the traditional 88x82mm bore/stroke dimensions were reinstated. Also making its debut on the Gambalunga was Guzzi's own design of leading-link front fork that would later find its way on to the firm's Grand Prix machines.

Introduced for 1949, the 250cc Gambalunghino (little long leg) version was based on the pre-war Albatros racer, sharing the same basic frame, 247cc single-overhead-camshaft engine and four-speed gearbox. Using a developed version of an already proven design enabled Guzzi to get the better of the opposition, and Bruno Ruffo duly brought the inaugural 250cc World Championship back to Mandello del Lario at the season's end. Dario Ambrosini and Benelli took the 250 honours the following year but Guzzi bounced back immediately, Ruffo taking the Championship in 1951 and Enrico Lorenzetti in 1952. From 1953 onwards though, and despite Guzzi's introduction of four-valve and twin-overhead-camshaft engines, the 250 Championship would belong exclusively to NSU.

Although ultimately outclassed at Grand Prix level, the 250 Guzzi remained a favourite of privateers for many seasons. Indeed, in 1962 Arthur Wheeler finished a magnificent 3rd in the World Championship, beaten only by the works Hondas of Jim Redman and Bob McIntyre. From 1959 onwards, Wheeler's Guzzis used frames fabricated by Ken Sprayson of Reynolds Tubes, and the machine we offer features one constructed along broadly similar lines. Its owner, Trevor Barnes, bought the Guzzi in 1963 and raced it until 1966. In 1963 he completed a full season of national and international events including the Dutch TT and Belgian GP. In the Dutch race he was the first privateer home in the 250 race, finishing in 9th place.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

1964 Nürburgring alongside Ginger Malloy on the Bultaco (#110)



Some modifications were made to the Guzzi for 1964, principally adapting the front brake to make it fully floating, which meant that there was reduced dive under braking. He had a good dice with Tommy Robb at the Salzburgring International Grand Prix in 1964. Tommy was on a works Honda twin and the two Brits were up against a pair of very fast works MZs that would tear past them on the straights, only to be re-passed at the next bend. Trevor was black-flagged for dropping oil but was allowed to continue, eventually finishing 7th when he could easily have been in the first four.

He spent a month on the Continent in 1964 competing in international meetings. At the Nürburgring he finished 3rd, at Salzburg 7th (as described above), at St Wendel 6th, and at Tubbergen in Holland the Guzzi was really sorted and he finished 1st and set the fastest lap. Trevor went straight from there to the Northwest 200 where he was lying second to Ralph Bryans (Honda) but had to pull in with a broken oil pipe. The Dutch TT again proved a good meeting for Trevor as he came 9th again and first privateer. There were other meetings during this year, all with good results.

In the winter of 1965 Trevor made fairings for his bikes. Towards the end of 1965, at the Ulster Grand Prix, he broke his collarbone during a 350cc race, which put paid to further events that year. In 1966 he went to the Scarborough International for the first time and came 2nd in the heat and 3rd in the final. That year saw the 250 being denied entries for GPs as it was getting too old. It was also the same year that Trevor started his own business. In later years the little Guzzi was brought out of retirement, taking part in several Classic events including the Goodwood Revival Meetings and even a few trips to New Zealand.

Last run in 2017, this extensively campaigned Moto Guzzi represents a very rare opportunity to own a purpose-built competition motorcycle was significant national, international, and Grand Prix racing history.

£28,000 - 32,000

€31,000 - 35,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



447

C.1959 AJS 350CC 7R RACING MOTORCYCLE

Frame no. 1696

Engine no. 1696

Introduced in 1948, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and '60s rode a 7R at some stage of their careers and it remains a major force in classic racing today. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared it to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged, the engine underwent almost continuous revision. AMC's own gearbox replaced the previous Burman in 1958, and by the end of production in 1963 the 7R was putting out around 41bhp. This 7R was purchased by the immediately preceding owner approximately 15 years ago from well-known specialist George Beale. Already restored, the machine remained stored inside the owner's house until it was removed for photographs to be taken for the October 2013 Bonhams Stafford Sale catalogue. The current owner purchased the AJS (Lot 338) at that sale, since when it has been professionally stored. The engine had never been started during the previous ownership and the machine will require basic safety checks and re-commissioning prior to further use.

£22,000 - 28,000

€24,000 - 31,000



448

TRITON 850CC 'CAFÉ RACER'

Registration no. not registered

Frame no. to be advised

Engine no. P1001

A happy marriage of Triumph power and Norton roadholding, courtesy of the latter's peerless Featherbed frame, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. One of the first specials-builders to put the Triton into what might be termed 'limited production' was Dave Degens, proprietor of Dresda Autos. Riding one of his own Dresda Tritons, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process, and went on to develop his own Norton Featherbed-derived frame to take power units other than the original Triumph. This Triton was purchased by its last owner in 2011. The machine was in its current form at that time and its previous history is not known. Its late owner serviced the machine regularly and rode it at various classic track days including the VMCC's Festival of 1,000 Bikes, the last occasion being in 2013. Its specification includes a belt-driven magneto, central oil tank, Amal Concentric carburettors, CMA 4LS front brake, Suzuki GT250 swinging arm, GT500 rear wheel, and short Norton Roadholder forks. There are no documents with this Lot

£7,000 - 10,000

€7,800 - 11,000



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449 * N

1967 DUCATI 350CC SCD RACING MOTORCYCLE

Frame no. DM350 SCD21

- *One of an estimated six in existence*
- *Raced in period*
- *Restored by Hugo Gallina*



'Unlike the majority of other makes, most racing Ducatis – bikes that have competed in events all over the world – have not been purpose-built racing models, but race-kitted street bikes. In 1957 the Bologna factory produced its first overhead cam (roadster) single, and right from the outset, large numbers of the singles were stripped of their road-going equipment, and were tuned and raced by their enthusiastic owners.' – Mick Walker, 'Ducati - the Racing Story'.

This approach - creating a competition machine by modifying a production roadster - was also followed by the factory, which was rarely able to afford the considerable expense of developing a pukka racer, while in terms of publicity, racing a machine derived from a production model clearly had its advantages. In this regard, one of Ducati's most famous victories was achieved at the Barcelona 24 Hours endurance race in 1964, when Bruno Spaggiari and Giuseppe Mandolini brought their over-bored (to 285cc) Mach 1 roadster home ahead of a field of much larger machines, setting new race records for distance and speed in the process.

In 1967 Ducati introduced the revised and much improved 'wide case' engine, which had been developed in the factory's SCD (Scuderia Corsa Ducati) racers. These special SCD works bikes used designer Fabio Tagliani's famous desmodromic valve gear, where the valves are closed by a cam rather than springs. Disappointingly for Ducati, its SCDs were thrown out of the 1967 Daytona 200 as their desmo valve gear was deemed too far a departure from that of the production roadster.

It should be noted that although its owner, the late Jack Silverman, believed the machine offered here was raced in period by the Italian rider Bruno Spaggiari, there is no documentary evidence to support this. One of an estimated six in existence, this ultra-rare Ducati SCD was exported to Australia in 1969 where it was rediscovered later in a dilapidated state. Restored to original specification in the USA by the highly respected specialist, Hugo Gallina, the machine is presented in beautiful condition, complete with works engine stamped 'SCD21'.

£8,000 - 12,000

€9,000 - 13,000

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450

The ex-Boet van Dulmen

1980 YAMAHA TZ500G GRAND PRIX RACING MOTORCYCLE

Frame no. 4A0-000154

Engine no. 4A0-000155

- *Developed directly from Yamaha's factory racers*
- *In-period Grand Prix history*
- *'As last raced' condition*
- *Offered for restoration*



World Champion in the 500cc class for Yamaha in 1978, '79, and '80, Kenny Roberts during the latter season had occasionally used the OW48R, a version of the 1979 OW48 fitted with reversed outer cylinders, an arrangement that produced an extra 7bhp. The 1980 season was also notable for the first appearance of a customer version of Yamaha's Grand Prix 500: the TZ500G, which was based on the 1978/79 works bikes. Only detail changes were made to the following year's TZ500H. With their across-the-frame four reaching the end of its development, Yamaha introduced the OW48R's reversed outer cylinders on the customer TZ500J of 1982, though the engine was housed in a conventional tubular steel frame rather than the aluminium one tried occasionally on the works bikes. This would-be Yamaha's last customer '500' offered to privateers until 1992, when YZR V4 engines were made available in Harris and ROC chassis.

Entered by Team Yamaha IMN - Inter Motor Nederland, the former Yamaha importer for the Netherlands - this TZ500G was raced by the well-known Dutch privateer, Boet van Dulmen. Together with Wil Hartog and Jack Middelburg, he was one of several Dutch riders who competed at the highest levels of Grand Prix racing in the late 1970s/early 1980s.

A recognised wet weather specialist, he won his only 500cc Grand Prix race at Imatra, Finland in 1979, beating the Suzukis of Randy Mamola and Barry Sheene on a drying track. Van Dulmen had ridden a Suzuki during the 1979 season but for 1980 switched to a Yamaha: the machine offered here. Sadly, 1980 would prove to be a disappointing year for the Dutchman, yielding only two points-scoring finishes: in Holland (4th) and Belgium (9th).

Offered for restoration, this Yamaha appears to be in 'as last raced' condition. We are advised that the generator and CDI are complete, and the machine has been stored with the carburettor bell mouths capped. However, the gearbox assembly and clutch assembly are missing.

Developed directly from Yamaha's factory racers, the TZ500G effectively represents the end of an era, when privateers could buy a premier-class Grand Prix motorcycle and at least have the chance of challenging the works riders on a good day. Much rarer than the ubiquitous Suzuki RG500 'customer' racer, which was in production for far longer, it also represents a wonderful opportunity for the serious collector to own a Grand Prix thoroughbred with in-period history.

£12,000 - 16,000

€13,000 - 18,000

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451

1979 YAMAHA TZ750F RACING MOTORCYCLE

Frame no. 409-200373 (see text)

Engine no. un-stamped

- *The TZ750 in its final 'F' version*
- *Formerly raced by Team Yamaha IMN (Inter Motor Nederland)*
- *'As last raced' condition*
- *Offered for restoration*



Although Formula 750 had been intended as a class for modified production roadsters, Yamaha managed to get its TZ750 racer homologated provided that at least 200 were built. The pre-production prototype was tested in Japan towards the end of the 1973 by Australian World Champion Kel Carruthers, who on his retirement at the season's end assumed the role of managing Yamaha's works team in the USA. Works riders Gene Romero and Kenny Roberts tested the first production examples prior to the season-opening Daytona 200, but the honour of securing the TZ750's debut race win at the Florida track went to Giacomo Agostini, newly arrived from MV Agusta.

Despite the 'TZ750' moniker, displacement remained at 700cc until October 1974 when the second batch of TZ750Bs was released featuring a full-size (750cc) engine. For 1976, the works TZ750s used the YZR500 Grand Prix racer's lightweight mono-shock frame and a more powerful engine ported to Carruthers' specifications. Designated 'OW31' by the factory, these works bikes provided the blueprint for the customer TZ750D for 1977, although the production models did not fully match the works specification and were only marginally lighter than the twin-shock TZ750C. In its ultimate, OW31-type configuration, the TZ750 continued essentially unchanged until production of the final 'F' variant ceased in 1979.

Like the smaller TZ twins, the TZ750 was an enormous success, providing privateers the world over with the means to compete against the factory teams in Formula 750. Packed grids of near-identical bikes made for close racing, and no-one who witnessed these demanding machines being wrestled around UK short circuits, the Isle of Man TT course or Daytona's bumpy banking will ever forget the sight. Various authorities have suggested a manufacturing total for the TZ750 at somewhere in the 500-600 range, though more recent research suggests that Yamaha eventually made a little under 800. Today these spectacular machines are highly sought after by collectors and classic racers alike.

Formerly raced by Team Yamaha IMN (Inter Motor Nederland, the former Yamaha distributor in Holland), this late example is understood to incorporate a replacement frame with indistinct hand-stamped number: either '409-200373' or '409-200375' (TZ750F production began at '40-200197'. There is no engine number, the crankcase too appearing to be a replacement. We are advised that the engine is complete, including the gearbox, clutch, generator, and CDI unit, though it has been stored without protection caps on the carburettors. A wonderful opportunity to acquire one of the most charismatic racing motorcycles of modern times, ripe for sympathetic restoration.

£7,000 - 12,000
£7,800 - 13,000

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452 *

Winner of the All Japan TT Formula 1 Championship

**1986 YOSHIMURA SUZUKI GSX-R750
RACING MOTORCYCLE**

- Entered by Yoshimura
- Rider: Satoshi Tsujimoto
- Offered from a private collection



One of the most famous names in the history of motorcycle racing, the firm founded by Hideo 'Pops' Yoshimura first rose to prominence tuning bikes for the AMA series in the USA and would end up running the Suzuki factory team.

Yoshimura has enjoyed a close relationship with Suzuki since the late 1970s, competing in the All Japan Road Race Championship and the prestigious Suzuka 8 Hours Endurance Race using Suzuki motorcycles, as well as in the USA. Yoshimura also undertakes the development and manufacture of Suzuki's race kit parts as well as offering tuning 'goodies' for the other major Japanese manufacturers.

In the late 1970s, the FIM sanctioned a new championship for production based motorcycles: 'TT Formula', which was divided into three categories by engine type (two-stroke/four-stroke) and cubic capacity, Formula 1 being for 1,000cc four-strokes and 500cc two-strokes. Yoshimura already had considerable experience in the tuning of large-capacity four-strokes, so its participation in this new category was a given.

The company's first major success was achieved in 1985 following the recruitment of 25-year-old Satoshi Tsujimoto. Tsujimoto ended the '85 season as winner of the All Japan TT Formula 1 Championship, and repeated that feat the following year (1986) on the machine offered here. That same year, paired with Suzuki's up-and-coming Superbike star Kevin Schwantz, Tsujimoto finished 3rd at the Suzuka 8 Hours, while in 1987 he finished 2nd at the Daytona 200 behind Wayne Rainey and ahead of Doug Polen, so was obviously no slouch. Tsujimoto did not contest the All Japan Championship in '87 as he had signed to do a full season of AMA Superbike racing in the USA. Sadly, a serious accident early in 1987 interrupted his career and in the early 1990s he turned to team management.

Since its retirement from the track, this Yoshimura Suzuki was formed part of a private collection for many years and has been maintained. A rare opportunity to acquire an ex-works Yoshimura Suzuki with championship-winning history.

£15,000 - 20,000

€17,000 - 22,000

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453 *

Twice winner of the Suzuka 4 Hours Endurance Road Race (Novice Class)

1987 YOSHIMURA SUZUKI GSX-R400 RACING MOTORCYCLE

- Supplied by Yoshimura to Mirage Kanto
- Entered by the Mirage Kanto Racing Team
- Riders: Takeshi Ando/Hisatomo Nakamura
- Last run in 1998
- Checked by Yoshimura in 2000



One of the most famous names in the history of motorcycle racing, the firm founded by Hideo 'Pops' Yoshimura first rose to prominence tuning bikes for AMA racing in the USA and would end up running the Suzuki factory team.

In 1987, Yoshimura competed in the All Japan International Class A TT Formula 1 and TT Formula 3 categories. At the same time, the celebrated Japanese tuning firm also supplied Suzuki GSX-R400 TT F3 machines in Novice specification to the Mirage Kanto Racing Team, which achieved two consecutive wins at the Suzuka 4 hours endurance road race. The standard frame had to be retained for the Novice Class machines but changing the suspension was allowed, so Yoshimura fitted a Showa front fork and rear shock absorber, which were available as parts of Yoshimura's TT F3 kit. The front brake is a combination of cast-iron floating discs of 290mm diameter and 4-piston callipers made by Nissin, both of which were sold as Yoshimura's TT F3 kit parts.

The Novice Class regulations limited what could be done to the engine by way of tuning. Larger valves were not permitted, and the crankshaft and carburettors had to remain stock. Ports could be polished, and this machine's engine incorporates a Yoshimura kit camshaft and lightened valve gear. Two-ring pistons are used in conjunction with stronger connecting rods with bolt-only fastening (replacing the stock nut-and-bolt type).

The GSX-R's engine uses a combination of water and oil cooling, and so a large capacity oil cooler was fitted, while the gearchange linkage was altered to 'race' pattern: up for 1st gear and down for the rest. Saving a couple of horsepower, the generator was removed and replaced by a total-loss transistorised battery ignition using kit parts. The aluminium silencer is another kit part. A fuller description of this machine's specification is on file.

This Yoshimura Suzuki has been stored for a long time as part of a private collection and was maintained and last run in 1998, while Yoshimura checked the engine and all internals in the year 2000.

£10,000 - 15,000

€11,000 - 17,000

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454

1985 DUCATI 583CC MODEL TT2 VERLICCHI

Registration no. B204 DGJ

Engine no. 6506977

- Italian made Verlicchi frame and swingarm
- Magnesium Marzocchi race front forks
- Brembo Gold Line fully floating brake discs and calipers



Fabio Taglioni's redesign of the Ducati v-twin utilizing belt-driven overhead camshafts and plain bearing big ends and its subsequent growth from 500 to a more sporting 583cc form was the inspiration for sporting specials that paid homage to racers like Tony Rutter, who won four world titles for the marque. This is an outstanding example of that style, featuring an Italian made Verlicchi frame, fairing and swinging arm that the maker did not grace with a number to satisfy the demands of bureaucracy, preferring the engraving of his name on the swinging arm as proof of its origin.

The cycle parts have been further uprated with the fitting of magnesium Marzocchi race front forks topped by alloy yokes, and Brembo Gold Line fully floating brake discs and calipers. Dymag three-spoke wheels add further to the appeal.

The engine has been uprated with the cylinder heads gas-flowed and larger valves fitted at Ducati specialists Sports Motorcycles; the receipt for this work is part of the comprehensive files that accompany the motorcycle. After very little use following all this work, the vendor found no time to ride it as the demands of work saw him travelling the world and the machine has been dry stored since the early 2000s, so will require careful recommissioning before its performance can be enjoyed again, on road or track. The recorded mileage 14973, supported by old MoT certificates.

Extensive records of the work done are available, along with a second file containing press road tests and technical articles about the Ducati TT2. Extras also offered with the machine are a fairing lower section, Verlicchi engraved belt pulley guards, an oil catch tank and spare front fork oil seals.
£10,000 - 12,000
€11,000 - 13,000

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455

Ex-Colin Edwards, Martin Bauer

2012 SUTER MMX1 GRAND PRIX RACING MOTORCYCLE

Frame no. 054-006

Engine no. 104EA27116E7

- One of the first 'CRT' Grand Prix motorcycles
- BMW engine
- Entered by Forward Racing in 2012
- Overhauled at the end of 2013

Valencia GP, 2013



'Colin Edwards was the CRT poster boy, the highest profile rider to throw his weight behind Dorna's grid-boosting scheme. His Suter-BMW was the most extensively tested CRT ahead of 2012...' – Motocourse.

The machine offered here belongs to what can now be seen as a 'passing phase' of Moto GP history: the CRT era. Faced with escalating costs and dwindling participation (at the 2011 Australian GP there were only 14 starters and 10 finishers in the premier class) Moto GP series owners Dorna came up with a lower-cost 'Claiming Rule Teams' (CRT) category to run alongside the factory prototypes. The idea was that CRT teams would run production-based engines in prototype chassis, and that engines would be claimable by factory teams for a set fee of €25,000, though why a factory team would want to acquire a tuned road-bike engine was never explained. In the event, none ever did.

The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. BMW's road-going S1000RR superbike had an 80mm bore, and some teams focussed their attention on the German motor; indeed, the first CRT prototype to be demonstrated was the BMW-engined offering built by the Swiss firm, Suter Racing Technology. Founded in 1996 by ex-racer Eskil Suter, SRT designed and built the Petronas FP1 World Superbike contender and by the time the CRT category arrived was already a major supplier of chassis for the Moto 2 class.

Let go by Yamaha's satellite squad, Tech 3, at the end of the 2011 season, GP veteran Colin Edwards was one of the first riders to embrace the new class, signing with NGM Mobile-sponsored Forward Racing to ride their BMW-engined Suter MMX1. Despite the Suter's extensive testing, Edwards found the 2012 season challenging as the team struggled with their untried Bosch electronics. The season started well enough with 12th place in the first round at Qatar, but that promising start was followed by a disheartening string of DNFs. Things picked up from the German round, with Edwards scoring points in seven of the next 11 races, ending the season with 27 points and in 20th place in the World Championship. Forward Racing switched to the FTR-Kawasaki for 2013.

The machine offered here, '054-006', was sold to S&B Motorsports at the end of 2012 and in 2013 gained 'wild card' entries under the Remus Racing Team banner at the Brno and Valencia Moto GP rounds. Ridden by Austrian Martin Bauer, '054-006' finished 21st at Brno and 20th at Valencia. At the end of the 2013 season, the engine, transmission, and electrics were overhauled by S&B Motorsport, who are able to provide support with service, maintenance, and parts supply in the future. The machine was last used in 2016 for a promotional film for Remus exhausts. A rare opportunity to acquire a genuine Moto GP machine ridden by one of the most charismatic and best-loved stars of recent times.

£25,000 - 35,000
€28,000 - 39,000

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456

1975 BULTACO 250CC SHERPA T 238

Frame no. RB 15801217

Engine no. RM 15801217

Bultaco's Sherpa is historically important inasmuch over 50000 examples were produced in Barcelona between 1965 and 1981. It also triggered a sea-change in Trials which, until the mid-1960s, had been dominated by British riders on British machinery. Bultaco engaged Sammy Miller MBE in 1964 to develop a competitive 250cc trials bike; he did exactly that, sensationally winning the Scottish Six Days Trial the following year on the aptly named Sherpa, creating a demand that not only established the sport in Europe and USA...it made British machines redundant! Purchased new by a Spanish aristocrat the Sherpa has an unusual history. Gently used for patrolling his vineyard it was gifted after just a few months to a Madrid-based museum. To ensure the barely run-in Sherpa was 100% perfect he instructed that new mudguards, seat, and fuel tank be fitted. [NB the never-replenished 'tank has an anti-ethynol coating.] There the Sherpa stayed for 40 years until the vendor's acquisition in 2016. To maintain its as-new condition both wheels were refurbished and shod with fresh tyres. Unused since 1976 the immaculate Bultaco personifies this model's huge contribution to the overall trials scene. Complete with its original lights the Bultaco will clearly appeal more to historians than to potential competitors. This machine is offered without documentation.

£2,600 - 3,000

€2,900 - 3,300



457

C.1965 KSS-JAP 500CC SPEEDWAY/LONG TRACK RACING MOTORCYCLE

Frame no. not found

Engine no. JGS/C 82598

The introduction of dirt track, or speedway, racing into Britain in the late 1920s prompted many manufacturers to jump on the bandwagon with purpose-built machines. Douglas and Rudge dominated speedway's formative years in the UK, before the arrival of the 'Speedway JAP' engine in 1930 ushered in a period of dominance that would last until the 1960s. As the JAP was a proprietary engine, available to all, it provided the opportunity for specialist frame builders to capture the lion's share of the market. Excelsior though, an established JAP customer, was one of the few mainstream motorcycle companies to retain a speedway model in the catalogue after WW2. This speedway/long track racer was constructed circa 1965 using a KSS frame and a five-stud JAP speedway engine. The machine was built for long track racing but has since been modified for hill climbs and sprints by the addition of a front brake. It is fitted with an early Jawa two-speed gearbox, Norton clutch, and Talon rear disc brake. We are advised that the frame has been re-powder coated, the engine checked over, and the chain guard re-modelled. The machine is offered with final reconditioning still to be done. An original speedway-type front wheel and footrest are included in the sale.

£2,200 - 3,000

€2,500 - 3,400



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458

1962 AJ'S 348CC MODEL 16 TRIALS

Registration no. 5007 FN

Frame no. C10494

Engine no. 2340

Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJ'S, and Artie Ratcliffe and Ted Usher for Matchless won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. Important steps in the evolution of AMC's trials models included revised steering geometry, an alloy cylinder barrel and 'head, and a lightweight all-welded frame. Introduced for the 1954 season, the latter remained rigid at the rear despite evidence that a 'springer' worked better. In the event, AMC's first attempt at a sprung frame was not an unqualified success, but the much-revised chassis of 1958 worked much better and was further improved by a switch to shorter rear dampers in 1961. And although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers. Described by the private vendor as un-restored and highly original, this AJ'S Model 16 Trials is said to be standard apart from the footrests (slightly repositioned to suit the rider) and the silencer, which has been quietened to appease the local MoT tester. The tank has been painted by Derek Landoswki. Offered with old/current V5C documents.

£6,000 - 6,500

€6,600 - 7,200



459

1961 MATCHLESS 650CC G12 CSR

Registration no. 866 EBM

Frame no. A78499

Engine no. G12CS X5760

'Largest, fastest and most powerful machine in the current Matchless range, the 650cc G12CSR is essentially designed for sport. This its specification - tuned motor, siamesed pipes, good ground clearance and semi-competition equipment - shows at a glance. But it is also at home under normal road conditions. Here, in fact, is a dual-purpose mount.'

– Motor Cycling. Announced in 1948 and progressively developed thereafter, AMC's twins had already undergone a number of capacity increases before finally arriving at 646cc in the autumn of 1958 with the launch of the AJ'S Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR', a designation AMC had first used on the superseded 600cc versions. Motor Cycling managed a top speed of 108.5mph from 'their' G12CSR while fuel consumption averaged 51mpg over the course of the 500-mile test. According to the AJ'S & Matchless Owners' Club, this matching-numbers (frame/engine/gearbox) machine left the factory on 7th December 1960 and was despatched to Bryants of Biggleswade. It was first registered on 1st July 1961. '866 EBM' was sold at Bonhams' Stafford Sale in October 2013 (Lot 414). Offered in need of re-commissioning following long-term storage, the machine comes with a V5C Registration Certificate.

£2,000 - 2,600

€2,200 - 2,900



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460

1960 VELOCETTE 500CC VENOM

Registration no. UVY 590

Frame no. RU14504

Engine no. VMT 2871 (see text)

- *Twin leading shoe front brake*
- *Rear set footrest*
- *Thruxton tank*



The Venom is one of the outstanding British single cylinder road machines, its high performance combining with fine handling to make it a very successful and favourite choice for the Production Machine races of the 1960s. The later and more sporting Thruxton version was named after that Hampshire race circuit and the success of the model in the 500cc class of the famous 500 Miles race held there. The peaks of the model's achievements were breaking the World 500cc 24 Hour Record at Montlhery in France in 1961, averaging 100.05mph around that banked track to set a record that still stands, and winning the first 500cc Isle of Man Production TT in 1967, ridden by Manxman Neil Kelly.

This example of the breed was bought from collector Tony Stiles, an engineer with a fine reputation for cylinder head work, who fitted bigger valves when the head was gas flowed and the valve seats reground. New piston rings were also fitted, and the bore honed at that time. Close inspection will reveal much stainless-steel detail work executed.

The machine also benefits from a toothed belt primary transmission, Borrani alloy wheel rims, a twin leading shoe front brake and rear set footrests. The magneto has also recently been overhauled by Birmingham specialist Les Nation. Such a sporting marque pedigree and further tuning work may suggest that this could be an inflexible engine that would not adapt to less demanding riding, but the current owner has ridden it through the Vintage MCC's Antrim Coast Run and enjoyed the experience.

Its last MOT expired in May 2017, since when health issues have made kick starting a healthy big single very difficult, hence its sale. The owner points out that during its previous life the engine number prefix has been altered to read VMT, and he emphasises that this is in fact a standard Venom. It wears a Thruxton tank and dual seat, but that reflects previous owners' choice and no more. The machine has not been used for over a year and a purchaser would need to check it thoroughly before feeling ready to try its considerable performance.

£8,000 - 10,000

€8,900 - 11,000

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461

1958 VELOCETTE 500CC VENOM

Registration no. 162 UXC

Frame no. RS 15702

Engine no. VM 2028

Velocette's Venom was the top of the Hall Green factory's range 60 years ago, when this machine was built. It is a tribute to the quality of the motorcycles built in that Birmingham factory that they retain their appeal, thanks to a very active Owners' Club. Changes to the standard motorcycle reflect its past owners' attention to easier starting with the fitment of an Amal Mark 2 carburetor and rider's choice of rear set footrests. It is graced with a Venom Thruxton tank and the fitting of a Geoff Dodkin top fork yoke suggests that it may have been through the hands of that well known and respected dealer. The property of an established Velocette enthusiast, the machine has seen no active use for some time because of health issues; the recorded mileage is 7276 miles and the machine has been stored for approximately six years in a heated garage. It will therefore require recommissioning before being used. Close inspection by intending purchasers is recommended, which will establish its sound condition. The owner reports that the dynamo has been recently rebuilt.

£7,000 - 8,000

€7,800 - 8,900



462 N

1969 TRIUMPH 750CC TRIDENT T150

Registration no. not UK registered

Frame no. CC02138

Engine no. to be advised

Launched in the UK in 1969, the BSA-Triumph 750cc triples were based on the existing Triumph 500cc twin-cylinder engine, being in essence a 'Tiger-and-a-half'. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the five-speed T150V and later the T160 (using the BSA-type inclined engine). Bike magazine achieved a top speed on 128mph with the BSA version back in 1971, demonstrating that the triple gave nothing away in performance terms to the Honda CB750. Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA triples did more than enough on the racetrack in Formula 750 events to ensure their place in motorcycling history, while the important production race victories achieved (notably by the works Triumph 'Slippery Sam') is eloquent testimony to how effective a high-speed road-burner a well-fettled triple can be. Built in 1969 and registered in 1971, this early Trident is described by the vendor as in good condition, its engine running well, and ready to ride away. The machine appears standard apart from the 3-into-1 exhaust. Offered with Netherlands registration papers.

£6,300 - 7,500

€7,000 - 8,300



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463 N

1975 TRIUMPH 744CC T140V BONNEVILLE

Registration no. not UK registered

Frame no. T140V BH26135

Engine no. T140V BH26135

'The Bonneville's biggest plus must be its weight, or rather, the lack of it. At just 424lb with a gallon of fuel, it's a hundredweight lighter than several Oriental machines of similar capacity.' – Bike magazine, January 1979.

The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750 and was voted Motor Cycle News 'Machine of the Year' in 1979. Presumably delivered new to Europe (it has a km/h speedometer) this T140 Bonneville was fully restored by the last owner and is described by the vendor as in very good condition, running well. The provision of megaphone sports exhausts is the only notified deviation from factory specification. Offered with a Netherlands registration document.

£5,500 - 6,500

€6,100 - 7,200



464 N

1971 BMW 745CC R75/5

Registration no. GNY 45K (see text)

Frame no. 2975479

Engine no. 2975479

The long-awaited replacements for BMW's long-running Earles-forked flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame, innovations first seen on the Bavarian company's ISDT machines.

The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '1/5' models came in three capacities; the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R75/5 produced a claimed 50PS (49.3bhp) which was good enough to propel the 419lb machine to a top speed of 110mph. A 'toaster' model – so called because of the shape of the fuel tank and its distinctive chromed side panels – this smartly turned out R75/5 was first registered in the UK on 6th December 1971. It was restored in the Netherlands by Motoclassics circa 2106/2017 but still retains its mph speedometer, the odometer currently reading 19,565 miles. The machine is fitted with megaphone sports exhausts and is described by the vendor as in very good condition, running well. Offered with (copy) V5C however, it should be noted the machine is logged with the DVLA as 'exported' therefore the purchaser will need to reapply for the Vehicle Registration Number following the sale.

£5,000 - 6,000

€5,500 - 6,600



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465

1967 BSA 650CC A65 FIREBIRD SCRAMBLER

Registration no. NAL 217E

Frame no. A65 FA7910 (see text)

Engine no. none found

- Repatriated from USA in 1999
- 2001 restoration by Weedon Classics
- Not run since 2008



It was in 1962 that BSA introduced the smooth-styled A50/A65 unit-construction twins. Nick-named 'Power-Egg' its tidy-looking engine was not universally admired by traditionalists but, despite a modicum of adverse reaction, various versions of the 'square' configured A65 [with 75mm bore/74mm stroke] provided some genuine competition to Triumph's Trophy and Bonneville models. Given that period's fierce rivalry between BSA and Triumph it is strange to record this wasn't always known at consumer level how both brands were actually part of the same corporate group.

In the event many thousands of A65s (and its A50 sibling) were sold in North America's booming market, although towards the end of the decade – by when the unit-twin's build quality had methodically improved – the factory suffered a series of production delays, resulting in the manufacture of far fewer Firebirds than could have been sold. During the A65's ten-year production run the two main mechanical changes were i) an upgrade to 12-volt electrics and ii), a splaying of the inlet ports to accommodate twin-carburettors. Combined with a 10: 1 CR the 50 bhp Firebird was now comfortably positioned in the 100 mph bracket, de rigueur for any large capacity British twin.

The earlier 500cc unit Wasp and similar 650cc Hornet had made a worthwhile mark in USA Desert Racing, prompting concerns to be raised that these under-equipped/race-ready bikes, which were not street-legal, were increasingly being ridden on the highway. These concerns led BSA to the genesis of the first Firebird in late 1967, essentially a 'civilised' Hornet, kitted out with lights, silencers and road-spec tyres as it emerged from the crate.

The Firebird was repatriated from USA in 1999. Following a 2001 restoration by Weedon Classics, it was purchased by the current vendor in 2002. Supplied as expected in exceptional condition; great care had been taken to ensure the BSA was presented as close as possible to catalogue specification. Thereafter it was enjoyably if sparingly ridden – but exclusively under sunny skies – until 2008, confirmed by its final tax disc. Not run since, but regularly turned-on-the-kick-start, the Firebird has been carefully dry-stored until now and will require a thorough re-commissioning before further use. The BSA is offered with a V5C, Roy Bacon Dating Certificate, plus full set of keys. It should be noted that due to 'over-painting' the frame number is not visible. The pristine Firebird is believed to originate from a production run of approx 250 machines, of which the majority were exported, since when just a handful have returned to the UK.

£6,000 - 7,500

€6,600 - 8,300

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466

1980 LAVERDA 981CC JOTA 180

Registration no. UGT 234W

Frame no. LAV 1000 7139

Engine no. 1000 7139

Laverda began with the manufacture of farm machinery, diversifying into production of small capacity motorcycles in 1949. Increases in capacity and variations of design (including a scooter) followed over the years. They eventually offered a large-capacity 650cc twin in 1966, which was soon enlarged to 750. In 1969 Laverda exhibited their first three-cylinder machine which was to take until 1972 before being offered to the public as the 3C, later becoming the 3C(E). At the instigation of the British importer, Roger Slater, performance was enhanced by Laverda and the 3C(E) became the Jota. The original Jotas had a 180-degree crankshaft, later revised with the fitting of a 120-degree item. The 180 had the distinction of being the fastest production motorcycle in the world in the late 1970s, at over 140mph. UGT 234W was purchased by the vendor in 2014 (purchase invoice on file) after just having a full service, and he covered approximately 2000 miles on it over the first 2 years of ownership. This included the Manx Grand Prix parade lap in 2015. Due to some health problems, it has not been used on the road for the last two years, although it has been dry stored and started at regular intervals. It has recently been fitted with a new battery, and the owner will provide a fresh MoT for the sale. Indicated mileage at the time of consignment was 29,969 miles. Documentation includes the aforementioned purchase invoice, a current V5C, 24 old MoT certificates, and a number of invoices from Todd Laverda and Slater Brothers.

£11,500 - 15,000

€13,000 - 17,000



467

Any money raised over the reserve to benefit Macmillan Cancer Support

2017 PIAGGIO APE CITY 200CC TUK TUK TRICYCLE

Registration no. AE66 FHB

Frame no. MBX0002CFTE091408

Engine no. TBP1MDT3025228

Phillip Malley and Paul Dyer have been raising money for Macmillan Cancer Support for many years and after trekking to Everest Base Camp they got back to Katmandu where they joked about buying a Tuk Tuk for their next adventure. So, they found a Tuk shop who import Piaggio Ape's from India and bought one. They then delivered it to a good friend at Red Bull racing who kindly gave it the unique F1 paint job to match the F1 cars and RB001 was born. It has a 200cc single cylinder engine producing 10bhp and 16.2nm of torque, with 4 forward gears and a reverse, four seats and a top speed of approximately 40mph. They then drove it with two other friends through northern France, past Le Mans then down to Poitiers and Bordeaux before coming south east through Toulouse and over the Pyrenees into Spain the same weekend as the F1 Spanish grand Prix. They raised over £5000 online and another £2000 in cash donations for the trip which was donated to Macmillan Cancer Support. The famous RB001 has done a fantastic job together with its owners Phillip and Paul who are already thinking about their next adventure. The vendor states that any money raised over the reserve for the sale of this famous Tuk Tuk will also go to Macmillan Cancer support.

£6,000 - 8,000

€6,600 - 8,900



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468

The property of Engelbert Humperdinck

**1992 HARLEY-DAVIDSON 1,340CC FXDC
SUPER DYNA GLIDE CUSTOM**

- Owned by Engelbert for at least 23 years
- Registered in the UK in 1995
- 2,502 miles recorded

Registration no. J69 TFP

Frame no. 1HD1GCL21NY309126

Engine no. *GCLN309126*



This Harley-Davidson is offered for sale by the world-famous recording artist and entertainer, Engelbert Humperdinck. Born Arnold George Dorsey in 1936, he began performing in the early 1950s under the name 'Gerry Dorsey', but did not get his big break until his manager suggested he change his name to the more memorable Engelbert Humperdinck, after the 19th Century German composer. The change paid off in 1967 when his version of 'Release Me' topped the UK charts. He followed up that success with 'There Goes My Everything' and 'The Last Waltz', and has remained a fixture of the global pop charts ever since. Now well into his sixth decade as a successful entertainer, Engelbert represented the United Kingdom in the 2012 Eurovision Song Contest with 'Love Will Set You Free'. He continues to record and perform.

The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in 1991.

Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged rather than stamped frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine. The second model to benefit from the new Dyna Glide chassis was the limited edition FXDB Daytona, announced in 1991 to commemorate the 50th anniversary of Harley gatherings at the famous Daytona 200 race meeting. Basically, similar to the Sturgis, the Daytona boasted twin front disc brakes, a special pearlescent paint finish – a first for H-D – and '50th Anniversary' graphics. Deliveries commenced in 1992, with production limited to just 1,700 examples. Also offered that same year was the closely related FXDC Super Dyna Glide Custom, which would turn out to be another rare one-year-only model.

Currently displaying a total of 2,502 miles on the odometer, this FXDC comes with a copy of its original New York Certificate of Title in the name of one Robert Capolongo. It was first registered to Arnold Dorsey in the UK in 1995. Last run in November 2017 and described as in excellent condition, the machine is offered with shipping paperwork, DVLA correspondence, and V5/V5C registration documents. An exciting opportunity to acquire one of the rarer and more collectible limited-edition Harley-Davidsons of recent years.

£7,000 - 9,000

€7,800 - 10,000

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469

1949 MOTO GUZZI 500CC GTV

Registration no. NSL 770

Frame no. 25193

Engine no. V80280

Bought to be ridden and enjoyed, this GTV was purchased by the current vendor from Doug Barker, a Moto Guzzi collector, in 2009 and has been used regularly on VMCC runs since then. Imported by the previous owner, the machine had been lightly restored a few years previously to its acquisition in 2009, the wheels being rebuilt with stainless spokes. Further works have been carried out during the vendor's ownership, including fitting a new Avon rear tyre; relining the brakes; and checking, greasing, and adjusting the head bearings, wheel bearings, and swinging arm bushes. More recently, in 2015, more work was carried out by a local engineer. This included an overhaul of the top end of the engine; fitting a new exhaust valve; and checking over the magneto. Last run in the summer of 2017, the machine is offered with a file of documentation.

£8,500 - 12,000

€9,400 - 13,000



470

1959 TRIUMPH 650CC TIGER 110

Registration no. 652 XRE

Frame no. 024073

Engine no. T110 024073

During the post-war years, Triumph concentrated on the development of their parallel-twin range in both 500 and 650 capacities. All were excitingly roadworthy and trusted by riders, one of the most noteworthy of the range being the Tiger 110, known affectionately within the fraternity as the 'Ton-Ten', in acknowledgement of its outstanding performance. 652 XRE is an all-matching-number example of the 'Slick-shift' gearbox variant, equipped with a Lucas 'Competition magneto'. It has been beautifully and carefully rebuilt, to original specification, by a recognised private master-restorer and, as any inspection will show, is in absolutely gleaming condition, running, when catalogued, as well as it looks. 652 XRE comes with its handbook, old tax discs, an MOT until July 2019 and a V5C. Ready for careful running-in, post- the usual checks, this is an outstanding 'Ton-Ten'. Find a better one!

£8,000 - 9,000

€8,900 - 10,000



471

TRITON 650CC 'CAFÉ RACER'

Registration no. USK 452

Frame no. P13 82634

Engine no. TR6 024978

A happy marriage of Triumph power and Norton roadholding, courtesy of the latter's peerless Featherbed frame, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This Triton was professionally constructed in 1992 using a 1959 Norton Featherbed slimline frame and a Triumph TR6 Trophy engine. There is history available from the time of build onwards and some from 1959. Only two owners are documented. Noteworthy features include a Grimeca double-sided 4LS front brake; John Tickle rear-sets; alloy fuel tank; Norton Roadholder forks; Ace handlebars; central oil tank; alloy wheel rims; Amal Concentric carburettors; swept-back exhaust pipes; and 'Goldie'-type silencers. Believed last used in 2014, the machine is currently SORN'd and will require re-commissioning and the customary safety checks before further use. Accompanying documentation consist of a VMCC dating certificate and old/current V5/V5C documents.

£5,500 - 6,500

€6,200 - 7,300

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472

1952 BMW 594CC R67/2

Registration no. XMV 498

Frame no. 671295

Engine no. 611215

BMW first post-war twin-cylinder model was the R51/2 based, on the pre-war R51. Improvements included a two-way damped front fork, a gearbox mainshaft damper and a strengthened frame. Its replacement, the R51/3, arrived in February 1951 and despite the similarity in designation had an entirely new and much neater looking engine incorporating a single gear-driven camshaft and a crankshaft-mounted generator among a host of other advances. There was also a 594cc R67 version, intended primarily for sidecar duty, which was swiftly superseded by the more powerful R67/2 for 1952. This BMW R67/2 was restored between 1991 and 1993 and then stored in a shed following a family bereavement. It has never been started since then and will require re-commissioning before further use. The machine is offered with an old-style logbook and old/current V5/V5C documents. It should be noted that the headlamp is incomplete.

£5,000 - 7,000

€5,500 - 7,800



473

1949 SUNBEAM 489CC S8

Registration no. DSV 163

Frame no. S8 587

Engine no. S8 656

The Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive, and plunger rear suspension. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and brake were now standard BSA components and there were numerous other changes in the interests of rationalisation.

This Sunbeam S8 was restored in the 1970s by its then owner and has not been run for several years. Very original and correct, it remains in apparently very good condition, the only shortcoming being poor paint adhesion on the headlamp brackets/fork shrouds. Offered for re-commissioning, the machine comes with an old-style logbook and old-style V5.

£4,600 - 5,500

€5,100 - 6,100



474

1948 FRANCIS-BARNETT 122CC MERLIN

Registration no. KKT 215

Frame no. NK44386

Engine no. 624/32797

Introduced in 1946, the Model 51 Merlin was powered by the 122cc Villiers 9D twin-port engine, which went into a rigid frame equipped with girder front fork. A handsome and well-equipped lightweight, the Merlin came with a speedometer and direct lighting as standard, while a particularly neat touch was the oil tank – complete with petrol mix measure – attached to the rear chain stays. Rebuilt over a number of years and completed in 2016, this Merlin features powder-coated cycle parts (Central Wheels); newly rebuilt wheels (Central Wheels); and a repainted and lined fuel tank (Lewis & Templeton). In addition, the seat has been re-covered and the bearings, brake linings, tyres/tubes, cables, and wiring renewed, while the engine has been rebuilt using parts supplied by Villiers Services. The machine is offered with restoration invoices, an old-style logbook, and a V5C document.

£2,000 - 5,000

€2,200 - 5,500



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475

1959 JAMES 197CC TRIALS

Registration no. not registered

Frame no. BK72726

Engine no. 662B 854

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WW2. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett, and from then on the two marque's model ranges became ever more similar until the transfer of Francis-Barnett production to the James factory in 1962 ushered in an era of unashamed 'badge engineering'. James first adopted the 'Captain' name for its (nominally) 200cc roadster for 1950 and both the cycle parts and engine would be upgraded periodically as the years passed. A modified roadster, this Captain benefits from an overhauled engine: new bearings, seals, piston, piston rings, ignition coil, etc. The engine is not original but is of the correct type, while we are advised that the gearbox is of the competition type. There are no documents with this Lot.

£800 - 1,400

€900 - 1,600

No Reserve



476

C.1956 EXCELSIOR 98CC CONSORT

Registration no. WFX 290

Frame no. F4S/9994

Engine no. 797/31824

Excelsior's ultra-lightweight Consort first appeared in 1953 as the F4, with Villiers 4F engine and two-speed gearbox, changing to the 6F for 1956 when a plunger-suspended version joined the range. The Consorts continued in production until the end of 1957 when they were replaced by the new Consort CA8, featuring a telescopic front fork and swinging-arm frame. A year or so later a rigid-framed (F4F) version was reintroduced and the two Consorts continued until the rigid model was dropped in 1963. This particular Consort is fitted with the earlier external-flywheel Villiers two-speed 1F engine with hand-change 'box' (the accompanying V5C notes 'assembled from parts'). Registered to the current owner in 1982 and unused since 1985, the machine also comes with a (copy) old V5 document, photocopied instruction manual, photocopied spare parts list, and some gaskets and transfers.

£700 - 1,200

€780 - 1,300

No Reserve



477

1950 MINI-MOTOR 50CC & GENTS' PHILLIPS CYCLE

Registration no. PVX 915

Frame no. 19893

1952 MINI-MOTOR 50CC

Registration no. VEV 867

Engine no. C58633

This Lot consists of two Mini-Motors and a gentleman's Phillips cycle. The Mini-Motor first registered on 8th May 1950 as 'PVX 915' was originally attached to this Phillips three-speed cycle with centre stand, frame number '19893'. At present, the aforementioned Phillips cycle is fitted with the second Mini-Motor in this Lot (registration number 'VEV 867') which is classed as a 'Cycle Attachment'. Both Mini-Motors and the cycle have been unused for many years and are sold strictly as viewed. Both Mini-Motors come with old-style logbooks and old-style V5C registration documents, and this Lot also includes a photocopied instruction book. The file relating to 'PVX 915' also contains some expired MoTs and bills dating from the machine's early days.

£500 - 800

€550 - 890

No Reserve

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478

1980 RICKMAN MÉTISSÉ HONDA 750

Registration no. ANP 305W
Frame no. CB750F-1022827
Engine no. B750GE-1012521

First seen in 1961, the Rickman Métisse MkIII frame was produced in substantial quantities, proving a popular basis for large-capacity roadsters as well scrambles use. By the mid-1970s, Rickman's chassis kits were considered to be the hot set-up for both road and track when fitted with either Honda or Kawasaki engines. This Honda CB750-engined example has exhausts designed and built by Gazelle; a handmade fuel tank and seat in aluminium; Akront wheel rims; stainless steel spokes; carburettor bell mouths; and magnesium hubs. The engine was rebuilt in 2011. Last run in August 2018, the machine is described by the private vendor as in generally excellent condition. Accompanying documentation consists of sundry bills, a V5C document, and MoT to July 2019. Shims and a spanner for adjusting the swinging arm are included.

£5,500 - 6,500
€6,100 - 7,200



479

1972 HONDA 736CC CB750 K2

Registration no. HHR 887K
Frame no. CB750-2054150
Engine no. CB750E-2061791

The vendor purchased this Honda CB750 K2 in February 2018. He reports that since then it has undergone a restoration which included stripping and re-painting the frame, overhauling the braking system, new fork seals and oil, rear wheel re-spoked and new bearings, new tyres, instruments overhauled, cylinder block honed, new piston rings fitted, cylinder head overhauled, new oil and filter, new engine screws, carburettors overhauled, all cables replaced, new chain, petrol tank and side panels resprayed by a professional bodyshop, new rear shock bushes, seat recovered, new battery, new front mudguard, new mirrors, new switchgear, new air cleaner. We are told that the chainguard, which is absent in the photographs, will be re-fitted in time for the sale. It is offered with a V5C, MoT valid until June 2019, and a selection of sundry invoices.

£5,500 - 7,500
€6,100 - 8,300



480

1969 HONDA 49CC Z50A K1 'MONKEY BIKE'

Registration no. XVO 37H
Frame no. Z50A-147085
Engine no. Z50AE-146550

Introduced in 1960, the Honda 'Monkey Bike' was intended as a town or paddock bike which could be transported in the boot of a car when the handlebars were folded down. This model is the second generation, which was purchased by the vendor in 1975 when he lived in London. He used it only very occasionally until approximately 2008 when it was stored for 10 years. The original green VE60 log book records that it was registered on 22nd September 1969 and, apart from the supplying dealer, had only one previous owner. Retrieved from storage in recent times, the owner has fitted a new coil, spark plug, and a replacement fuel tank. After cleaning the carburettor, the bike was running and driving, and the lights and horn worked, but it will need further attention before returning to the road and is sold strictly as viewed. Documents comprise only the aforementioned VE60 log book.

£1,500 - 2,000
€1,700 - 2,200
No Reserve



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481

1981 YAMAHA RD350LC

Registration no. URM 489X

Frame no. 4L0-200734

Engine no. 4L0-200734

- *Outstandingly original example of Yamaha's iconic 'Elsie'*
- *Restored using new-old-stock parts 2017-2018*
- *22 miles since restoration*



'On the one hand it represents a continuing line of lightweight strokers stretching back almost to the beginning of Yamaha's involvement with two wheels. On the other, it is a blatantly individualistic statement of intent in an increasingly bland world.' – Bike magazine.

No motorcycle of recent times has achieved 'cult' status so quickly and to the same extent as Yamaha's legendary 'LC'. Launched at the Tokyo Show in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and – in the 350's case - twin disc front brakes to the package for the first time. Water cooling had been a feature of the Hamamatsu firm's TZ racers for some years, and the LC's family resemblance was obvious. The 350LC continued the Yamaha tradition of giant-killing performance established by the air-cooled RD350 and RD400, and although its circa 110mph top speed was inferior to that of the larger, multi-cylinder opposition, over twisty going a well ridden 350LC could show almost anything the way home.

It was also relatively inexpensive, endearing itself to impecunious younger riders, whose high-street stunts rapidly established the easily-wheeled LC's 'hooligan bike' credentials. The availability of noisy expansion chamber exhausts and a host of other tuning accessories – some of dubious merit – only served to further enhance the LC's 'bad boy' image. This capacity for easy personalisation remains an essential part of the LC's appeal; few remained standard for long, a state of affairs that has led to the few totally stock survivors becoming highly prized.

This outstanding RD350LC had already been restored (2017-2018) when it was purchased by the current vendor from The Bike Specialists, Sheffield in June of this year. Last run in July 2018, it is presented in excellent condition having covered a mere 22 miles since the restoration's completion. This beautiful machine is offered with a V5C document.

£7,000 - 11,000

€7,900 - 12,000

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482

1974 KAWASAKI 748CC H2

Registration no. ABW 441M

Frame no. H2F 38193

Engine no. H2E 38427

'The Kawasaki 750 Mach IV (H2) has only one purpose in life; to give you the most exciting and exhilarating performance. It's so quick it demands the razor-sharp reactions of an experienced rider. It's a machine you must take seriously.' – Kawasaki Motors. Imported from the USA, this pristine H2 was fully restored in 2013 by well-known Kawasaki Triple Club member, Kenny Crowdy, a previous 'Best in Show' winner. The restoration included a full engine rebuild; frame and all cycle parts repainted; instruments overhauled; and various parts renewed. The front brake was up-rated from single- to twin-disc at the same time. Works undertaken by current owner (another 'Best in Show' winner) in July/ August 2018 include fitting a complete new Delkevic exhaust system; new battery; front brake system flush, new DOT 4 brake fluid and bleed brakes; overhauling the carburettors; readjust chokes; replace cracked intake manifold with new; replace engine case screws with new; new rear number plate; drain and flush oil tank and fill with Silkolene Comp 2 oil; and strip rear wheel, re-chrome rim (scratched by tyre levers) and rebuild. Only 521 miles have been covered since the restoration's completion. Last run in August 2018, and described the private vendor as in excellent condition, this beautiful H2 is offered with (copy) Indiana title; sundry restoration invoices; and a V5C document.

£10,000 - 13,000

€11,000 - 14,000



483

1974 SUZUKI 738CC GT750L

Registration no. CRE 810M

Frame no. GT750-47843

Engine no. GT750-51935

By 1971 most motorcycle manufacturers who weren't producing a 'superbike' were well on the way to doing so, playing catch-up with Honda after the release of the CB750. Suzuki were no different to the others, and had been working on a range of triples which included a big bike flagship, the GT750. Announced in 1971, and entering the market in 1972, the GT750 fitted the bill in terms of exotic elements, with multi cylinders, water cooling, and a five-speed gearbox. Early models had a four-leading shoe front brake, but following criticism of the brakes, the GT was fitted with twin front discs the following year. CRE 810M is an example of the GT750L disc-braked version dating from 1974. In December 2017 this machine was offered as a raffle prize by the VMCC. The vendor stumped up the princely sum of £10 for tickets and was lucky enough to win it. However, no longer being in the first flush of youth, he found the machine to be too heavy for him to ride, hence the present sale. When presented with the machine the vendor was advised that the bike had been on display, and, having not been used on the road for some time, the Suzuki will need basic safety checks and light recommissioning before returning to the road. The owner intends to provide the Suzuki with a fresh MoT prior to the sale. Documentation comprises a current V5C, some recent MoT history of the machine, the letter from the VMCC notifying the win, and the winning ticket itself.

£5,000 - 7,000

€5,500 - 7,800



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484

1975 HONDA CB400F CAFÉ RACER MOTORCYCLE

Registration no. IUI 76

Frame no. CB400F-1046762

Engine no. CB400F-1043842

Every part of this Honda has been re-built with all new parts where possible. The build took place between November 2013 and November 2015. Cables, tyres, battery, brakes, wheel bearings, chain & sprockets were all replaced during the build. Bespoke petrol tank built by PGW Engineering Paignton. Engine and gearbox built by Peter Arnold of Pacre Racing to 460cc specification. Bespoke wiring done by the current owner, a retired British Aerospace Aircraft Electrician and Inspector. Great attention was paid to detail and weight saving throughout the build. All welding and fabrication done by Brian Pepper who sub contracts component manufacture for McLaren. Other unique features include, the original disc braked front wheel was replaced with an earlier Honda twin Leading Shoe wheel fitted with a Borrani rim, fibreglass seat modified to fit the bike, Marvin exhaust system, special rear suspension units made by Alf Hagon. The rear wheel was re-built by Central Wheel Services with a Morad alloy rim. The engine was re-built using a Yoshimura conversion to 460cc with a fast road camshaft and is still running in. The original registration number was NCW 898P which would require a very large number plate, so the number IUI 76 was purchased from the DVLA at a cost of £1100+ which fits perfectly, another example of the attention to detail taken with this machine. Documentation supplied with the machine includes a very detailed account of all parts and work undertaken amounting to just under £9,500. The V5C still records the engine capacity as 408cc.

£6,000 - 7,000

€6,600 - 7,800



485

1979 HONDA CB750K-Z

Registration no. DDL 313V

Frame no. RC01-2015909

Engine no. RC01E-2016012

Nine years after introducing the revolutionary four-cylinder CB750 superbike to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. 'The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system,' declared Bike magazine, continuing: 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive, and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds. This CB750 KZ had had only two former keepers - the first owner and their son - before it was purchased by the current vendor in 2012. In 2013, the Honda was sent to M.E. Motorcycles of Burton-on-Trent for full restoration, while the engine rebuild was entrusted to SJ's Motorcycles of Lichfield. Related bills on file total in excess of £7,000, and the machine also comes with an old V5 and current V5C documents. The owner is only selling as he has now retired and is thinning out his collection.

£4,000 - 5,000

€4,500 - 5,600



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486

1978 HONDA CB750F1 SPECIAL

Registration no. OFY 252S

Frame no. CB750F-1037507

Engine no. CB750E- 2559935

Honda's four-cylinder CB750 was a landmark motorcycle at its introduction in 1969 and remains a popular choice in the classics sphere. Its racing heritage from the original 250cc four-cylinder racer may at first appear tenuous, but Honda proved how effective their multi-cylinder engines were and then presented the concept to the general public, where it proved to be a winning formula. It carries the soubriquet Universal Japanese Motorcycle with justified pride. This UK supplied machine, was bought by the vendor in 2001 and he has completed a comprehensive restoration of the cycle parts, using the services of David Silver Spares wherever possible and careful purchase of used items where necessary. His mechanical skills are reflected in the chain guard and rear section of the back mudguard fabricated in aluminium. The exhaust system is a 4 into 2 variation from standard, so the side stand has been removed; it is available as part of the lot; the machine is fitted with an electronic ignition system. Resprayed in Candy Red, it is an eye-catching example of an historic model with a proud owner's personal touches, like so many were when this was new to the market and some wanted to stand out from the crowd. Registered mileage is 44,487, it carries a current MoT but is on SORN as the vendor cannot ride, the result of a shoulder injury.

£3,000 - 4,000

€3,300 - 4,400



487 N

1976 HONDA CB550F

Registration no. not UK registered

Frame no. CB550F-2001853

Engine no. CB550E-111768

Honda followed its sensational CB750 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-camshaft engine, five-speed gearbox, electric starter and disc front brake. Upping the engine capacity by 10 percent, the CB550 offered the same blend of performance and civility when it first arrived in the USA in 1973. UK buyers had to wait another three years to sample it, by which time the model had been joined by the CB550F, with 4-into-1 exhaust and sportier styling. Bike magazine considered the CB550 'one of the better bikes to emerge from Honda's design team in recent years'. The passage of time has, inevitably, transformed what was once a cutting-edge sports bike into an increasingly collectible classic. This example was imported into the UK from the USA and since May 2014 has been registered to the current owner in the Republic of Ireland. The machine benefits from numerous works, carried out in 2016, including fitting a new exhaust system; installing electronic ignition; cleaning and balancing the carburettors; re-covering the seat; and fitting a new throttle cable. Last run a couple of months ago, the machine is described by the private vendor as in generally very good condition. Offered with Rol registration document.

£2,000 - 2,500

€2,200 - 2,800



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488

1981 BENELLI 900 SEI

Registration no. PNU 859W

Frame no. 10717

Engine no. 10749

Despite a racing heritage second to none, Benelli was in financial difficulty by the late 1960s, falling into the clutches of Argentinian industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first six-cylinder production motorcycle. The fact that Benelli was able to produce the design so quickly despite lacking previous experience of this type of engine was easily explained: it looked like a Honda CB500 'four' with two extra cylinders, which in effect was just what it was. Even the bore and stroke dimensions were identical to those of the Japanese unit. Production proper began in 1974 but the Benelli was soon overshadowed by Honda's own CBX1000 six. The Italian company responded in 1980 with the 900 Sei, which used the original single-cam engine bored and stroked for a capacity of 905.9cc. Production of the 900 Sei ceased in 1987. Presented in excellent original condition, this beautiful Benelli 900 Sei was first registered in the UK on 12th June 1998 and according to the accompanying V5C has had only one keeper in this country prior to the current vendor, who acquired the machine in October 2015. Offered with a Mick Walker dating letter; all MoTs dating back to 1998; Mot expiring 17 Sep 2019, and the aforementioned V5C document.

£7,000 - 9,000

€7,800 - 10,000



489

1980 DKW W2000 ROTARY 'OIL INJECTION'

Registration no. SLG 156V

Frame no. 480005128

Engine no. 7587581

Although it would eventually prove a technological blind alley, the rotary engine seemed full of promise for automotive applications in the early 1970s. Three major motorcycle manufacturers released models using rotary engines: Suzuki, Norton, and DKW. Introduced to the UK in 1973, DKW's offering was the W2000 (marketed as the Hercules W2000 elsewhere) which was powered by a single-rotor Fichtel & Sachs snowmobile engine displacing 294cc. This fan-cooled unit drove via a six-speed transmission and was suspended from a tubular spine frame, while the rest of the cycle parts were entirely conventional. It goes without saying that its rotary engine was vibration-less, but the little 'Deek' possessed other virtues: excellent build quality, superb handling, BMW-like rider comfort and the convenience of an electric starter. Top speed was around 95mph. We are advised by the vendor that this DKW W2000 is one of only 199 'oil injection' models ever made (petrol lubrication was used originally). In poor condition when acquired by the owner in 1991, the machine was partly refurbished soon afterwards but its restoration was not completed until 2016/2017. Bob's Motorbike Shop carried out the work to bring the DKW to its present good standard. The machine is offered with sundry bills; a quantity of MoTs (most recent expired September 2018); and a V5C document.

£4,000 - 6,000

€4,400 - 6,600



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490 N

1987 YAMAHA SRX250F

Registration no. not UK registered

Frame no. JYA2NV001HA000209

Engine no. 2NV000209

Having used its XT500 dirt-bike engine to create a stylish 'retro' roadster in the form of the SR500, Yamaha repeated the trick for the 1980s with the 600cc SRX-6, which used the four-valve motor from the Ténéré trail bike. The SRX-6's favourable reception led to the introduction of a smaller model along similar lines: the SRX250. The latter used a wraparound frame like its big brother, though with round rather than square tubing, and was powered by a 249cc air-cooled four-valve single-cylinder engine producing 17bhp, which was good enough for a top speed of around 85mph. Wheels sizes were the then not uncommon combination of 16" front/18" rear, with a single disc brake at the front and a drum at the back. Two versions were available: one naked and the other with a cockpit fairing, as seen here. This example has been modified to accept the front wheel and brake disc from another Yamaha, possibly an RD250LC, plus a non-stock calliper. The current vendor purchased the SRX from the second owner. The machine displays a total of 23,138 kilometres on the odometer and is said to run well. Offered with Netherlands registration papers.

£2,000 - 2,500

€2,200 - 2,800



491 N

1989 YAMAHA FZR1000 EXUP

Registration no. not UK registered

Frame no. 3GM 000156

Engine no. 3GM 000156

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model, which took its name from Yamaha's 'Exhaust Ultimate Power Valve'. Installed downstream of the headers, the EXUP was designed to boost mid-range power while at the same time making it easier to meet noise and emissions targets. It certainly worked, but while the 1989 EXUP was stronger low-down than its predecessor, it made no more power than the '88 version because Yamaha had fitted restrictive 'weirs' in the carburettor stubs. Using a Stanley knife, Bike magazine removed the weirs from 'their' EXUP and found an additional 19bhp! An affordable, fast, and comfortable modern classic, this EXUP is described as in good original condition and in running order. The machine appears to be standard apart from the inevitable after-market exhaust can. Offered with a Netherlands registration document.

£2,000 - 2,400

€2,200 - 2,700



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492 NMT N

Unused and effectively 'as new'

C.1989 HONDA VFR750R TYPE RC30

Frame no. RC30 2000142

Engine no. RC30E 2000177

- Rare WSB 'homologation special'
- 2 'push' kilometres only
- Offered from a prominent Danish private collection



'Riding the RC30 on the road is like riding no other mass-produced motorcycle... Call the VFR750R what you will, but don't call it a race-replica. This is a racer, full stop. Afterthoughts like indicators, ignition lock and a street-legal pipe should not be allowed to suggest otherwise.' - Bike magazine.

One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. Perhaps surprisingly, Honda chose not to field a full factory effort in WSB, being content to supply the RC30 to private teams. Nevertheless, despite this cautious approach, Honda were soon reaping the rewards courtesy of the Rumi team's American rider, Fred Merkel.

Like most of the other RC30 runners, Rumi experienced reliability problems initially. Nevertheless, Merkel's consistency was rewarded with a win in Hungary and points at every round except super-fast Hockenheim where the Hondas were outclassed by the fuel-injected Bimotas and Ducatis.

By the final round, held at New Zealand's Manfield Park, the championship had boiled down to a three-horse race between Merkel, Davide Tardozzi (Bimota) and Fabrizio Pirovano (Yamaha). Keeping his nerve in wet conditions, Merkel won the first race and finished 5th in the second to become superbike racing's first World Champion.

Fred Merkel brought Honda a second WSB title the following year, while Britain's Carl Fogarty used an RC30 to win the TT Formula 1 World Championship in 1988 and '89, and the equivalent FIM Cup in 1990. No mere short circuit scratcher, the RC30 and its RC45 derivative proved durable enough to win a hat-full of Endurance Classics too.

That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame; 16-valve V4 engine with gear-driven cams; close-ratio six-speed gearbox; and four-pot front brake callipers. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost £8,499, getting on for double the cost of other super-sports 750s.

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Although the passage of time and progress of motorcycle technology means that the RC30 is no longer a match for the latest generation of sports bikes, it possesses an exclusivity that none of them can approach. 'No other bike from the late-Eighties is lusted after like the RC30,' declared Bike, and few would disagree.

This RC30 was purchased from an Irish collector in April 2007 and since then has formed part of three prominent private collections in Denmark. Offered for sale from the third of these Danish collections, it comes with copies of the 2007 Sales Agreement and an Irish customs document.

Please note this Lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue) in accordance with HMRC's NOVA Scheme.

£44,000 - 48,000

€49,000 - 53,000



493 NMT N

Unused and effectively 'as new'

1994 HONDA RVF750R TYPE RC45

Frame no. RC45 2000051

Engine no. RC45E 2000066

- Rare WSB 'homologation special'
- Delivered new to Switzerland
- 3 'push' kilometres only
- Offered from a prominent Danish private collection



'The privileged few assure us, it rides like a magic carpet, turning, braking and tug-tug driving with an aloof deliberateness that is unimpeachable. The fastest two-wheeler on every road? The RC45 comes close.' – Bike magazine.

Replacement for the exotic VFR750R (RC30), the RVF750 (RC45) was another racer-for-the-road and even more exclusive. Like its illustrious predecessor, the RC45 was a thinly disguised, limited edition, 'homologation special' intended to provide Honda with the means to win the World Superbike Championship, a feat it achieved in 1997 with American John Koscinski riding. Although that would be its solitary WSB crown, the RC45 claimed overall victory in the AMA Superbike Championship in 1995 and won the 1996 Daytona 200, both with Miguel Duhamel riding, and scored a debut win at the Isle of Man TT when Steve Hislop won the 1994 Senior race. RC45-mounted Ben Bostrom added a second AMA Superbike title in 1998.

Although clearly related to the RC30, the RC45 took development to the next level, there being scarcely a single component that had not been carefully scrutinised by Honda technicians with a view to improvement.

Developed jointly by Honda Racing Corporation (HRC) and Honda R&D, the engine remained a 90-degree V4 with gear-driven cams, but was an all-new, shorter stroke, more compact design featuring simplified a camshaft drive (taken from the end of the crankshaft rather than the centre), narrower valve angle, beefier clutch, and PGM-FI electronic fuel injection. A maximum power output of 120bhp was claimed for the standard road version, while in excess of 150bhp was attainable with the factory tuning kit. Models destined for the USA were less powerful, though the missing horses were easily restored by a simple ECU wiring tweak.

Basically similar to that of the RC30, the frame consisted of a combination of aluminium castings and extrusions supporting the familiar single-sided swinging arm at the rear. At the front however, the conventional forks had gone, replaced by a set of cartridge-type 'upside-downers', while braking had likewise been improved courtesy of Fireblade callipers and NR750 discs.

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Hand built on a special assembly line at HRC, the RC45 was necessarily expensive; at a fraction under £18,000 when launched it cost over 50 percent more than a Ducati 916! Only 200 were made for sale worldwide during 1994 and 1995. Its high price and rarity ensured that the RC45 would achieve the same iconic status as the RC30, becoming equally, if not more, collectible.

This unused RC45 was delivered new to Honda Switzerland in February 1994. Since then it has belonged to three prominent private collections in Denmark, and is offered for sale from the third of them. Accompanying documentation consists of an original Swiss customs document from 1994 and Danish paperwork relating to its sale in March 2002.

Please note this lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue) in accordance with HMRC's NOVA Scheme.

£33,000 - 37,000

€37,000 - 41,000



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494

1990 NORTON 588CC F1

Registration no. FIL 7958

Frame no. 050110

Engine no. P55 050110

- *Very scarce, rotary Norton*
- *One of approximately 140 made*
- *Only 6,361 miles recorded*



Norton, under the banner of Norton Villiers Triumph, produced their very last Commando models in 1978. Prior to this time, Norton engineers had been working on the P41 rotary-engined project, and this continued after the demise of the Commandos. In 1979 the Mark I appeared, and 25 examples were produced. These were followed in 1981 by a Mark II version which went into production as the Interpol II for sale to a few Police forces. The motorcycling public were clamouring for a civilian version of the bike, such was the esteem of the Norton name, and eventually it appeared in the form of the Classic, a limited edition of 100 machines released in 1987, dressed in the traditional Norton colours of silver, with black and red lines. Once the Classics had sold, the pressure was on for other machines, and this was eventually fulfilled, after some delays, by the water-cooled Commander in 1988.

After the takeover of Norton in 1987 by Phillippe Le Roux's consortium, an old design-study was resurrected. Known as 'Project 55', the creation of a super-sports bike was coupled with a return to racing in the hope that improvements on the racing bikes could filter into the road machine development. Utilising the water-cooled engine in a box-section aluminium alloy frame, a prototype was displayed at the Motorcycle Show in 1989. The name 'F1' had been decided upon, the livery derived from John Player Special, the racing team sponsors, and the lessons learned from racing the RCW588 were incorporated into the F1.

Only available in 1990 and 1991 it is thought that no more than 140 F1s were made, and Norton's financial and internal problems came to a head in 1992, resulting in the cessation of motorcycle production.

FIL 7958 was purchased at Bonhams' Stafford sale in October 2015 (lot 181) at which time it had covered only 6,254 miles. It was subsequently offered as a raffle prize by the National Motorcycle Museum in their summer 2016 raffle, and it was won by the present owner. Before it passed to the vendor it was given a service, new tyres, and a fresh MoT by the NMM. Since acquisition the vendor has covered only approximately 75 miles, and the odometer reading was 6361 at consignment for this sale. The bike was displayed at the October 2016 Classic Mechanics Show, winning 'Best Rotary' award and the trophy accompanies the machine. Prior to this sale the vendor will submit the Norton for a fresh MoT.

Documentation accompanying FIL 7958 comprises a current V5C, a photograph of the vendor and machine when it was presented, two old MoT certificates, the original handbook and wallet, and sundry papers.

£15,000 - 20,000

€17,000 - 22,000

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495

One owner from new

2002 MV AGUSTA F4 750 SENNA

Frame no. ZCGF401BC2V004617

Engine no. F4A205632

- One of only 300 made
- Delivered new in the UK
- One owner
- Numerous sensible upgrades



This limited edition MV Agusta F4 Senna was purchased new by its current owner from Three Cross Motorcycles (sales invoice on file), since when it has benefited from numerous improvements. RG3 silencers and their associated chip have been fitted together with a Power Commander, which was dialled in by Crescent at their BSB workshop. After 13 runs they got maximum power up to 126.8bhp at the rear wheel (dynamometer printout on file). The wheel rims have been stripped and mirror polished (the original paint was very thinly applied and very fragile). The rear hub now features a quick-release sprocket carrier from STM in Italy, and a 40T sprocket is currently fitted for quicker acceleration. The rear hub also features TBD urethane cush-drive inserts from Motowheels USA. The OE items are a known weakness, leading to wrecked rear hubs. A Powerhouse carbon rear hugger/chain guard is fitted. The fan relay has been bypassed with a manual switch so that the fans can be switched on immediately the temperature starts to rise rather than waiting for the thermostat. This modification can be reversed.

After several years SORN'd, the MV was checked over by the vendor a couple of years ago. A new battery was fitted; the 'dead' alarm bypassed (with guidance from the manufacturer); and all fluids and a fork seal replaced. We are advised that, apart from a dragging clutch (a common fault) the bike rides excellently and consumes negligible oil despite the circa 57,000 miles it has covered.

The following are included in the sale:

- The OE silencers and EMU chip
- The original dust cover, which has never been taken out of its bag (condition unknown)
- A lightly scuffed STM 38T quick-change rear sprocket
- The second key (unused)
- A socket and bar for releasing the rear wheel nut
- The user's manual, signed by Agostini at Beaulieu 2002 and by (Bruno) Senna at Goodwood FoS 2006
- 'Clic' pliers to release/refit the coolant hoses
- The original front brake callipers (bolts are furry)
- The original rear stand
- The original carbon upper chain guard (removed when the hugger was fitted)

The machine also comes with a memory stick and a CD with files of manuals and the spare parts catalogue; a vast amount of useful information and photographs; an original hard copy of the engine manual; and a printed copy of the Motorcycle Workshop Manual. There is also a folder containing all invoices; most MoTs and SORNs; the V5C document; MoT to July 2019; and useful information on suspension geometry and spring/damping set-up.

£7,000 - 10,000

€7,800 - 11,000

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496

1999 DUCATI 748S BIPOSTO

Registration no. Y349 MBW

Frame no. ZDMH300AAYB006734

Engine no. 010901

'Baby brother' of the iconic 916, from which it was virtually indistinguishable, Ducati's 748 was the preferred choice of the many riders who found the smaller model more easily controllable. Classed as a '600' for racing's Supersport class, the 748 eclipsed the Honda and Kawasaki opposition when pitted against a CBR600F and ZX-6R by Bike magazine. Even today, the 748's combination of v-twin grunt and one of the best chassis ever built are guaranteed to keep it at the front of the track-day pack in the hands of a competent rider. And when it comes to style there's simply no comparison. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco. This Ducati 748S Biposto was first registered on 27th June 2001 to the supplying dealer, On Yer Bike, and then registered to the current vendor, its first private owner, nine days later. Last run 11 months ago, it has covered a mere 1,389 miles from new and is described by its owner as in excellent condition having been fully serviced by Ducati Coventry (belts included) in November 2017. Standard apart from a Datatool alarm and immobiliser, this collectible modern Ducati is offered with current MoT; Ducati Coventry's bill; and a V5C document.

£6,000 - 9,000

£6,700 - 10,000



497 N

1999 DUCATI 996 BIPOSTO

Registration no. not UK registered

Frame no. ZDMH200AAXB004773

Engine no. to be advised

Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for six years and indeed, had already won three World Superbike (Riders') Championships, it was the arrival of the iconic 916 in 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost brand names. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco. The Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions three times after that. Enough said. For 1999, the stronger and much improved 996cc engine of the limited-edition 916 SPS was standardised on the new '996' model, while a Ducati Corse works development took Carl Fogarty to his fourth World Superbike Championship that same year. This Ducati 996 Biposto is equipped with Termignoni carbon fibre silencers and a carbon fibre clutch cover. Currently displaying a total of 84,124 kilometres (approximately 52,250 miles) on the odometer, the machine is described by the vendor as in generally very good original condition, fitted with new tyres and ready to use. Offered with Netherlands registration papers.

£5,000 - 6,000

£5,600 - 6,700



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498 N

1994 DUCATI 750SS

registration no. not uk registered

Frame no. ZDM750SC006331

Engine no. ZDM748A2C006625

The arrival of Ducati's all-new, eight-valve, water-cooled v-twin in the late 1980s led to a comprehensive re-structuring of the range, the appearance of this range-topping World Superbike contender creating a niche for a super-sports roadster. This gap would be filled first by the 900SS that arrived in 1991, reviving one of the great model designations from the Bologna factory's past. The newcomer used a development of Ducati's long running 'belt drive' v-twin motor that had first appeared in 1978 in the Pantah 500. Air-cooled and two-valves-per-cylinder, the 80bhp 900SS was simpler, easier to maintain and, of course, less costly than the 851 superbike. In style though, it gave nothing away to its more exotic cousin, having the same distinctive 'trellis' frame as the 851 - now an established Ducati trademark. Handling was, needless to say, exemplary and while ultimate performance was down on that of the superbike, with a top speed of 140mph the 900SS was more than enough for the majority of riders in everyday conditions. 750SS and 600SS versions followed soon after, the former's 60bhp maximum being good enough for a top speed of around 125mph. This particular Ducati 750SS was purchased in 2017 from the former owner in Germany. Said to run well, the machine features Termignoni exhausts and braided steel brake lines. Offered with German registration papers.

£3,000 - 3,500

€3,300 - 3,900



499 N

1996 DUCATI 750SS

Registration no. not UK registered

Frame no. ZDM750SC008696

Engine no. to be advised

The arrival of Ducati's all-new, eight-valve, water-cooled v-twin in the late 1980s led to a comprehensive restructuring of the range, the appearance of this range-topping World Superbike contender creating a niche for a super-sports roadster. This gap would be filled in 1991, first by the 900SS, which used a development of Ducati's long running 'belt drive' v-twin motor that had first appeared in 1978. Air-cooled and two-valves-per-cylinder, the 80bhp 900SS was simpler, easier to maintain and, of course, less costly than the 851 Superbike. In style though, it gave nothing away to its more exotic cousin, having the same distinctive 'trellis' frame as the 851, now an established Ducati trademark. Handling was, needless to say, exemplary and while ultimate performance was down on that of the superbike, the 900SS's top speed of 140mph was more than enough for the majority of riders in everyday conditions. 750SS and 600SS versions followed soon after. Relatively light (395lbs) and nimble, the 750SS was no sluggard, boasting a top speed of around 125mph. Currently displaying a total of 55,631 kilometres (approximately 34,500 miles) on the odometer, this 750SS is described by the vendor as in good original condition and fully maintained, the last service having been carried out 300 kilometres ago. Fitted with new tyres and ready to use, the machine is offered with Netherlands registration papers and sundry bills from Affetto Ducati.

£2,500 - 3,500

€2,800 - 3,900



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500 N

1989 DUCATI PASO 906

Registration no. not UK registered

Frame no. ZDM906PC 000879

Engine no. to be advised

Introduced for 1989, the Paso 906 was a development of the preceding 750, one of the first models to emerge following Ducati's take-over by the Castiglioni family's Cagiva concern, and enjoyed a similarly improved level of equipment and build quality. The bigger Paso retained the same basic desmodromic v-twin engine architecture that had first appeared on the Pantah 500SL in 1979, but added water cooling to the package. Like the 750, the 906 featured a square-tube frame, hidden beneath all-enveloping bodywork penned by Massimo Tamburini, late of Bimota, while another 750 carry-over was the twin-choke Weber carburettor, chosen for its emissions friendliness. Suspension on the 906 was by Marzocchi at both ends (the 750 came with an Öhlins rear mono-shock) with brakes, as usual, supplied by Brembo. Both Pasos were fitted with the then fashionable 16" wheels, but only the 906 enjoyed the benefit of a sixth speed in the gearbox. This example of an Italian sports-tourer that can only become increasingly collectible has been fully restored by Motoclassico and is fitted with Laser silencers. Offered with a Netherlands registration card, it is described by the vendor as running well and currently displays a total of 44,979 kilometres (approximately 27,900 miles) on the odometer.

£2,400 - 2,800

€2,700 - 3,100



501 N

1992 HONDA VFR750F

Registration no. not UK registered

Frame no. RC36 2200363

Engine no. to be advised

Honda had a lot riding on the VFR750F when it arrived in 1986, not the least of which was having to live down the preceding VF750's appetite for camshafts and cylinder heads... And to emphasise the effort that had been expended on sorting out the V4 engine, every VFR750F carried the legend 'GEAR DRIVEN CAMS' on the fairing. The VFR750F had been introduced as a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it excelled. Indeed, the VFR has proved so successful that it is still in Honda's line-up today as the VFR800F, over 30 years since the original was launched. The new engine was slotted into a state-of-the-art aluminium beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favour of a lighter and more efficient chain. Early VFR750F's featured a conventional two-sided swinging arm, while later (1990 onwards) models have a single-sided swinging arm of the type pioneered on the Elf-Honda GP and Endurance racers. Currently displaying a total of 67,057 kilometres (approximately 41,600 miles) on the odometer, this VFR750F is described by the vendor as in generally very good original condition, fitted with new tyres and ready to use. Offered with a Netherlands registration document.

£2,000 - 2,500

€2,200 - 2,800



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502 N

1996 YAMAHA SZR660

Registration no. not UK registered

Frame no. ZD04SU10000020290

Engine no. to be advised

Back in the late 1980s/early 1990s, there was a resurgence in the popularity of racing classes catering for single-cylinder machines, most notably the 'Supermono' and 'Sound of the Singles' series. For those unable to afford a bespoke chassis, there was the option of using a modified road bike frame and cycle parts, those of Yamaha's TZR125 and TZR250 being among the most favoured. Which is where Yamaha's Italian division may have got the idea for the SZR660, which combines the five-valve engine from the XTZ660 trailie with a TZR-type aluminium twin-spar frame. Add to that an 'upside-down' front fork, mono-shock rear suspension, Brembo brakes (4-piston front, 2-piston rear), three-spoke alloy wheels, and sexily curvaceous bodywork, and you have what should have been an appealing package. And it only weighed 159kg (350lb). With a maximum of 49bhp on tap, the SZR was never going to set the road on fire, though it could top 100mph with ease and handled brilliantly. It was produced in limited numbers between 1995 and 1997 only, and today is one of the more collectible Yamahas of recent times. This wonderful example has covered a mere 5,166 kilometres (approximately 3,200 miles) from new in the hands of its one and only owner and is presented in mint condition, ready to use. The machine is offered with a Netherlands registration document.

£2,200 - 2,600

€2,500 - 2,900



503 N

1998 YAMAHA TRX850

Registration no. not UK registered

Frame no. JYA4UN0000006203

Engine no. to be advised

'The TRX is going to appeal to those who want a large capacity sportsbike with character. The engine is a classic and the ergonomics are superb.' – Bike magazine. It takes no more than a glance to tell you what inspired the Yamaha TRX850; that trellis frame says it all: Ducati. Intended originally for the Ducati-crazy Japanese market, the TRX combined the 10-valve parallel-twin engine from the TDM850 sports-tourer with a frame that could have come straight from Bologna, while to give it that authentic v-twin sound and feel the TDM motor was revamped with a 270-degree crankshaft. Yamaha even went so far as to give the first model a white frame and red bodywork, just in case you'd missed the Italian connection. Such was the interest from outside Japan, that within a matter of months the TRX850 had been revised for sale in Europe, being re-launched in Spain towards the end of 1995. The most significant change to the Euro-spec TRX was firmer suspension, while the brakes too were different (Sumitomo supplanting Brembo) and the seat gained extra padding. Weighing 190kg (418lb) and with 80bhp on tap, the TRX was good for a (claimed) top speed of 140mph. Currently displaying a total of 70,700 kilometres on the odometer, this example is described by the vendor as in good original condition, ready to use. Offered with Netherlands registration papers.

£2,000 - 2,500

€2,200 - 2,800



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504 N

1967 TRIUMPH DAYTONA 490CC 'FLAT TRACK' SPECIAL

Registration no. not registered

Frame no. T100 RH52997

Engine no. T100 RH52997

A mainstay of American motorcycle sport for decades, flat track racing has only caught on in the UK relatively recently. By the mid-2000s, there were two series: the ACU National Short-track Championship and the Silkolene Short-track Championship, both of which catered for a variety of different types of machine ranging from moto-cross and enduro bikes to purpose-built flat-trackers. Back in the late 1970s though, there was another, ultimately abortive, attempt to establish the sport in this country in the form of the Strongbow Cider-backed series, most of the machines contesting it being Triumph engined flat-trackers. To drum up interest, the organisers had to have American stars present, and Kenny Roberts and Dave Aldana were flown over from the USA to show the Brits how it should be done. Nowadays, the 'flat track' look is immensely popular on the customising scene, and there is no doubt that the stunning machine offered here would attract much favourable attention at any such gathering. It has an oil-in-frame chassis by the American firm of Trackmaster, acknowledged as the finest in this field of competition, while other noteworthy features include electronic ignition and a right-side rear disc brake. There are no documents with this Lot.

£4,000 - 5,000

€4,500 - 5,600



505 N

1957 MATCHLESS 348CC G3LS

Registration no. not UK registered

Frame no. A50567

Engine no. to be advised

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability, and economy. Associated Motor Cycles' offerings in this important market sector were the Matchless G3L and AJS Model 16. Announced in June 1945, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph, but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. This restored Matchless G3LS is offered with French Carte Grise and other official paperwork

£3,400 - 4,200

€3,800 - 4,700



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506 N

1969 BSA 441CC B44 VICTOR SPECIAL ENDURO

Registration no. not UK registered

Frame no. BC11722 B44VS

Engine no. BC11722 B44VS

In 1966 the Victor Enduro joined the world-beating Victor Grand Prix moto-crosser in BSA's extensive range of off-road models. Displacing 441cc, the Victor's power unit was developed directly from the works 420cc moto-cross engine, itself a distant cousin of the first of the line that had debuted in the humble C15 250 roadster back in 1958. Of rather less exotic specification than that of the Grand Prix, the Enduro's de-tuned engine employed a lined cylinder and the same camshaft as the SS80 roadster. The compression ratio was reduced, and the GP's battery-less ignition retained, while a 6-volt (later 12-volt) alternator supplied current to the lights. Instead of the Grand Prix's oil-in-frame chassis the Enduro employed that of the C15T trials bike. The front fork was of the new shuttle valve type developed for the moto-crosser, but front wheel diameter was down to 19" from the latter's 20". Renamed Victor Special for 1969, the model ceased production in 1970, early 'round barrel' examples being the rarer. We are advised by the vendor that this Victor Special has been '90% restored', the works including dismantling the machine; powder coating the frame and cycle parts; re-plating the brightwork; completely rebuilding the engine; overhauling the electrics and brakes; and replacing the chains, tyres, etc. In storage for many years, the machine is offered with a State of California Certificate of Title.

£5,000 - 7,000

€5,600 - 7,800



507 N

1971 BSA 630CC B50SS VICTOR FLAT TRACK RACING MOTORCYCLE

Registration no. not registered

Frame no. B50SS GE 12682

Engine no. B50SS GE12682

BSA-Triumph's revamped range for 1971 included five BSA singles, all sporting the new oil-bearing frame, Ceriani-style front fork, and conical hub brakes. The two 250s continued to use the B25 engine in virtually unchanged form, while the larger B50 models were now a full 500cc, their immediate predecessors having been 441cc. Although similar in overall layout to the quarter-litre unit, the new 500 motor boasted a needle-roller big-end - rather than plain - and a third (drive side) main bearing. In both capacities there was Victor trail model and an 'SS' - Street Scrambler - the latter featuring the larger, 8" front brake. The famous Gold Star name was revived for the duo, to the chagrin of motorcycling traditionalists. Despite adequate performance and excellent handling, the newcomers were swamped by the tide of financial failure which soon overtook BSA-Triumph, the 250s disappearing in August 1971 and the 500s the following year. We are advised by the vendor that this restored B50SS-based flat tracker's engine has been enlarged to 630cc. It is not known who built it or when, or whether it has any competition history.

£5,000 - 7,000

€5,600 - 7,800



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508 N

1971 BSA 499CC B50MX MOTO-CROSSER

Registration no. not registered

Frame no. B50MX GE13109

Engine no. B50MX GE13109

Its 420cc engine developed from that of the humble C15 250 roadster, Jeff Smith's works BSA moto-crosser produced more power than it could reliably handle, resulting in a comprehensive engine redesign. For 1964 the works '420' had a much stronger crankcase with revised main bearings; the C15's drive-side ball race and timing-side plain bush being superseded by a roller bearing and ball race respectively. Also new was a light-alloy cylinder with chromium-plated bore, which allowed a useful increase in compression ratio thanks to its superior heat dissipation. Installed in the all-welded frame, developed on the works 250s, this heavily revised engine made the new Victor Grand Prix a world-beater, Smith taking the 1964 Moto-Cross World Championship with seven wins in the 14-race series. The new crankcase permitted a further lengthening of the stroke to 90mm for a capacity of 441cc, and in this form the Victor GP went into production in 1965. Smith took the world title again that year. The machine offered here represents BSA's over-the-counter moto-crosser in its final, '500' incarnation, as built for 1971 and 1972. It was purchased new at Don Vesco's shop in El Cajon, California in late 1971 and has had only one private owner. Started and ridden yearly, the machine is described by the vendor as un-restored, unmolested, and in original condition, even down to the tyres. Offered with California Ownership Certificate.

£4,200 - 5,200

€4,700 - 5,800



509 N

C.1924 BSA 249CC MODEL B 'ROUND TANK'

Registration no. not registered

Frame no. B21808

Engine no. to be advised

Originally established in 1861 as an armaments manufacturer, The Birmingham Small Arms Company switched to making components for the bicycle industry in 1878 following a downturn in the arms market. BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle and a proprietary engine clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. By the 1930s the company's advertising was able proudly to declare: 'One in Four is a BSA', reflecting its status as the world's largest motorcycle manufacturer. A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank', was used by just about every tradesman whose job required cheap personal transport. Popular with learners - the fact that the gearbox had only two speeds and that both brakes operated on the rear wheel were attributes guaranteed to reassure novices - the reliable 250 sidevalve provided many with their first motorcycling experience. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. Nothing is known of the history of this restored Model B, which is offered with a French Carte Grise.

£4,000 - 5,000

€4,500 - 5,600



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510 N

1960 RATIER 600CC C6S

Registration no. not UK registered

Frame no. 40877

Engine no. 1871

Founded at the beginning of the 20th Century in Malakoff, France, Ratier was a joinery firm that soon became a specialist in the manufacture of aircraft propellers, its main customer being the French Air Force. During WWI, Ratier had relocated to Figeac, and after the war's end supplied propellers to the French airmail service, Aéropostale. It also diversified into motor manufacturing in a modest way, marketing a small sports car powered by a 750cc overhead-camshaft engine between 1926 and 1929. Ratier only emerged as a motorcycle manufacturer after WW2 when it acquired the Centre d'Études de Moteurs à Explosion et à Combustion, or CEMEC, for short (the name translates as Explosion and Combustion Engines Studies Centre). Founded in 1945 as the Centre de Montage et de Récupération (Assembly and Repair Centre) at Neuilly-sur-Seine, the company that would become CEMEC had acquired the French rights to BMW motorcycle designs as part of Germany's post-WW2 reparations. For this reason, its logo was a modified version of BMW's, but using the colours of the French flag. Renamed CEMEC in 1947, the company at first rebuilt BMW motorcycles and then began to manufacture complete machines based on the German firm's pre-war designs. In 1955, CEMEC was taken over by Ratier, which continued to produce the BMW-based models under its own name until 1962. Nothing is known of the history of this restored Ratier, which is offered with a French Carte Grise.

£4,600 - 5,600

€5,200 - 6,300



511 N

1957 ARIEL 347CC RED HUNTER

Registration no. not UK registered

Frame no. APR7310

Engine no. to be advised

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and, under Page's successor Edward Turner, developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range, and the Red Hunters continued in this form until production of all Ariel four-strokes ceased in 1959. Described by the vendor as a 'well-kept older restoration', this Red Hunter is offered with a State of California Certificate of Title.

£2,800 - 3,400

€3,100 - 3,800



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512 N

C.1918 HARLEY-DAVIDSON 998CC MODEL F

Registration no. not registered

Engine no. 18F 5986 (see text)

Introduced in 1909, Harley-Davidson's first v-twin incorporated the innovation of mechanically operated inlet valves in place of the single-cylinder model's 'atmospheric' type. Known by the sobriquet 'pocket valve', this engine - built in 61ci and (later) 74ci displacements - would remain in production for the next 20 years. The single's belt-drive transmission was continued at first on the twin, but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional three-speed sliding-gear transmission was introduced on the top-of-the-range twin, which now was listed as the Model J. The following year a magneto-equipped version of the three-speed twin, the Model F, joined the range and these basic model distinctions - 'J' for generator-electrics machines, 'F' for those with magneto ignition - would continue after the introduction of the 74ci twin in 1922. This Harley-Davidson is one of the first machines acquired for the Pamplona Collection and was sold by Bonhams at the Collection's sale at the RAF Museum, Hendon in February 2010 (Lot 46). It had been purchased in Barcelona in a dismantled state prior to being restored for the Collection. The engine turns over but there is little compression, and it should be noted that the number has been re-stamped. There are no documents with this Lot.

£15,000 - 18,000

€17,000 - 20,000



513 N

1922 BEARDMORE PRECISION 500CC

Registration no. AO 9730 (see text)

Frame no. 775

Engine no. 475

At one-time F E Baker's Birmingham-based Precision company rivalled J A Prestwich as a supplier of engines to Britain's motorcycle manufacturers. The first Precision engine went on sale in 1910, but it was not until after WWI that the firm got around to building a complete motorcycle. Launched as the 'Beardmore Precision', the Scottish Beardmore engineering group having gained control of Baker's company, its first machine was a 350cc two-stroke featuring leaf-sprung suspension front and rear. The range expanded to include sidevalve models of various capacities; a Barr & Stroud sleeve-valve-engined 350; and overhead-valve and overhead-cam works racers. Although production models gained an enviable reputation in the trials events of their day, the racers fared disastrously at the 1924 Isle of Man TT, the debacle prompting Beardmore to close the ailing firm. This Beardmore Precision is powered by one of the company's own sidevalve engines. The machine is fitted with a later carburettor and modern handlebar grips, while the brakes are not connected. Offered for completion, it has good compression and comes with documentation including a DVLA 'Certificate of Permanent Export'. Prospective purchasers should satisfy themselves with regard to its UK registration status prior to bidding.

£8,000 - 12,000

€9,000 - 13,000



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514 N

C.1930 RUDGE 499CC ULSTER RACING MOTORCYCLE

Registration no. not registered

Frame no. to be advised

Engine no. to be advised

Rudge-Whitworth built its first motorcycle in 1910 and is best remembered for its pioneering use of four-valve cylinder heads. Rudge's first four-valve production motorcycle appeared in 1924, and the company persevered with the layout until manufacture ceased at the outbreak of WW2. The four-valver's full potential was slow to emerge, but in 1928 Graham Walker's works 500 became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph. This feat led to the introduction of the legendary 'Ulster Grand Prix' sports model, known universally as the 'Ulster'. Early engines deployed parallel valves in a pent-roof combustion chamber but then in 1930 a trio of 350s appeared at the Isle of Man with radially disposed valves. This new arrangement emphatically demonstrated its superiority when the Rudge team of Tyrell Smith, Ernie Nott and Graham Walker finished 1st, 2nd, and 3rd in the Junior TT. Nott, Walker, Smith, and Wal Handley were entered in the Senior race, Handley finishing 1st at a record speed of 74.24mph with Walker 2nd, Smith 6th, and Nott 7th, winning for Rudge the coveted Team Prize. Several different valve arrangements were tried across a variety of 250cc, 350cc, and 500cc four-valve models as the range developed throughout the next decade. At time of cataloguing no history was to hand for the machine offered here.

£10,000 - 14,000

€11,000 - 16,000



515 N

1930 AJS 248CC MODEL R12

Registration no. not registered

Frame no. R12 13750

Engine no. 2665

Despite the company's mounting financial difficulties, Wolverhampton-based AJS introduced a comprehensively redesigned range for 1930, all models for this year being coded 'R'. This new line-up was notable for including models with fashionable 'sloper' engines for the first time, while all the overhead-valve types featured twin-port cylinder heads. Baby of the range was the new overhead-valve 248cc Model 12 'Two Port', a compact, lightweight, and stylish sports roadster very much in the AJS tradition. Listed as the 'S12' for 1931, this delightful little model did not survive the Matchless takeover in its original form. There was no AJS '250' listed for 1932 and when the Model 12 returned to the range for 1933 (as the 33/12 Big Port) it had a 'sloper' engine. One of the final Wolverhampton-built models made before AJS's acquisition by Matchless, this R12 was restored in Spain in 2007. The current vendor purchased the machine at Bonhams' sale of the Pamplona Collection at the RAF Museum, Hendon in February 2010 (Lot 31). The engine turns over with compression. There are no documents with this Lot.

£4,700 - 5,600

€5,300 - 6,300



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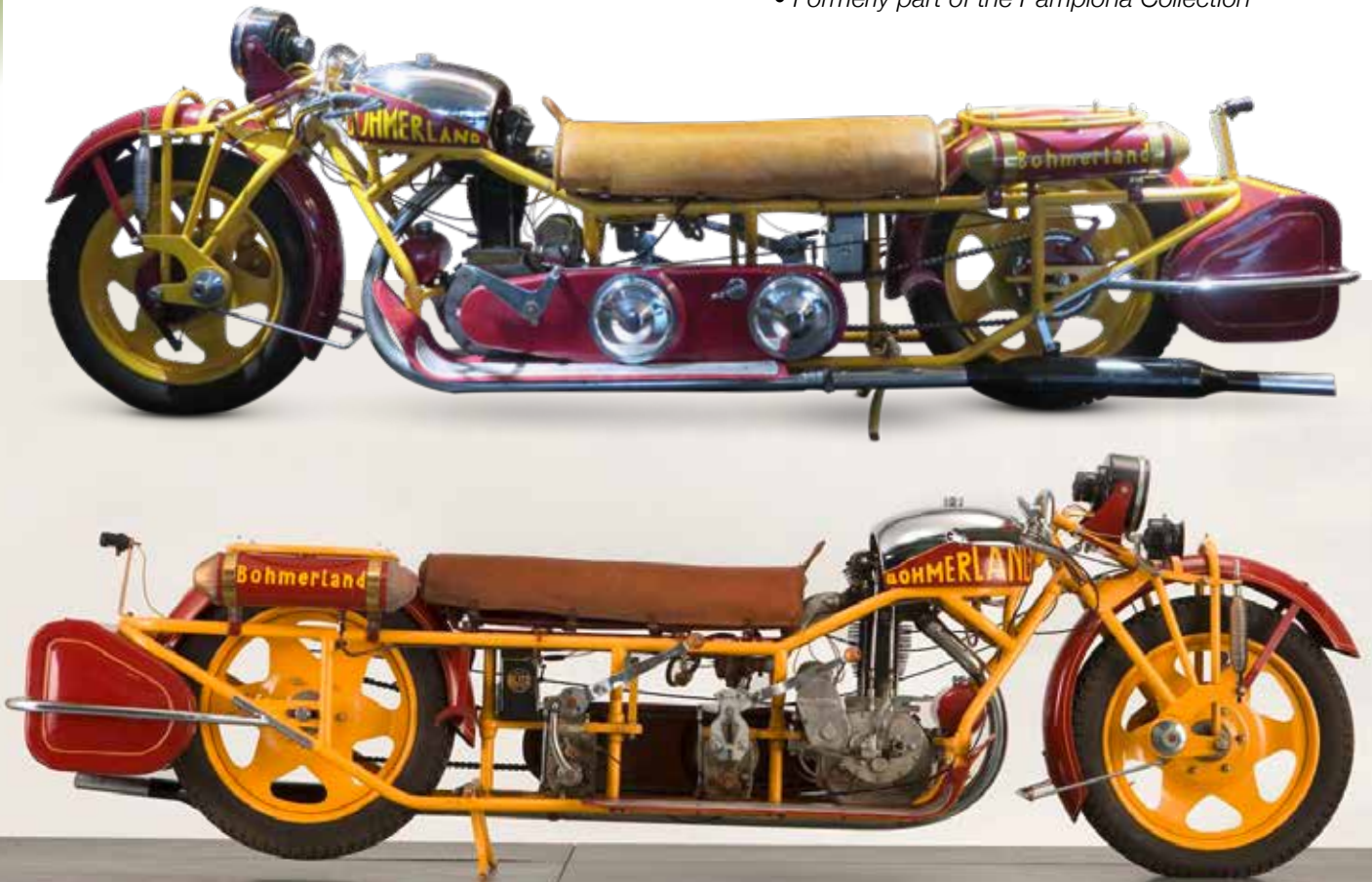
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516 N

1937 BÖHMERLAND 603CC LANGTOUREN

Engine no. 307

- *Unique Czech-built motorcycle*
- *The longest wheelbase of any production motorcycle*
- *Three-seater accommodation*
- *Formerly part of the Pamplona Collection*



As photographed in 2010

Czechoslovakia played an important role in the development of the European motorcycle industry from the earliest days of the 20th Century, being responsible for many innovative designs. Indeed, the Czech firm of Laurin & Klement was one of the first to introduce a four-cylinder motorcycle, in 1905.

One of Czechoslovakia's more celebrated motorcycles is the improbable Böhmerland, which was manufactured from 1925 until 1939. Designed by Albin Liebisch, the Böhmerland was powered by a single-cylinder, air-cooled, four-stroke engine of 80x120mm bore/stroke for a capacity of 603cc. But whereas its overhead-valve motor was entirely conventional, the Böhmerland's advanced cycle parts were anything but, consisting of a lengthy, duplex-loop, tubular frame; coil-sprung, leading-link front fork; and - for the first time on a motorcycle - cast-alloy wheels, the latter not widely adopted until the 1970s.

Models of varying wheelbase lengths were built, the most celebrated of which is the three-seater langtouren (long touring), which is notable as having the longest wheelbase of any production motorcycle. All Böhmerlands were powered by Liebisch's 603cc four-stroke single, the exception being a 348cc two-stroke model introduced in 1938 just before production ceased following the outbreak of war. By then Liebisch's factory at Schönlinde in the Sudetenland had produced around 3,000 motorcycles of all types. It is believed that only some 30-or-so Böhmerlands exist worldwide today.

This Böhmerland Langtouren formerly belonged to the Pamplona Collection, which had acquired it in 2007, and was purchased from Bonhams' sale of the Collection at the RAF Museum, Hendon in February 2010 (Lot 59). At that time, we were advised that the Böhmerland had been repainted, though the quality of the finish has deteriorated over the last eight years. The brightwork, though, remains good. The machine carries the maker's plaque bearing the legend 'Albin Liebisch, Schluckenau, Cunnersdorf'.

£60,000 - 80,000

€67,000 - 90,000

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517 N

1971 MÜNCH MAMMOTH 1200 TTS

Registration no. not UK registered

Frame no. 146

Engine no. to be advised

- *Ultra-rare limited-edition superbike*
- *Hand built to individual customer order*
- *Registered in Germany*



In 1965 Freidl Münch, formerly with the Horex racing department, was approached by wealthy French ex-sidecar racer Jean Murit with a simple brief: build a no-expense-spared 'superbike', though the latter term had yet to be coined. Münch found his ideal engine in the form of the air-cooled overhead-camshaft four powering the recently introduced NSU Prinz car. For Murit's machine he used the 1,000cc TT sports version of this engine which, tuned for 60bhp, proved capable of propelling the bulky Mammoth to a top speed of 120mph. Nothing too remarkable there you might think, but while several contemporary production motorcycles could achieve a similar maximum, it was the Mammoth's ability to accelerate powerfully from 20mph in top gear and cruise all day at 110mph that set it apart from the herd.

The engine was housed in a cradle frame inspired by the Manx Norton, and to keep the weight down Münch made extensive use of Elektron magnesium alloy, which was used for the gearbox shell, rear chain case, fork sliders, and brakes. The result was a commendably low dry weight for the prototype of 433lbs, though production versions would weigh considerably more. Elephant Rally founder and Das Motorrad journalist Ernst Leverkus rode the bike in 1966, and the resulting worldwide publicity provoked a rush of orders.

The production Mammoth (the name would later be dropped for copyright reasons) first appeared at the Cologne Show in September 1966, by which time the capacity had risen to 1,085cc, power to 70bhp and the top speed close on 140mph. Hand built to individual customer order, the Mammoth eventually used the 1,177cc version of the NSU four with power outputs of up to 104bhp.

Founder of Cycle magazine and publisher of the eponymous motorcycle manuals, American entrepreneur Floyd Clymer (1895-1970) invested in Münch, marketing the machine in the USA as the 'Clymer-Münch Mammoth' with the slogan: 'Built up to a standard, not down to a price'. And the hand-built Mammoth was certainly very expensive, selling in the USA for \$3,995 when the BMW R69S cost only \$1,695. It is estimated that some 500 Mammoths had been made when production ceased in 1975.

The example offered here comes with German registration papers.

€90,000 - 120,000

€100,000 - 130,000

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518 N

1968 MV AGUSTA 861CC 'MAGNI'

Registration no. not UK registered

Frame no. MV4C60-199 016

Engine no. 199-017

- *Genuine Magni-modified MV*
- *Based on a 600cc MV four*
- *Built by Giovanni Magni in August 2007*
- *Chain drive conversion*



Motorcycle race engineers are rarely household names, but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic, and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships. When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames, and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi, and Suzuki-engined models following.

In the mid-1980s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi. Yet despite all his latter-day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. The Magni version was enlarged to 861cc courtesy of an increase in bore size to 70mm, and came with a specially tuned engine equipped with four 30mm Dell'Orto carburetors.

Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continued to create bespoke MVs to special order. Arturo died in 2005. Based on an early 600cc MV four, the machine offered here was modified to 861cc specification by Giovanni Magni in 2007, including a chain final drive conversion. It is believed to have covered only 207 kilometres since completion. Formerly part of a Belgian private collection, the machine is offered with a Rapport d'Expertise (expert appraisal) dated August 2014.

£65,000 - 80,000

€73,000 - 90,000

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519 N

C.1956 MV AGUSTA 175CC RACING MOTORCYCLE (SEE TEXT)

Registration no. not registered

Frame no. not visible (see text)

Engine no. MV-656758

Having started out racing its two-stroke models, MV Agusta's factory race team began developing the four-strokes, and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. Meccanica Verghera (MV) introduced its first production four-strokes at the Milan Show in 1952, the newcomers' advanced 175cc overhead-cam unitary construction motor setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. Production of the 175 CST (Turismo) and 175 CS (Sport) got underway in 1954, with CSTL, CSS, CSGT, and racing Squalo models being added to the range over the next few years. Tuned examples were soon competing in the popular long-distance races for production machines, such as the Giro d'Italia and Milan-Taranto, their successes helping to forge MV's reputation as a marque dedicated to delivering high performance. In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957. At time of cataloguing no history was to hand for the machine offered here, which is assumed to be a '175' and is offered without documents. The frame number is obscured by the fairing's front bracket.

£4,000 - 5,000

€4,500 - 5,600



520 N

C.1956 MV AGUSTA 175CC RACING MOTORCYCLE

Registration no. not registered

Frame no. 401194/33

Engine no. 406360T

Having started out racing its two-stroke models, MV Agusta's factory race team began developing the four-strokes, and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. Meccanica Verghera (MV) introduced its first production four-strokes at the Milan Show in 1952, the newcomers' advanced 175cc overhead-cam unitary construction motor setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. Production of the 175 CST (Turismo) and 175 CS (Sport) got underway in 1954, with CSTL, CSS, CSGT, and racing Squalo models being added to the range over the next few years. Tuned examples were soon competing in the popular long-distance races for production machines, such as the Giro d'Italia and Milan-Taranto, their successes helping to forge MV's reputation as a marque dedicated to delivering high performance. In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957. At time of cataloguing no history was to hand for the machine offered here.

£3,500 - 4,500

€3,900 - 5,000



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521 N

C.1953 MOTO GUZZI 499CC FALCONE TURISMO

Registration no. not UK registered

Frame no. FBB31

Engine no. FBB31

Moto Guzzi recommenced production post-WW2 with a range of updated pre-war designs, the 500cc touring GTV and sportier GTW, which soon gained telescopic front forks and hydraulic rear suspension before being replaced for 1949 by the Astore. The latter incorporated several features pioneered on the hugely successful 250cc Airone, principally an aluminium-alloy cylinder barrel and 'head, and enclosed valve gear. The Astore remained in production until 1953. By then the ultimate expression of Guzzi's classic, Vintage-style single had arrived: the legendary Falcone. Introduced in 1950, the Falcone took over as Guzzi's top sports bike, its tuneable engine being closely related to that of the Dondolino racer. Offered in Sport, Turismo, and military/ police specifications, the Falcone outlived all its fellows, the Turismo version remaining in production until dropped 1967, only to be revived in response to popular demand. It was superseded by the all-new Falcone Nuovo in 1971. The Falcone offered here has a few blemishes to the paintwork and would respond well to detailing. The engine turns and has compression. The machine is offered with a history file containing a 1984 Italian libretto (copy), German TÜV, and a 'Statement of Sale' (copy).

£6,500 - 7,500

€7,300 - 8,400



522 N

1925 AUTOMOTO 125CC

Registration no. not registered

Frame no. 50847

Engine no. A811564

According to Tragatsch, the French Automoto of pre-1939 days was 'a typical "farmers machine" of great durability'. Founded in 1902 in Saint-Étienne, the firm specialised in the manufacture of robust, high quality motorcycles using proprietary engines supplied by Chaise, Zürcher, JAP, and Villiers, as well as those of its own manufacture. After WW2, they also used the French AMC engines. During the 1930s, the Automoto range included two-stroke-powered models ranging from 100cc to 250cc in capacity, and four-strokes from 175cc to 500cc. Offerings in the latter category included models powered by sidevalve, overhead-valve, and overhead-camshaft engines, the 'cammy' model having a unitary-construction Chaise engine. Consolidation of the French motorcycle industry saw Automoto join the group headed by Peugeot in 1930, which also included Terrot and Magnat-Debon. After WW2, the Automoto range continued to feature both two-stroke and four-stroke models, the former powered by Aubier-Dunne engines and the latter by AMC overhead-valve units. Automoto was later fully absorbed by Peugeot and ceased to exist in 1962. An older restoration, this rare French lightweight would benefit from detailing. There are no documents with this Lot.

£3,000 - 4,000

€3,400 - 4,500



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523 N

C.1924 MOTOBÉCANE BMA TYPE B1

Registration no. not registered

Frame no. 211226

Engine no. 211161

Founded in 1923 by Charles Benoît and Abel Hardin, Motobécane had become the world's largest manufacturer of mopeds and bicycles by the 1970s. A wide range of machines was manufactured between the wars, at the top of which were sensational 500cc and 750cc four-cylinder models. The firm also built 'bread-and-butter' lightweights before WW2 and into the early 1960s, before changes to France's licensing laws made such machines unpopular there. This change also brought about the demise of Motobécane's scooters, leaving only the immensely successful mopeds, the first of which had appeared in 1939. The best known of these is the Mobylette, which was launched in November 1949 and would be produced in countless versions over the years. Motobécane's first motorcycle, the enormously successful MB1, had been developed during 1923 and entered production towards the end of 1924. At around the same time Motobécane began producing their most popular product, the simple and reliable BMA (Bicyclette à Moteur Auxiliaire), a category in France that required no driving licence. The BMA retained a bicycle/autocycle layout and could be pedalled without the engine in use. An early design, this example has been carefully restored to original specification in Spain. Formerly part of the Pamplona Collection, it was purchased at Bonhams' Sale of the Collection at the RAF Museum, Hendon in February 2010 (Lot 100).

There are no documents with this Lot.

£2,000 - 3,000

€2,200 - 3,400



524 N

C.1930 PEUGEOT 174CC P109S

Registration no. not registered

Frame no. P109 94590

Engine no. 103805 P109S

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transportation in 1882 when it added cycle manufacture to its portfolio. One of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression: first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. A wide range of machines was manufactured between the wars, one landmark development being the introduction of a range of unitary construction four-stroke singles in the mid-1920s. At this time, almost all motorcycles had a separate engine and gearbox, linked by an exposed primary drive chain. Combining the engine and gearbox within a single assembly made for a compact and clean layout, which was a strong selling point for many prospective customers. By the decade's end the range had expanded to include five different models with engines ranging from 174cc to 346cc in capacity, all with side valves apart from the overhead-valve P105 sports roadster. These advanced Peugeots would turn out to be an immense commercial success, enabling the French manufacturer to increase production by some 85% between 1927 and 1930. This unitary construction Peugeot P109S is an older restoration that is still in generally good condition. There are no documents with this Lot.

£2,600 - 3,400

€2,900 - 3,800



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As photographed 2010



525 N

C.1926 MOTOCONFORT 175CC MC2

Registration no. not registered

Frame no. to be advised

Engine no. 60527

This partly restored and incomplete Vintage-era two-stroke lightweight was manufactured by Motoconfort, a French firm once independent but from 1930 a subsidiary of the much larger Motobécane concern. Although simple, moped-style 'BMA' machines were immensely popular in inter-war France, many riders wanted lightweight motorcycles capable of more than purely local journeys. One of Motoconfort's offerings in this important market sector was the MC2, a slightly lower-priced version of the long-running Motobécane MB2. Motoconfort used proprietary engines, including those of the British firms J A Prestwich (JAP) and Blackburne, but the machine offered here has a single-cylinder two-stroke engine, on the timing cover of which is a plaque bearing the legend: 'Moteur Motoconfort Licence Motobécane'. The restoration of this Motoconfort commenced while it belonged to the Pamplona Collection, which was sold by Bonhams at the RAF Museum, Hendon in February 2010, this machine being Lot 103. Painted, overhauled, and re-nickelled, it is missing some minor parts together with its 26" wheels. There are no documents with this Lot, which is offered in need of completion and sold strictly as viewed.

£800 - 1,200

€900 - 1,300



526 N

C.1935 KOEHLER-ESCOFFIER RACING MOTORCYCLE

Frame no. 142

Engine no. 13425

The French Koehler-Escoffier marque was founded in Lyons in November 1912 by partners Marcel Koehler, an engineer, and Jules Escoffier, who had previously been employed at Magnat-Debon as a works rider/mechanic. Escoffier died in 1914 and at the war's end Koehler sold the firm, which was acquired by another engineer, Raymond Guignet. These days Koehler-Escoffier is best remembered for its Guignet-designed, overhead-camshaft 'Mandoline' 500cc single, so called because of the shape of the timing cover and cam drive, and the closely related 1,000cc ohc v-twin, which was unique at the time of its introduction in 1927. Manufacturing these expensive, relatively low-volume models, both of which were underdeveloped, effectively crippled Koehler-Escoffier, which was taken over by Monet-Goyon in 1929. From then onwards the two ranges became virtually identical, most models featuring Villiers two-stroke engines after WW2. Presented in generally good condition, this restored Villiers-powered Koehler-Escoffier was purchased for the Pamplona Collection from a French private owner in Alcañiz, Spain. In February 2010 it was offered for sale by Bonhams at the RAF Museum Hendon (Lot 80) together with rest of the Collection and purchased there by the current vendor. There are no documents with this Lot.

£3,000 - 4,000

€3,400 - 4,500



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527 N

**C.1969 ROKON TRAIL-BREAKER
TWO-WHEEL-DRIVE MOTORCYCLE**

Registration no. not registered

Frame no. 691292

Engine no. 3587

Engineers have explored the potential of two-wheel-drive motorcycles on-and-off over the years, arguably the best-known examples being those produced by Rokon and, more recently, Yamaha. First in the field, the Rokon originated in a 2WD prototype built by American inventor Charles Fehn in 1958, which was later put into production as the Trail-Breaker. Fehn's unique motorcycle incorporated his patented power transfer system and hollow drum wheels, just like today's Rokons. His machine was intended for use on forest trails, in wilderness areas, and on other difficult terrain, and the wheels also served as reservoirs for fuel or water. If empty, they could act as ballast tanks, enabling the machine to float. Powered by a 134cc Chrysler two-stroke engine and capable of carrying a load weighing up to 75lb, the Trail-Breaker would become popular with hunters, farmers, and construction workers. In 1960, Nethercutt Industries purchased Fehn's design, re-branding it as the Trail-Breaker before selling the project to one of its dealers, Orla Larsen, in 1963. Larsen moved production from California to Vermont, renaming the company as Rokon. Sold again in 1966, Rokon was relocated to New Hampshire where production expanded and continues to this day. There are no documents with this Trail-Breaker, which appears to have been restored.

£2,500 - 3,500

€2,800 - 3,900



528 N

C.1979 MZ 243CC TS250 RACING MOTORCYCLE

Registration no. not registered

Frame no. unable to locate

Engine no. 2393139

Although the Zschopau marque established its reputation with the British motorcycling public as the purveyor of reliable if somewhat unexciting commuter machines, the East German concern had been in the forefront of high-performance two-stroke development in the post-war years. Under the direction of Walter Kaaden, the racing team achieved some notable triumphs against the might of Japanese opposition in the 1960s and although its Grand Prix effort eventually faded, the firm produced many highly successful ISDT machines in the 1970s. Unlikely as it may seem, in recent years one-make race series for MZ road bikes have become established, providing relatively low-cost competition for those on a restricted budget. However, there will always be those with more money to spend than others, and some of the machines to be found at the sharp end of the grid reflect considerable expenditure and a level of preparation that would not look out of place in BSB. Stickers applied to this MZ racer suggest that it may have been last used in 2011 at the Riedenberg circuit in Germany, while the fairing also carries the name of the rider, Johann Kreutz. Nothing else is known of its history.

£2,000 - 3,000

€2,200 - 3,400



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529 N

C.1952 BMW 247CC R25/2

Registration no. not UK registered

Frame no. to be advised

Engine no. to be advised

BMW's first new post-war model, the 247cc R24 can trace its roots back to the R23 of 1938. Developed from the 198cc single-cylinder R20 of 1937/38, itself a development of BMW's best-selling R2, the 247cc R23 was produced between 1938 and 1940. The reintroduction of a 247cc model had been prompted by changes in German licensing laws, which had removed the favourable concessions previously enjoyed by machines up to 200cc, instituting a new up-to-250cc category instead. Powered by an overhead-valve engine producing 10bhp, the R23 came with a four-speed gearbox and featured shaft drive like the larger models. Weight with a full tank of fuel was 297lbs and the top speed around 60mph. Its R24 successor arrived in 1948 looking virtually unchanged but producing an additional 2bhp. In mid-1950 the R24 was superseded by the R25, which featured plunger rear suspension but was otherwise very similar. An improved R25/2 version was introduced during 1951 incorporating a stronger crankshaft and minor revisions to the front mudguard stays and seat springing. Built between 1953 and 1956, the final R25 variant - R25/3 - featured a new telescopic front fork, full-width alloy hubs and alloy wheel rims as the principal upgrades. At time of cataloguing no history was to hand for the machine offered here.

£3,000 - 4,000

€3,400 - 4,500



530 N

C.1981 BMW 980CC R100RT

Registration no. not UK registered

Frame no. to be advised

Engine no. to be advised

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series. The latter comprised the R100/7 tourer, which used the 60bhp version of the new engine, while the cockpit-faired R100S sports roadster and the fully faired R100RS superbike came with 70bhp on tap. Within a couple of years, the R100/7 'naked' had been re-titled R100T and gained an extra five horsepower, while the others continued to use the 70bhp engine. A touring version of the R100RS superbike soon appeared boasting a more generously proportioned fairing, taller windshield, and higher handlebars. This was the R100RT, unquestionably the finest touring motorcycle of its day. 'It is so incredibly easy to ride that it doesn't distract you from any of the pleasures of biking - just complements them,' enthused Bike magazine. The 1981 models had Brembo brake callipers, plated cylinder bores, increased sump capacity, a larger air filter, and an improved gearbox to handle the engine's 70 horsepower. At time of cataloguing no history was to hand for the R100RT offered here, which currently displays a total of 34,665 kilometres on the odometer.

£2,500 - 3,500

€2,800 - 3,900



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531 N

C.1970 HONDA CB450 RACING MOTORCYCLE

Registration no. not registered

Engine no. CB450E-4121878

The Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, and for many years the view prevailed in North America and Europe that they were incapable of building effective large-capacity machines. The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever-increasing disadvantage in the all-important US marketplace.

This CB450-engined machine has been built for classic racing. A sticker applied to the frame reads 'Manufactured in N Ireland Bartel Automotive Engineering', while another on the fairing relates to the 1999 Vintage Races at Daytona. The machine is offered with a US auction bill of sale (2004) and German correspondence.

£6,000 - 10,000

€6,700 - 11,000



532 N

1982 HONDA CBX1000

Registration no. not UK registered

Frame no. SC06 2402881

Engine no. SC03E 2405668

'The CBX was quite simply a marvellous revelation which has genuinely elevated the status of motorcycling. Few people will be able to afford to run one, but then the best is never cheap. Above all, such a motorcycle should not be condemned because it's an excess.' - Bike magazine, December 1978. Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Launched in 'naked', twin-shock form, the CBX was revamped for 1981, gaining Pro-Link mono-shock rear suspension, a half fairing, and ventilated front disc brakes. Weighing around 550lbs and with 105bhp on tap, the CBX was good for over 130mph and scorched through the standing quarter-mile in around 12 seconds. For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound.

The example offered here dates from the final year of production.

£5,000 - 8,000

€5,600 - 9,000



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533 N

C.1981 HONDA CB750C CUSTOM

Registration no. not UK registered

Frame no. RC06-2005415

Engine no. RC01E-2221942

Nine years after introducing the revolutionary CB750 to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. 'The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system,' declared Bike magazine, continuing: 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive, and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds. There was, inevitably, also a cruiser-style 'custom' model: the CB750C. Intended principally for the North American market, the latter incorporated all the usual features associated with the genre including a smaller rear wheel, upswept handlebars, stepped seat, extra chrome, etc to which this particular example adds forward foot controls. There are no documents with this machine, which currently displays a total of 8,976 kilometres on the odometer.

£3,000 - 4,000

€3,400 - 4,500



534 N

C.1974 HONDA CR125M ELSINORE MOTO-CROSSER

Registration no. not registered

Frame no. to be advised

Engine no. to be advised

Taking its name from the AMA's famous moto-cross track at Lake Elsinore, California (like its 250cc sibling), Honda's CR125 two-stroke moto-crosser was first introduced in 1973 and would remain at the top of the class until the sport's switch to four-strokes a few years ago. What set the little Honda apart from the opposition was that it was light, powerful, well-built and – above all – reliable, virtues that were lacking in much of the opposition. In 1974, a CR125M ridden by Marty Smith won the AMA National Motocross championship, echoing the success of Gary Jones on a factory CR250M in 1973 and adding to the Elsinore's popularity. The CR125 debuted in steel-framed form with air-cooled engine, twin-shock rear suspension, 'right-way-up' forks and drum brakes, ending its days in 2008 with a liquid-cooled motor, mono-shock rear suspension, an alloy beam fame, 'upside-downers', and disc stoppers at both ends. The Elsinore name was dropped after 1982. The example offered here appears to have been restored to substantially original condition, needing only a few cosmetic improvements to make it better presentable. There are no documents with this Lot.

£2,000 - 3,000

€2,200 - 3,400



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535 N

C.1974 KAWASAKI Z1-A

Registration no. not UK registered

Frame no. Z1F29096

Engine no. Z1E29123

Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to trample the opposition with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a '900'. Launched in 1972 at the Cologne Show, the big 'Z' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads then things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised year by year, the model progressed through the Z1-A and Z1-B versions and was renamed 'Z900' for 1976. Introduced in 1974, the Z1-A featured different tank livery and a plain alloy finish for the engine's upper half, the Z1's having been black, together with minor mechanical alterations. Few bikes from Japan have had as much of an impact on the motorcycling world as Kawasaki's original 'Big Zed', and today all versions of this landmark model are highly sought after. Unfortunately, nothing is known of the history of this example, which currently displays a total of 44,059 kilometres on the odometer. There are no documents with this Lot.

£6,000 - 10,000

€6,700 - 11,000



536 N

C.1971 KAWASAKI 498CC MACH III (H1A)

Registration no. not UK registered

Frame no. KAF-38162

Engine no. KAE-52908

'Only the shotgun acceleration of a Kawasaki can make you feel that good, throttle screwed round as the corner opens up into the next bit of straight as you hit the apex, 'bars shimmying slightly as the front lightens under the power, back end flexing as the engine tries to pull the wheel sideways against all those G's forcing it into the road, oh boy!' – Bike magazine on the H1. From the Z1 to the ZX-10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing but a two-stroke – the awesome, legendary 'Mach III' (H1). Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The H1 triple was regularly revised and updated, gaining a front disc brake, revised steering geometry, and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. Currently displaying a total of 7,619 miles on the odometer, this Mach III appears substantially original apart from a repaint. There are no documents with this Lot.

£5,000 - 7,000

€5,600 - 7,800



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



537 N

C.1979 KAWASAKI Z1000 A3

Registration no. not UK registered

Frame no. KZT00A514392

Engine no. KZT00AE088041

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp, while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. 'It's a lusty, sturdy motorcycle with a proven reliability record, and now the handling matches the performance even better,' concluded editor Mike Nicks. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. The much-modified example offered here is believed to be an A3 model dating from circa 1979. The A3's introduction marked the return to 28mm carburetors; the adoption of electronic ignition; and an increase in maximum power to 93bhp. There are no documents with this motorcycle, which currently displays a total of 23,425 kilometres on the odometer.

£4,500 - 6,500

€5,000 - 7,300



538 N

1986 SUZUKI GSX-R750

Registration no. not UK registered

Frame no. GR75AD110209

Engine no. R705-121205

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. One of the modern era's few instant classics and the sole surviving Japanese 750cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 20 years old, many early GSX-Rs have suffered at the hands of successive owners, with anodised fastenings, tinted screens and after-market pipes among the commonest modifications, a state of affairs that has resulted in substantially original examples of the first version – such as the machine offered here – becoming increasingly sought after by collectors. This early Suzuki GSX-R750 currently displays a total of 54,493 kilometres (approximately 33,800 miles) on the odometer and has not been used for the last seven or so years. It is very clean cosmetically with only a few retouched areas, suggesting that the paintwork might be original. We are advised by the vendor the carburetors were overhauled and tuned in 2005, and that the brakes and tyres were renewed in 2006. Representing a rare opportunity to acquire a fine example of Suzuki's iconic 'Gixxer', the machine is offered with German registration papers.

£3,000 - 4,000

€3,400 - 4,500



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

539

1966 TRIUMPH 490CC 5TA SPEED TWIN

Registration no. NWY 12E

Frame no. 5TA H46359

Engine no. 5TA H46359

- *Last year of production*
- *An uncompleted restoration project*
- *Sold Strictly as viewed*



Introduced in September 1958, the 5TA Speed Twin was the second of Triumph's new family of unitary construction vertical twins, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing and larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained and the Speed Twin came finished in the model's traditional Amaranth Red.

This Speed Twin dates from 1966, the last year of production, by which time the model had lost the rear enclosure and been updated with 18" wheels and 12-volt electrics. The machine was running when purchased for 2013 for restoration, but the project has not been completed. Sold strictly as viewed, it comes with (part) old-style V5 and an expired MoT (1994).

£3,000 - 4,000

£3,400 - 4,500

END OF SALE

Bonhams

AUCTIONEERS SINCE 1793



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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams*' job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams'* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before

doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller's responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams' responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness

of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, Absentee *Bidding Form* or Telephone *Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in

advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
25% up to £175,000 of the *Hammer Price*
20% from £175,001 to £3,000,000 of the *Hammer Price*
12.5% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols, shown beside the *Lot* number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 479Y
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes or coins in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buyer of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any

Estimate in respect of it, whether contained in the Catalogue or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of Description save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 10 of the Buyers Agreement. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, Bonhams makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, Bidders should be aware that a general service, change of battery or further repair work, for which the Buyer is solely responsible, may be necessary. Bidders should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, Bonhams is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful Bidder is then unable to produce the correct paperwork, the Lot(s) will be reoffered by Bonhams in the next appropriate Sale, on standard terms for Sellers, and you will be responsible for any loss incurred by Bonhams on the original Sale to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked Lots require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a Seller of these articles, Bonhams undertakes to comply fully with Cites and DEFRA regulations. Buyers are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.

- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

*, †, ‡, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY			
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .		10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.			
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;		10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;		10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;				10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;				10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.				10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10	MISCELLANEOUS		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .			

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked ^(AR), an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *balee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;			9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2	The discretion referred to in paragraph 8.1:	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i>.	9	FORGERIES		
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price of the Lot plus Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used here (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

“Expenses” charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights’ fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller’s* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

“Forgery” an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

“Guarantee” the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer’s Agreement*.

“Hammer Price” the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

“Loss and Damage Warranty” means the warranty described in paragraph 8.2 of the *Conditions of Business*.

“Loss and Damage Warranty Fee” means the fee described in paragraph 8.2.3 of the *Conditions of Business*.

“Lot” any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

“Motoring Catalogue Fee” a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

“New Bond Street” means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

“Notional Charges” the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

“Notional Fee” the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the *Conditions of Business*.

“Notional Price” the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

“Notice to Bidders” the notice printed at the back or front of our *Catalogues*.

“Purchase Price” the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer’s Premium* and *VAT* on the *Buyer’s Premium* and any *Expenses*.

“Reserve” the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

“Sale” the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

“Sale Proceeds” the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

“Seller” the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), “*Seller*” includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the *Conditions of Business* by the words “you” and “your”.

“Specialist Examination” a visual examination of a *Lot* by a specialist on the *Lot*.

“Stamp” means a postage *Stamp* offered for *Sale* at a *Specialist Stamp Sale*.

“Standard Examination” a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

“Storage Contract” means the contract described in paragraph 8.3.3 of the *Conditions of Business* or paragraph 4.4 of the *Buyer’s Agreement* (as appropriate).

“Storage Contractor” means the company identified as such in the *Catalogue*.

“Terrorism” means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

“Trust Account” the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams’* normal business bank account.

“VAT” value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

“Without Reserve” where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

“artist’s resale right”: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the *Artists Resale Right Regulations 2006*.

“bailee”: a person to whom goods are entrusted.

“indemnity”: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression “indemnity” is construed accordingly.

“interpleader proceedings”: proceedings in the Courts to determine ownership or rights over a *Lot*.

“knocked down”: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

“lien”: a right for the person who has possession of the *Lot* to retain possession of it.

“risk”: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

“title”: the legal and equitable right to the ownership of a *Lot*.

“tort”: a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the *Sale of Goods Act 1979*:

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties.

Would you like to receive information from us by email? or post

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: The Autumn Stafford Sale		Sale date: 13 & 14 October 2018													
Sale no. 24885		Sale venue: Stafford													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s														
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid *

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond

Please include delivery charges (minimum charge of £20 + VAT)

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Lot No	Year	Model	Lot No	Year	Model
219	1925	AJS 2¾hp Model E4	227	c. 1930	Henderson 1,301cc KJ Streamline Four
216	c. 1919	Alldays 2¾hp Allon	206	1914	Indian 7hp Big Twin
215	c. 1922	Alldays 2¾hp Allon	225	c. 1923	Indian 37ci Scout
201	1904	Ariel 3½hp	231	1949	Matchless 348cc G3L
208	c. 1904	Ariel 3½hp	202	1907	Motosacoche 226cc Model D2
210	1914/1920	Ariel 5/6hp	236		Motosacoche-type Special
241	1960	Ariel 247cc Leader Project	218	c. 1921	Ner-a-Car
240	c. 1960	Ariel 247cc Leader Project	230	c. 1947	Norton 490cc International Model 30
238	c. 1951	BMW 594cc R67 Rolling Chassis	211	c. 1922	NUT 498cc
237	c. 1952	BSA B32 Project	212	c. 1923	NUT 498cc
239	c. 1953	BSA 249cc C10 Project	213	c. 1924/1927	NUT 698cc
204	1907	Chater Lea/Minerva 265cc Lightweight	214	c. 1923	P&M 3½hp
221	c. 1927	Cotton-Blackburne 348cc	229	c. 1932	Panther 594cc
228	c. 1925	Excelsior 750cc Super-X	207	c. 1989/1904	Phoenix' 3½hp Trimo Forecar 'Replica'
242	1933	Excelsior 249cc Model C5 Project	222	c. 1928	Raleigh 495cc Sports
224	c. 1920	Harley-Davidson 584cc Model W	226	c. 1917	Reading-Standard 1,150cc 'Big Twin'
205	1914	Hazlewood 636cc Motorcycle Combination	203	1904	Rex 3¼hp
209	c. 1915	Hazlewood V-twin	234		A Veteran-type Rex project
220	c. 1922	Hazlewood 292cc Lightweight	235		A Veteran-type Rex project
233		A believed Hazlewood v-twin project	217	1924	Scott Squirrel
223	c. 1919	Henderson 1,147cc Model 2 Z Four	232	1957	Velocette 192cc LE MkII



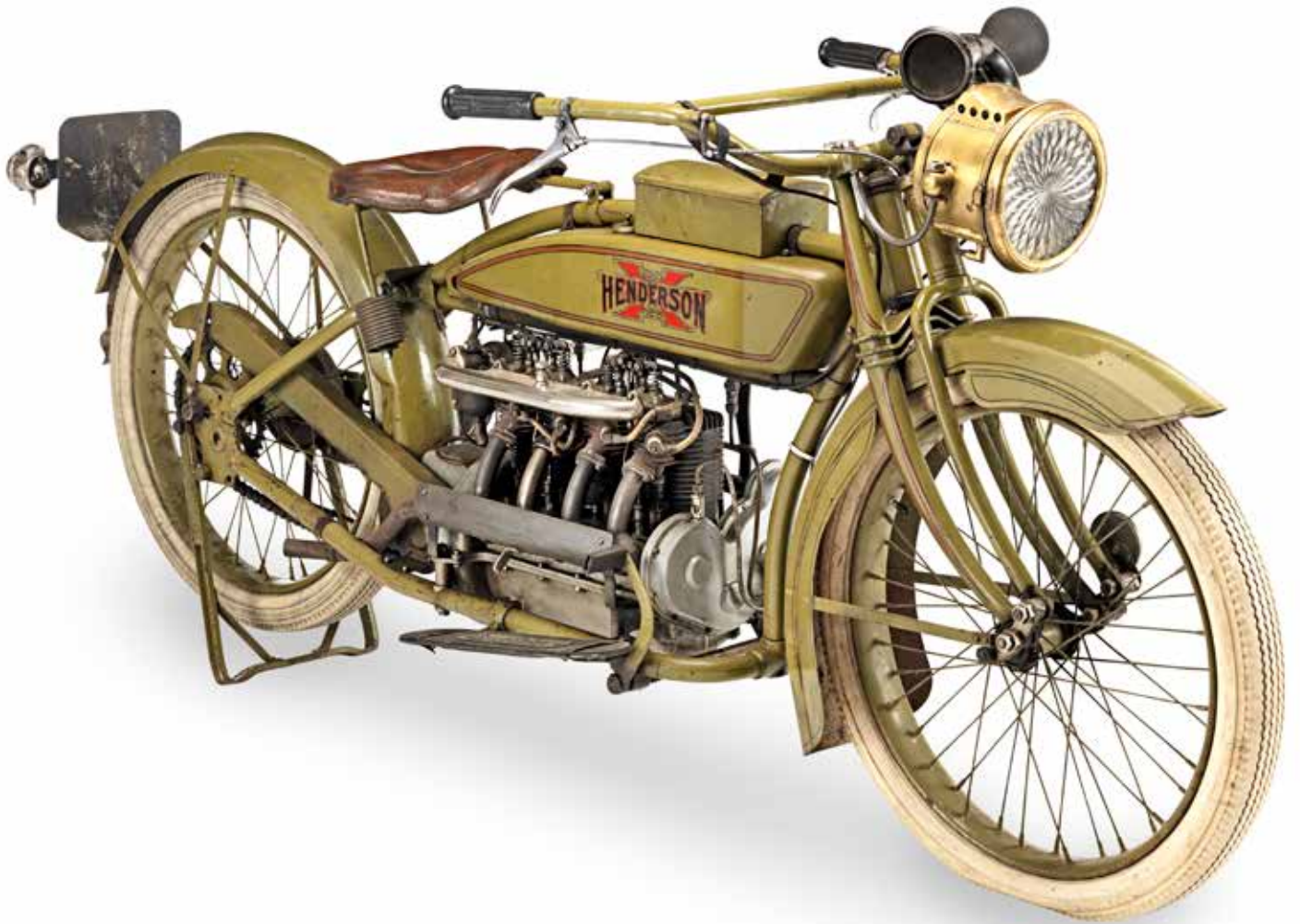
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Lot No	Year	Model	Lot No	Year	Model
314	1928	AJS 500cc Model K8 'Big Port'	378	1985	Kawasaki Z1300
318	1937	AJS 497cc 18T Competition Model	368	c. 2015	Kawasaki 998cc H2R
347	1956	AJS 497cc Model 18CS Scrambler	357	1966	Lambretta Li 125 Series 3
341	1952	Ariel KH500 Red Hunter Twin	362	1988	Laverda SFC 1000
342	1954	Ariel 649cc FH Huntmaster	327	1946	Matchless 497cc G80
340	1956	Ariel 998cc Square Four Mark II	313	1954	Matchless 497cc G80S Competition Model
363	1999	Bimota 904cc Mantra	361	1978	Moto Guzzi 850cc Le Mans
358	1993	BMW 980cc R100G/S PD	356	1997	MRD Métisse-Aprilia 650cc Special
364	2000	Boss Hoss '502' V8	309	1957	MV Augusta 125cc Pullman
325	1934	BSA 249cc Model B34/2 Sports	323	1938	Nimbus 750cc Four
321	1935	BSA 499cc W35-8 Blue Star	337	c. 1950	Norton 490cc ES2
303	c. 1949	BSA 500cc B31/M20 Special	336	1952	Norton 597cc Big Four
334	1951	BSA 646cc A10 'Golden Flash'	360	1989	Norton 588cc Commander
335	1952	BSA 497cc A7	345	1968	Pannónia 246cc T5 & Motorkuli Trailer
344	1954	BSA 348cc B31	324	1924	Raleigh 2 $\frac{3}{4}$ hp
330	1960	BSA 646cc A10 Super Rocket	312	1951	Royal Enfield 346cc Bullet
301	1961	BSA Bantam 242cc British Anzani Special	317	c. 1937	Rudge 245cc Racing Motorcycle
328	1962	BSA 646cc Rocket Gold Star	319	1937	Stevens 495cc Model LP5
302	1965	BSA 250cc C15 Sportsman	343	1950	Sunbeam 489cc S8
304	1965	BSA 343cc B40	380	c. 1984	Suzuki 673cc XN85 Turbo
366	1999	Buell 1,200cc M2 Cyclone	372	1989	Suzuki 498cc RG500 Gamma
348	1965	Bultaco 249cc Sherpa Trials Motorcycle	311	c. 1960	Triumph 349cc 3TA/Twenty One
355	1998	CCM 600cc Sport Supermoto	310	1964	Triumph 200cc Tiger Cub
359	1979	DKW W2000 Rotary	333	1973	Triumph 490cc T100R Daytona
351	c. 1964	DOT 250cc Demon Scrambler	329	1977	Triumph 744cc T140 'Silver Jubilee' Bonneville
322	1937	Douglas 596cc Aero	332	1978	Triumph 744cc T140 'Silver Jubilee' Bonneville
383	c. 1965	Ducati 250cc Racing Motorcycle	320	1934	Velocette 348cc KTS
316	1938	Excelsior 250cc Manxman	326	1938	Velocette 249cc MOV
315	1938	Excelsior 500cc Manxman	305	1956	Velocette 192cc LE Mark II
346	c. 1956	Eysink Renata 60cc Model B Tandem Moped	331	c. 1961	Velocette 499cc Venom
307	1949	Francis-Barnett 122cc Merlin	338	1951	Vincent 998cc Series-C Rapide
349	c. 1952	Francis-Barnett 197cc Falcon Trials	339	1952	Vincent 499cc Comet Series-C
350	1966	Greeves 250cc Challenger MX3	375	1971	Yamaha 347cc YR5
365	2003	Harley-Davidson 1,450cc FLSTFI Fat Boy	352	1978	Yamaha TY175 Trials
382	1973	Honda CB250 Production Racer Replica	373	1980	Yamaha RD350LC
381	c. 1982	Honda CX500 Turbo	376	c. 1982	Yamaha XJ650 Seca Turbo
353	c. 1984	Honda TLR250 Trials Motorcycle	374	1988	Yamaha RD350F2 'YPVS'
370	1985	Honda CX650 Turbo	371	c. 1988	Yamaha RD350F2 'YPVS'
369	1988	Honda NS400R	354	1989	Yamaha XTZ750 Super Ténére
367	1992	Honda NR750			
308	1956	Indian 248cc Brave			
306	1928	James 172cc De-Luxe Super-Sports			
377	1982	Kawasaki 'Z1500' Turbo Special			
379	1983	Kawasaki GPz750 Turbo			



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Lot No	Year	Model	Lot No	Year	Model
417	c. 1925/27	AJS 350cc Big Port	517	c. 1971	Münch Mammoth 1200 TTS
515	1930	AJS 248cc Model R12	519	c. 1956	MV Agusta 175cc Racing Motorcycle
447	c. 1959	AJS 350cc 7R Racing Motorcycle	520	c. 1956	MV Agusta 175cc Racing Motorcycle
458	1962	AJS 348cc Model 16 Trials	413	c. 1958	MV Agusta 83cc Ottantatre Project
511	1957	Ariel 347cc Red Hunter	411	c. 1958	MV Agusta Turismo Rapido Lusso Project
522	1925	Automoto 125cc	412	1958	MV Agusta Turismo Rapido Lusso Project
513	1922	Beardmore Precision 500cc	410	1963	MV Agusta 150cc Rapido Sport Project
488	1981	Benelli 900 Sei	518	1968	MV Agusta 861cc 'Magni'
472	1952	BMW 594cc R67/2	432	1972	MV Agusta 750S
529	c. 1952	BMW 247cc R25/2	495	c. 2002	MV Agusta 749cc F4 Senna
435	1962	BMW R69S	528	1979	MZ 243cc TS250 Racing Motorcycle
407	1967	BMW 600cc R60/2	418	1925	New Imperial 8hp Model 7 Motorcycle Combination
464	1971	BMW 745cc R75/5	434	1939	Nimbus 746cc Model C Four
408	1976	BMW 898cc R90S Project	436	1948	Nimbus 750cc Model C Four
409	1976	BMW 898cc R90S Project	437	1953	Nimbus 750cc Model C Four
530	c. 1981	BMW 980cc R100RT	396	c. 1932	Norton 490cc International
516	1937	Böhrmerland 603cc Langtouren	401	1952	Norton-JAP 996cc Mk1 'Saltdean Special' Sprinter
422	1925	Brough Superior 981cc SS100 Sand Racer Project	387	1959	Norton 500cc Dominator/Manx Special
427	1927	Brough Superior 981cc SS100 Pendine	444	c. 1961	Norton 499cc Manx Model 30M
424	1928/1925	Brough Superior 981cc SS100 Project	438	1961	Norton 497cc Dominator 88
423	1933	Brough Superior 981cc SS100 Project	445	1962	Norton 348cc Manx Model 40M
509	c. 1924	BSA 249cc Model B 'Round Tank'	388	1973	Norton 745cc Commando by Paul Dunstall
416	1931	BSA 493cc S31-10 'Sloper'	389	1975	Norton Commando 850 MkIII Roadster
384	1959	BSA 604cc Gold Star	494	1990	Norton 588cc F1
385	1962	BSA 646cc Rocket Gold Star	433		Norvin' 998cc Racing Motorcycle
386	1964	BSA 650cc A65 Rocket	419	c. 1927	P&M 3½hp TT Model
465	1967	BSA 650cc A65 Firebird Scrambler	524	1930	Peugeot 174cc P109S
506	1969	BSA 441cc B44 Victor Special Enduro	467	2017	Piaggio Ape City 200cc Tuk Tuk Tricycle
508	1971	BSA 499cc B50MX Moto-Crosser	510	1960	Ratier 600cc C6S
507	1971	BSA 630cc B50SS Victor Flat Track Racing Motorcycle	390	1974	Rickman Métisse Triumph 750
456	1975	Bultaco 250cc Sherpa T 238	478	c. 1980	Rickman Métisse Honda 750
489	1980	DKW W2000 Rotary 'Oil Injection'	527	c. 1969	Rokon Trail-Breaker Two-wheel-drive Motorcycle
449	1967	Ducati 350cc SCD Racing Motorcycle	514	1930	Rudge 499cc Ulster Racing Motorcycle
454	1985	Ducati 583cc Model TT2 Verlicchi	399	1938	Rudge 245cc Rapid
500	1989	Ducati Paso 906	425	1938	Rudge 500cc Model 'Ulster'
498	1994	Ducati 750SS	398	1929	Scott 498cc Flying Squirrel
499	1996	Ducati 750SS	400	1924	Sparkbrook 2½hp
496	1999	Ducati 748S Biposto	415	1929	Sunbeam 493cc Model 9 Project
497	1999	Ducati 996 Biposto	473	1949	Sunbeam 489cc S8
402	1938	Excelsior 350cc Manxman	455	2012	Suter MMX1 Grand Prix Racing Motorcycle
426	1938	Excelsior 350cc Manxman Racing Motorcycle	483	1974	Suzuki 738cc GT750L
476	c. 1956	Excelsior 98cc Consort	538	1986	Suzuki GSX-R750
474	1948	Francis-Barnett 122cc Merlin	471		Triton 650cc 'Café Racer'
512	c. 1918	Harley-Davidson 998cc Model F	448		Triton 850cc 'Café Racer'
395	1989	Harley-Davidson 1,340cc FLHS Electra Glide Sport	394	1980	Triton 750cc 'Café Racer'
468	1992	Harley-Davidson 1,340cc FXDC Super Dyna Glide	420	1929	Triumph 550cc Model SD
405	1966	Honda 305cc CL77 Street Scrambler	403	1939	Triumph 350cc Tiger 80
480	1969	Honda 49cc Z50A K1 'Monkey Bike'	421	1939	Triumph 500cc Tiger 100
531	c. 1970	Honda CB450 Racing Motorcycle	440	1955	Triumph 499cc Speed Twin
479	1972	Honda 736cc CB750 K2	441	1955	Triumph 499cc Trophy TR5
534	c. 1974	Honda CR125M Elnsore Moto-Crosser	439	1957	Triumph 499cc Tiger 100
484	1975	Honda CB400F Café Racer Motorcycle	470	1959	Triumph 650cc Tiger 110
487	1976	Honda CB550F	442	1960	Triumph 649cc Bonneville T120 Replica
486	1978	Honda CB750F1 Special	443	1962	Triumph 490cc Tiger T100SS
485	1979	Honda CB750K-Z	539	1966	Triumph 490cc 5TA Speed Twin
533	c. 1981	Honda CB750C Custom	504	1967	Triumph Daytona 490cc 'Flat Track' Special
532	1982	Honda CBX1000	462	1969	Triumph 750cc Trident T150
406	c. 1985	Honda TLR250 Trials Motorcycle	463	1975	Triumph 744cc T140V Bonneville
492	c. 1989	Honda VFR750R Type RC30	393	1979	Triumph T140 750cc 'Flat Tracker' Special
501	1992	Honda VFR750F	391	1982	Triumph 649cc TR65 Thunderbird
493	1994	Honda RVF750R Type RC45	392	c. 1983	Triumph 744cc TSS
475	1959	James 197cc Trials	430	1948	Vincent-HRD 998cc Series-B Rapide
536	c. 1971	Kawasaki 498cc Mach III (H1A)	429	1949	1949 Vincent 998cc Series-C Rapide
482	1974	Kawasaki 748cc H2	428	1951	Vincent 998cc Series-C Black Shadow
535	c. 1974	Kawasaki Z1-A	431	c. 1955	Vincent 998cc Black Prince
537	c. 1979	Kawasaki Z1000 A3	397	1932	Velocette 348cc ohc special
526	c. 1935	Koehler-Escoffier Racing Motorcycle	461	1958	Velocette 500cc Venom
457	c. 1965	KSS-JAP 500cc Speedway	460	1960	Velocette 500cc Venom
466	1980	Laverda 981cc Jota 180	451	1979	Yamaha TZ750F Racing Motorcycle
414	1939	Matchless 497cc Model G90 Super Clubman Project	450	1980	Yamaha TZ500G Grand Prix Racing Motorcycle
505	1957	Matchless 348cc G3LS	481	1981	Yamaha RD350LC
459	1961	Matchless 650cc G12 CSR	490	1987	Yamaha SRX250F
477	1950	Mini-Motor 50cc & Gents' Phillips Cycle	491	1989	Yamaha FZR1000 EXUP
469	1949	Moto Guzzi 500cc GTV	404	1989	Yamaha FZR750R OW01
446	1953	Moto Guzzi 250cc Gambalunghino Racing Motorcycle	502	1996	Yamaha SZR660
521	c. 1953	Moto Guzzi 499cc Falcone Turismo	503	1998	Yamaha TRX850
523	c. 1924	Motobécane BMA Type B1	452	1986	Yoshimura Suzuki GSX-R750 Racing Motorcycle
525	c. 1926	Motoconfort 175cc MC2	453	1987	Yoshimura Suzuki GSX-R400 Racing Motorcycle





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