

Important Collectors' Motorcycles
and Related Memorabilia
Sunday 20 October 2013
The Classic Motorcycle Mechanics Show
Staffordshire County Showground

Bonhams

1793



**The Autumn
Stafford Sale**



Important Collectors' Motorcycles & Related Memorabilia

Sunday 20 October 2013

at 10am & 11am

The Classic Motorcycle Mechanics Show
Staffordshire County Showground

Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Saturday 19 October
10am to 5.30pm
Sunday 20 October
from 9am

Sale times

Memorabilia & Spares 10am
Motorcycles 11am

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

Bids

+44 (0) 20 7447 7448
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than Friday 18 October. Thereafter bids should be sent direct to Bonhams office at the sale venue.

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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Enquiries on view and sale days

+44 (0) 8700 270 090
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Catalogue: £20 + p&p
(admits two to sale)

Customer Services

Monday to Friday 8am to 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

Sale Number: 21136

Illustrations

Front cover: Lot 234
Back cover: Lot 394
Inside front cover: Lot 337
Inside back cover: Lot 226

Admission to The Classic Motorcycle Mechanics Show is not included in the price of the catalogue.



Bonhams 1793 Limited
Registered No. 4326560
Registered Office: Montpelier Galleries
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London SW7 1HH
+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams 1793 Ltd Directors
Robert Brooks Chairman, Colin Sheaf Deputy Chairman,
Malcolm Barber Group Managing Director,
Matthew Girling CEO UK and Europe,
Geoffrey Davies, Jonathan Horwich, James Knight,
Patrick Meade, Caroline Oliphant, Hugh Watchorn.

Bonhams UK Ltd Directors
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Fergus Lyons, Paul Maudsley, Gordon McFarlan,
Andrew McKenzie, Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, Peter Rees, Julian Roup,

Iain Rushbrook, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Roger Tappin,
Shahin Virani, David Williams, Michael Wynell-Mayow.

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.

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

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. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 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.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyers Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, 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.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to 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.

Cash Limit Acceptance

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

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.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. 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 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.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

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.

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

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

NOVA

All EU registered vehicles which are sold and remain in the UK must be registered with NOVA (HMRC) within 14 days of the sale date. A VAT liability may arise as a result. We would be delighted to undertake this on your behalf, but you must let us know if you plan to register the vehicle in the UK. If NOVA is not completed within 14 days of the sale date, penalties apply. For further information please contact the Sale administrator.

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. Credit/Debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

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, credit card details 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. This can be either a copy of your passport or driving licence. 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, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

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 every motorcycle's file available for inspection during the view.

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.

In order to release your purchases immediately we would recommend payment by credit/debit card. 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, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 3% surcharge on the total invoice value if payment is made with a credit card.

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 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

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.

Cash Limit Acceptance

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 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.

From 1st Jan 2012 the Buyer's Premium on Motor Cars and Motorcycles at 15% up to £50,000 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 will lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

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 7pm on the day of the sale will go 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 7pm, 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.

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motorcycle registration please contact Julia Morelli (Details on page 4 of this catalogue).

Keys

Motorcycles are offered with and without keys. 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.

Can someone arrange insurance for me?

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

Hagerty International Limited

The Arch Barn

Pury Hill Farm

Towcester

Northamptonshire

NN12 7TB

+44 (0) 844 824 1134

www.hagertyinsurance.co.uk

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

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julian.roup@bonhams.com

Recommended Transporters

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

Memorabilia
Alban Shipping
+44 (0) 1582 493099
info@albanshipping.co.uk

Recommended Vehicle Insurance

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Directions to Staffordshire County Showground



Directions

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

Address

Staffordshire County Showground
Weston Road
Stafford
ST18 0BD

Collections

Spares & Memorabilia

All Purchased lots must be cleared from the sale venue by 7pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at:

Unit 1 Sovereign Park,
Coronation Road,
Park Royal
London, NW10 7QP

Lots will be available for collection from 12pm Friday 25 October, by appointment only.

To arrange collection please contact the Automobilia Department:
+44 (0) 8700 273 617 (tel)
+44 (0) 8700 273625 (fax)
bill.to@bonhams.com to make an appointment.

All lots will be charged £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 ask for details.

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 7pm on the day of the sale. 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 storage 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 local store. 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

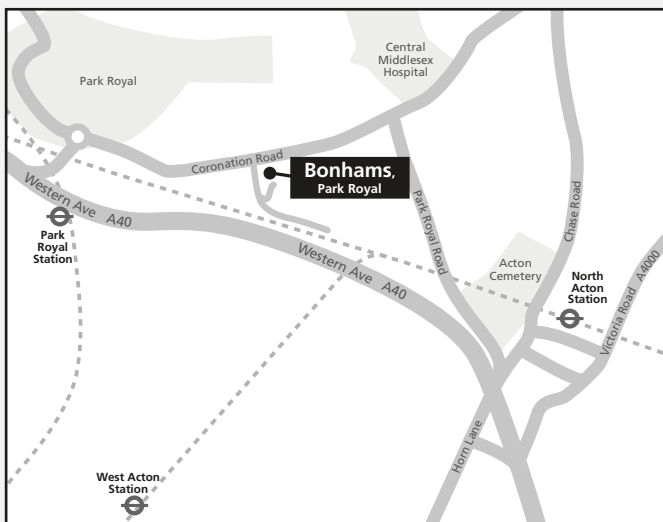
Vehicle Removal charges to local store
£74 + VAT per motorcycle
£120 + VAT per motorcycle combination

Storage charges
£8.50 + VAT per day per motorcycle
£15.00 + VAT per day per motorcycle combination

Limited transport is available to the South of England (by request) at
£99 + VAT per motorcycle
£145 + VAT per motorcycle combination

Transport and Shipping

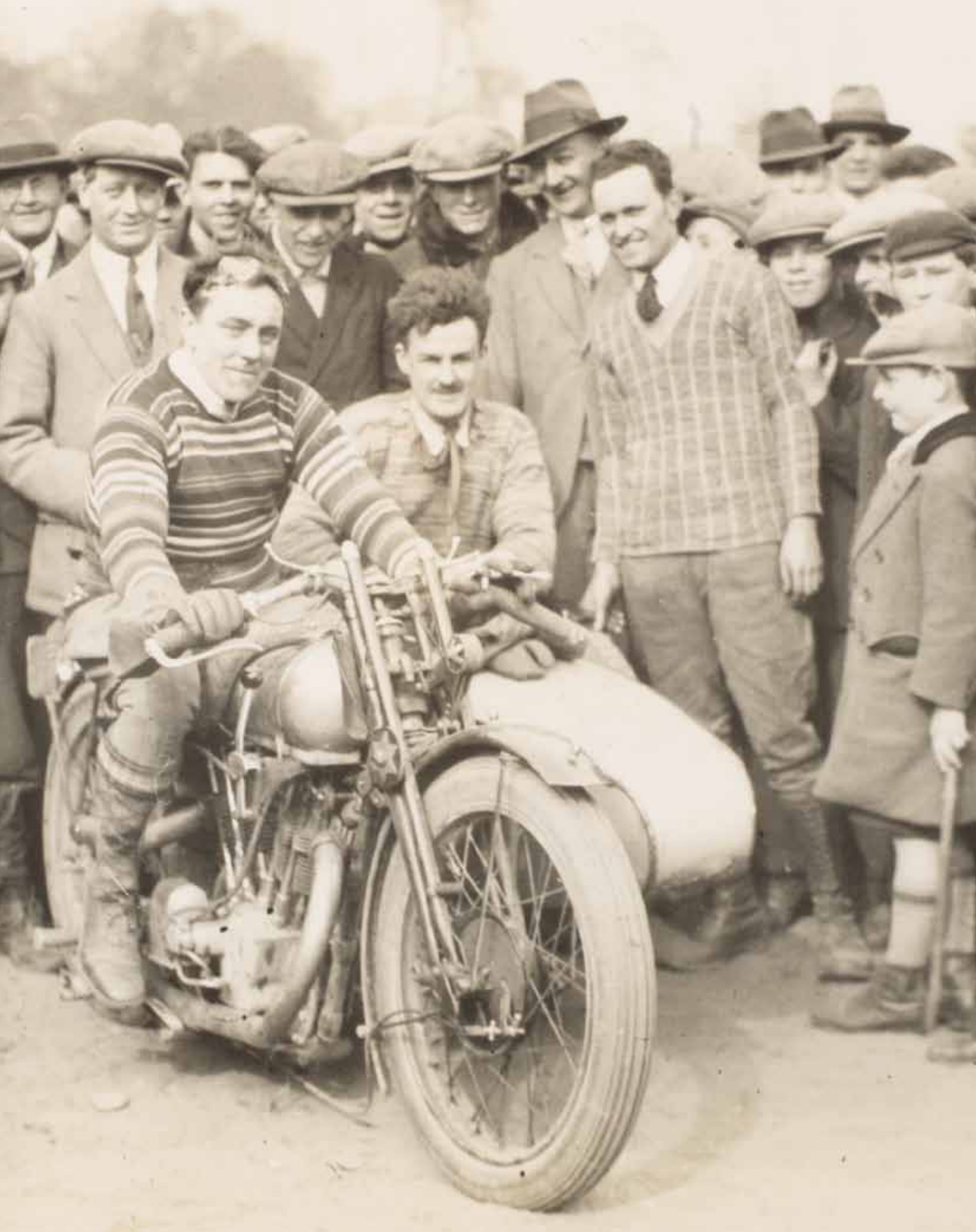
A representative of Polygon Transport, Bonhams' preferred carriers, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).



Memorabilia & Spares
10am
Lots 1 - 93

Images of each
lot can be found at:
[bonhams.com/21136](https://www.bonhams.com/21136)





Spares, Accessories & Tools

1 ◇

Seven motorcycle petrol tanks, including Ariel, BSA, Royal Enfield and believed Excelsior.

(7)

£150 - 250

€180 - 300

2 ◇◇

A quantity of Honda ST1100 parts and accessories,

including frame, three wheels, tank cover, a carburettor set, three seats, 10 side covers, 5 top-boxes, 6 side panniers, two screens, lighting, mirrors, and other items.

(Qty)

£300 - 400

€360 - 480

3

A Velocette twin port engine, early 1930s, stamped No GA 2438, turns freely with some compression, used, fitted with Amal carburettor 204-127R, together with six post-War Velocette sales publications, service manuals and a spare parts list for 500cc and 350cc models issued August 1971.

(Qty)

£220 - 400

€260 - 480

4 ◇

A BSA Winged Wheel, 1950s, number 12057, fitted with Amal carburettor, Miller Flywheel magneto and booklet, the unit complete with wheel and tyre, control cables, handles, fuel tank, associated instruction book, parts list, other ephemera, a Desmo tax disc holder and assorted period tax discs, together with an Ashby 'Summit' rear cycle carrier.

(Qty)

£300 - 500

€360 - 590

5 ◇◇

An unidentified Vintage motorcycle project,

comprising unidentified rolling chassis incorporating early Druid forks, c.1922 J.A.P 300cc sv engine (incomplete) no. F/E 8702, Brown & Barlow Ltd carburettor, unidentified magneto and unidentified gearbox no.

3S36275, buyers should satisfy themselves as to the completeness of the lot prior to bidding.

£200 - 300

€240 - 360

6 ◇◇

A c.1944 James ML (Military Lightweight) motorcycle project,

Frame no. ML3449, Engine no. 90 5770, comprising frame, forks, front wheel, tank and engine, together with three Villiers engines (various states of completeness), no. SER539/687, no. 797113229, the third unnumbered, buyers should satisfy themselves as to the completeness of the lot prior to bidding.

£200 - 300

€240 - 360

7 ◇

A Triumph frame and forks, possibly a late 1930s OHV/sidevalve or 1940s War Dept model, and some associated parts.

£300 - 500

€360 - 590

8 ◇◇◇

A pre-War Watsonian single seat sidecar, circa 1933

for left side mounting, in seemingly sound unrestored condition with original black paint, red upholstery and canvas cover, complete with chassis, mounting bars, wheel and mudguard with lamp, together with a letter from Watsonian confirming model type.

(2)

£300 - 400

€360 - 480

9

A Vincent Black Shadow 150mph speedometer, To be offered on behalf of The Joan Seeley Pain Relief Memorial Trust, in seemingly good order, complete with mounting bracket and drive.

£600 - 800

€710 - 950

Proceeds from the sale of this Lot will be donated to the Joan Seeley Pain Relief Memorial Trust (Registered Charity No 278697). www.joanseeleytrust.btck.co.uk/

10

A quantity of assorted motorcycle workshop tools,

Whitworth imperial and others, including C-spanners, screw-drivers and other assorted tools by King Dick, Tipco, and others, together with a metric socket set, all contained in three metal tool-boxes.

(Qty)

£200 - 300

€240 - 360



9

11 ◇◇◇

A motorcycle workshop ramp and other tools and equipment, the flatbed trolley ramp, in red, showing little sign of use, offered together with a jack-ramp (unused in box), two tool chests and a tool trolley complete with assorted tools, and two air compressors.

(Qty)

£1,500 - 2,000

€1,800 - 2,400

Books & Literature

including the Collection of the late Don Mitchell

12 •

A good quantity of assorted sales brochures for Japanese motorcycles, for a wide range of various models from late 1970s onwards, for Honda, Suzuki, Yamaha and Kawasaki (a lot).

(Qty)

£300 - 400

€360 - 480



8

13 •

A good quantity of assorted motorcycle race programmes,
1960s-90s, majority for events held at Donington.
(Qty)
£100 - 150
€120 - 180

14 •

Assorted motorcycle books,
including Bob Cordon-Champ: The Illustrated History of Sunbeam Bicycles and Motorcycles; Geoff Brazendale: The Sidecar - A History; four binders of Road Bike magazine, and other motorcycling reference titles.
(19)
£80 - 120
€100 - 140

15 •

MotorCycling; Volumes III-IX, 1911-1913,
bound as three volumes in cloth bindings (one brown and two blue) with tooling to spines, covering issues 60-216 (3rd Jan 1911-30th Dec 1913), bound without covers, some wear to bindings, one spine torn and another loose.
(3)
£500 - 700
€590 - 830

16 •

Assorted sidecar sales brochures,
including 1933 Watsonian, and other immediate post-War and later brochures and ephemera for Watsonian, Swallow, and others.
(Qty)
£80 - 120
€100 - 140

17 •

Sales brochures for BMW and other motorcycles,
for various BMW models from 1980s onwards, together with other assorted brochures for European marques, and Harley Davidson.
(Qty)
£100 - 150
€120 - 180

18 •

A quantity of James spares lists and instruction books,
including some pre-War parts lists for 1920s machines, and a quantity of post-War examples for various 1950s models, some multiples.
(Qty)
£200 - 300
€240 - 360

19 •

Assorted post-War Triumph sales brochures,
including several for 1960s including scooters, and a quantity of assorted sales brochures for various models from 1970s onwards, some duplicates.
(Qty)
£180 - 240
€210 - 290

20 •

A quantity of BSA spares lists and instruction manuals,
majority post-War, but including two 1938 examples, for various models from 1950s-70s, many multiple copies.
(Qty)
£250 - 350
€300 - 420

21 •

A quantity of Triumph parts catalogues,
majority 1960s and several earlier examples, for various models, including some owner's handbooks, some multiples.
(Qty)
£250 - 350
€300 - 420

22 • ◇

A quantity of Yamaha and Kawasaki technical literature,
including workshop and service manuals including Haynes, and some parts lists for a range of models, together with others for Kawasaki, many multiple copies.
(Qty)
£180 - 240
€210 - 290

23 • ◇◇

A large quantity of Suzuki technical literature,
majority 1970s-80s, including parts lists, workshop and service manuals including Haynes, for a range of various models, some multiples (a lot).
(Qty)
£300 - 400
€360 - 480

24 • ◇◇

A large quantity of Honda technical literature,
majority from 1970s-80s, including parts lists, workshop and service manuals including Haynes, and other technical literature, for a range of various models, some multiples (a lot).
(Qty)
£350 - 450
€420 - 530

25 •

The Motor Cycle; a quantity of pre-War loose issues,
assorted issues from mid-1920s-1941, various conditions, together with some post-War issues for 1950s, together with assorted loose issues of Motor Cycling, from late 1920s-50s.
(Qty)
£100 - 200
€120 - 240

26 •

Assorted vintage and pre-War motorcycling accessories brochures,
including 1915 and 1916 Zenith Carburettors, 1912 Clincher Tyres, 1915 CAV Lighting with accompanying letter-head, 1911 Siemens-Obach, John Jardine Gears, c1920, 1930 Clayrite, Terry's springs, Scintilla, and maintenance instruction books, for Lucas Maglita, Magdyno, and post-War Lucas lighting equipment (some multiples), 1960s Amal spares sheets, and other ephemera.
(Qty)
£180 - 240
€210 - 290

27 •

Assorted post-War Norton and BSA sales brochures,
including 1956 The Unapproachable Norton, another 1956 Norton brochure, two others for 1961 and 1964, and other later examples, a 1950 French BSA sales brochure, two others for 1965 and 1966, with duplicates, a 1948 Scott Flying Squirrel 'Again' fold-out brochure, and supplementary parts lists for Norton Dominator Twin and 1960 models, with multiples.
(Qty)
£150 - 250
€180 - 300

28 •

Post-War Ariel sales and technical literature,
including sales brochures for 1950 Twin, 1959 fold-out sale pamphlet, 1961 Arrow sales sheet, each with duplicates, and assorted spares lists and owners guides for various late 1940s-50s models, various conditions, some multiples.
(Qty)
£150 - 250
€180 - 300

29 •

Post-War Velocette sales and technical literature,
including sales pamphlets for 1959, 1961 and 1965, a 1964 brochure, some road tests and other ephemera, two reproduction brochures for pre-War models, spares lists for mainly post-War models, and reprinted spares lists and instruction books for pre-War models, many multiples.
(Qty)
£200 - 300
€240 - 360

30 •

Post-War AJS and Matchless sales and technical literature,
including several sales sheets and brochures for 1960s AJS, a Matchless G80 sales sheet, mainly early '60s AJS supplementary spares lists for various models, and 1950s-60s spares lists and supplementary lists for Matchless including G2, and Super Clubman, some multiples.
(Qty)
£200 - 300
€240 - 360

31 •
Assorted sales literature for Royal Enfield and Excelsior,
majority post-War including sales sheets and brochures for late 1950s and early 1960s Excelsior, some duplicates, 1935 Royal Enfield Motor Carrier brochure, other 1950s Royal Enfield sales brochures, some duplicates, together with two 1928 Excelsior parts price lists and three for 1930.
(Qty)
£150 - 250
€180 - 300

32 •
Pre and post-War sales brochures for James and Francis-Barnett,
including a 1926 James range brochure, covers loose and loss to right edge, 1928 James Two-Stroke pamphlet, 1940 and 1941 James Autocycle fold-out brochures, seven others for 1950-60s James motorcycles and scooters, 1934 Francis-Barnett, others for 1937, 1938 (Dutch text), and 1939, and two others for 1964 and 1965, together with assorted spares lists and instruction books for 1940s-50s Francis-Barnett models, some multiples, and a quantity of assorted spares lists and manuals for pre and post-War Villiers engines.
(Qty)
£200 - 300
€240 - 360

33 •
Pre-War British motorcycle sales brochures,
including illustrated spares booklet for 1930-31 New Imperial and 1937 sales brochure (pages loose and distressed), 1938 and 1939 Levis (marked to cover), 1930 and 1939 Cotton, one for 1938 Coventry-Eagle two for 1936 Silent Pullman Two Seater (one with soiled covers), 1923 Verus, 1930 Coventry Victor, and other related photocopied ephemera.
(Qty)
£60 - 100
€70 - 120

34 •
A quantity of assorted motorcycling books and literature,
including several race programmes for pre-War trials and speedways, Motorcycle Yearbooks for 1998/99 and 1999/2000, other reference and subject books, and a quantity of assorted technical and maintenance literature for mainly scooters including Panther, Garelli, Puch and Norman, many multiples.
(Qty)
£100 - 200
€120 - 240

35 •
A 1935 Vincent HRD Series 'A' instruction book,
blue covers, 28pp, for Series 'A' including Rapide models, some wear and staining to covers.
£200 - 300
€240 - 360

36
Assorted motorcycle lapel badges, race programmes and literature,
1970s and later, including enamelled lapels for IOM TT, Oulton Park, Mallory Park, Silverstone, MV Agusta, Moto Guzzi, and others, together with race programmes for British mainly 1970s event including TT, Donington, Oulton Park, Mallory Park, and Grand Prix, seven Motocourse annuals for 1970s-90s, and other literature and posters.
(Qty)
£500 - 600
€590 - 710

37 •
A good quantity of Royal Enfield spares lists and instruction books,
majority from 1950s to early 1960s, for a range of various models, many multiples.
(Qty)
£350 - 450
€420 - 530

38 •
The Motor Cycle; bound Volume 4, 1906,
in dark green cloth binding, issues 146-195 (Jan 8th-Dec 19th), bound with advertisements but without covers.
£250 - 350
€300 - 420

39 •
Motor Cycling; bound Volume 1, 1902,
in maroon Rexine binding, comprising a near complete run of issues 4-27 (Mar 19th-Aug 13th), missing issue 20 (June 25th), bound with advertisements but without covers.
£280 - 340
€330 - 400

40 •
Motor Cycling, bound Volumes 30 pt II and 35, 1924 and 1926/27,
each in green cloth publisher's bindings, comprising Vol 30, 1924 issues 769-781 (Aug 6th-Oct 29th) bound with covers and advertisements, several covers loose, and Vol 35 1926/27 issues 886-911 (Nov 17th-May 11th), bound without covers and advertisements, one page loose, some wear to bindings.
(2)
£200 - 300
€240 - 360

41 •
The Motor Cycle; bound Volume 27, 1921,
in red cloth bindings with pasted-on cover, covering the dates July 7th to December 29th, bound with advertisements but without covers, some wear to binding.
£150 - 250
€180 - 300

42 •
MotorCycling; bound Volume I/II, 1909/10,
bound in blue hard covers with leathercloth spine, covering issues 1-52 (Nov 15th 1909-Nov 8th 1910), bound without covers, some wear to bindings and spine loose.
£250 - 350
€300 - 420

43 •
Early loose issues for various motorcycling periodicals,
including six issues of Motor Cycling 1902-03, and a quantity of assorted issues for MotorCycling 1911, The Motor Cycle 1911-12, The Cyclist Trade Review 1905-07, and others, majority with covers various conditions.
(Qty)
£100 - 200
€120 - 240

44 •
A quantity of assorted sales brochures for Italian motorcycles,
majority from 1980s onwards but some earlier, for various marques including Ducati, Moto Guzzi, Aprilia, Gilera, Garelli including moped parts lists, Cagiva, Laverda, and others.
(Qty)
£250 - 350
€300 - 420

45 •
Assorted motorcycle books and magazines,
including Brizo Pignacca: Moto Gilera, and Mario Columbo: 80 Years of Moto Guzzi.
(Qty)
£60 - 100
€70 - 120

Art & Posters

46
David Daisy (1975-): Mike "The Racer" Hailwood,
signed, oil on canvas, 76.5 x 101.5cm, unframed.
£1,000 - 1,200
€1,200 - 1,400

47
A quantity of assorted motorcycle posters,
mainly 1980s onwards, including two posters for events at Mallory Park, and another for the 1985 Manx Grand Prix.
(Qty)
£100 - 150
€120 - 180

48 AR
Ross Wardle, 'Barry Sheene - Suzuki RG500',
signed, watercolour and gouache on artists' paper, depicting Sheene leaning into the bend on the Works Suzuki, 34 x 43cm, mounted, framed and glazed.
£250 - 350
€300 - 420

49
'On Any Sunday', an original film poster starring Steve McQueen, 1971,
US style 'A' poster, depicting image of McQueen on his trials motorcycle, in good unfolded condition, 103 x 69cm, laid to linen.
£200 - 300
€240 - 360

50

'On Any Sunday', an original film poster starring Steve McQueen, 1971, US style 'B' poster, depicting colour image, a race-start scene from the film, in good unfolded condition, 105 x 68cm, laid to linen. £150 - 200 €180 - 240

51 ♦

Six framed motorcycle themed film posters, comprising 'Motorista Suicida' (Evel Knievel), Spanish poster for the 1971 film starring George Hamilton, 'Asfalto Violento' 1974, 'Little Fauss and Big Halsy' 1970, 'Silver Dream Racer', 1980, 'Streets of Fire', 1984, and 'How to Stuff a Wild Bikini', 1965, each featuring images of motorcycles, mounted, framed and glazed.

(6)

£300 - 400

€360 - 480

52

Five motorcycling themed film posters, unframed, comprising, 'The Daredevil Men' (1972), 'Angel Unchained' (1970), 'Angels from Hell' (1968), and 'Some People' (1962), each measuring, 104 x 68cm, and 'The World's Fastest Indian' (2005).

(5)

£200 - 300

€240 - 360

53

A rare "On Any Sunday" poster for Yamaha promoting the film narrated by and starring Steve McQueen showing the activities of weekend dirt bikers in the USA, 101.5 x 76cm, unframed, folded.

£500 - 600

€590 - 710

54

Bruce Smith, a collection of original pen and ink illustrations for Motor Cycle News, 1960s-70s,

each signed by the artist, on heavy cartridge paper, comprising cutaway illustrations of 1963 Royal Enfield Interceptor 750cc, Chris Vincent's 1964 BSA 650cc A65 Race Outfit, 1966 Greeves Racer, the largest 45 x 62cm, a series of six profile illustrations for 1950 AJS Porcupine, 1963 Gilera 500cc, KTT Velocette, 500cc Manx Norton, Moto Guzzi racer, and 1939 BMW, each 41 x 60cm, three smaller profiles for Honda 750 Four, Kawasaki 900 Super 4, and Moto Morini 350cc Twin, a cutaway illustration of Fred Marsden's 488cc V8 engine, a pencil montage of illustrations for a Kawasaki race machine, three smaller illustrations, some photographs, and a quantity of proof prints and MCN pages featuring Smith's work.

(Qty)

£600 - 800

€710 - 950



46

55

Assorted framed Ducati prints, including a 'Ruby Red', a signed limited edition print of Carl Fogarty on his Race Ducati at Donington 1997, 62 x 42cm, two exploded view posters of 125cc and 175cc Ducati engines, and six other prints and adverts, each mounted, framed and glazed.

(9)

£100 - 150

€120 - 180

56

Three albums of motorcycle photographs and ephemera, including post cards, press cuttings, letters, advertisements and decals.

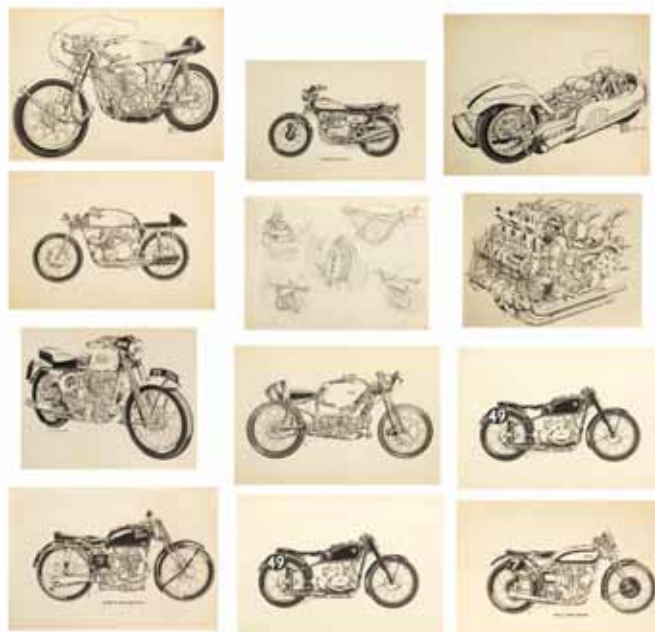
(3)

£150 - 250

€180 - 300



53



54



60

57 ◇
Tony Upson, 'Champion Spark Plug' advertising panel,
 signed, acrylic on board, featuring a girl riding a motorcycle at speed, 120 x 180cm.
 £500 - 600
 €590 - 710

58 ◇
Tony Upson, 'Harley Davidson Girl',
 signed, acrylic on cut-out board, depicting an attractive female seated on a 1968 XL Harley Davidson, 160 x 240cm.
 £500 - 600
 €590 - 710

59
An album of 1970s motorcycle racing photographs,
 monochrome, including team photographs, solo portraits and racing action, together with a similar collection of un-mounted photographs.
 (Qty)
 £150 - 250
 €180 - 300



60
A 1907 Schulte Trophy London-Edinburgh motorcycle trial silver cigarette case and 1908 gold medal,
 both awarded to William Henry Ellison, the decorative sterling silver case, by William Neale, hallmarked Chester 1905, engraved to central panel *'To H.Ellison From J.Platt-Betts as a souvenir of The Schulte London, Edinburgh & Back Motor Competition 1907'*, 83mm high and weight approximately 60gms, the 9ct gold medal, hallmarked Birmingham 1905, with decorative surround, engraved to obverse *'J.Platt-Betts To H.Ellison in Commemoration of The Schulte Cup Competition 1907 & 1908'*, the reverse engraved *'London to Edinburgh & Back by Motor - June 6th & 8th 1908'*, 27mm diameter, weight approximately 10gms, believed awarded to Ellison for his participation and completion of the 800mile round trip on his single cylinder 1¼hp Motosacoche, offered together with a photograph of Ellison with his motorcycle, a copy of his birth certificate, related press cuttings, and four postcards of other motorcycle and motorcar competitors at the event.
 £500 - 600
 €590 - 710

The Schulte Trophy was a combined motorcycle and motorcar trial arranged by the German co-founder (along with Siegfried Bettmann) of the Triumph Cycle Co.Ltd. (later Triumph Motor Company), Moritz Schulte, as part of the ACU Quarterly Trials. It is possible that J.Platt-Betts was the former One-Mile Record holding cyclist.



61

61
Carl Fogarty's 1994 World Superbike Championship winner's trophy,
 in the form of a twin handled ceramic vase with gilt finial and fixed cover, presented to Fogarty who rode for Ducati, at the last round at Phillip Island in Australia 1994 for the first of his four Championship wins, the green glazed fluted body with gilt embellishments is mounted on a wooden base with plaque inscribed *'1994 World Superbike Champion Presented by Columbus Travel'*, measuring 55cm high, the trophy displays evidence of damage sustained by Fogarty on return of the trophy to the UK and subsequently repaired by him.
 £2,500 - 3,000
 €3,000 - 3,600

62 ◇
A good quantity of motorcycle wear,
 including 14 riding jackets and 11 pairs of trousers including leather examples, three one-piece suits, 9 pairs of boots (2 pairs unused), 10 pairs of gloves.
 (Qty)
 £250 - 350
 €300 - 420

63
A set of believed Geoff Duke Lewis race leathers, circa 1952,
 in black leather with suede lining, according to information supplied by the vendor, these leathers are believed to have been originally given by Duke to a fan at the Isle of Man at a TT race event in 1952, offered together with copies of correspondence between the daughter of the recipient of the leathers and the current vendor regarding their acquisition from Duke.
 £500 - 600
 €590 - 710

Ronald W Storey Collection

Trophies and awards won on Brough Superior Lots 64 to 75



64

Ron W Storey (1900-1965) was recommended by George Mills, President of Ron's local Mansfield & District M.C.C., for the position vacated by George Patchett at the Hadyn Road Brough Works in 1926. George Brough hired Ron and recognising his skills, he was soon promoted to Works Tester and was later sent out to ride speed trials in a sprint modified version of the JAP engined Brough Superior SS100 Pendine as ridden to a new speed record by Bert le Vack in 1924. As Works Rider, Storey became a 'sprint star' in his own right, competing in various speed trials between 1927-1932, achieving numerous 'fastest time of the day' successes for Brough Superior and a 'World Speed Record on Sand' in 1928. Ron continued at Brough preparing and testing race and experimental machines until production ceased in 1940.



64

64

Ron Storey's 'Brough Superior' race helmet, 1920s-30s,

the pudding basin helmet with cork lining, with leather chinstrap, painted black and bearing 'Brough Superior' decal lettering to front, as worn by Ron at various during his racing career for George Brough's Works team, some general race-wear to shell and strap, offered together with a photograph of Ron believed to be wearing this helmet after his 1929 'Champion of Austria' winning race, and with hand written message from Ron, 'To Mother, a Souvenir of Austria 1929, Solo Champion of Austria 21-4-29 116MPH'.

(2)

£700 - 900

€830 - 1,100

65

An album of Ron Storey's Brough Superior photographs,

also including loose photographs of various sizes, mainly from the mid-1920s to 1930s, including images of Ron on his Works Brough Superior race machine at various trials and sand racing events including Pendine, some with George Brough and other riders, some images of the 1924 TT, and other post-War images of Ron with George outside the Brough Works, and family photographs, a George Brough business card, and various press cuttings and ephemera relating to Ron's racing career.

(Qty)

£600 - 1,000

€710 - 1,200



65



66
The 1928 ACU Open Speed Trials 'World Speed Record on Sand' silver trophy, won by Ron Storey on Brough Superior, the twin-handled sterling silver trophy, hallmarked London, engraved 'Middlesbrough & District Motor Club - Yorkshire Centre - ACU Open Speed Trials - Saltburn Sands 1928 - Fastest Time of the Day - Won By - R.W.Storey - Speed 122.90MPH - Presented by Saltburn Subscribers', awarded to Storey for his record speed on sand over the flying kilometre on the Works modified 988cc Brough Superior SS100 Pendine, the trophy measuring 29cm high and with black-painted turned wooden display base, offered together with a period hand-painted card celebrating the record-winning attempt.

(3)
£1,000 - 1,500
€1,200 - 1,800

67
The 1932 Brighton & Hove M.C. Speed Trials silver 'Special Trophy', the twin-handled sterling silver trophy, hallmarked London, engraved 'Brighton & Hove M.C. - Speed Trials - Special Trophy - Presented by Messrs D. George Collins Ltd - 1932', measuring 28cm high, on a black-painted wooden display base.

(2)
£600 - 1,000
€710 - 1,200

Research suggests that this trophy may have been presented to Storey for the fastest time of the day and a new course record at the "Brooklands-by-the-Sea" event, over the standing start half-mile on the Works Brough Superior SS100. In a highly competitive battle with Sir Malcolm Campbell driving his supercharged 12-cylinder Sunbeam Tiger, Storey clinched victory for two wheels on his second run, completing the distance in 22.2 seconds, with an average recorded speed of 81.08mph, ahead of Campbell and John Cobb's Delage.

68
The 1929 ACU Open Speed Trials 'Fastest Time of the Day' silver trophy, twin-handled sterling silver trophy, hallmarked Sheffield, the bowl above a stem and engraved 'Middlesbrough & District Motor Club - Yorkshire Centre ACU Open Speed Trials - Saltburn Sands 1929 - Presented by Saltburn Subscribers for Fastest Time of the Day - Won by R W Storey - Speed 100.76 MPH', won by Ron Storey on the Works SS100, the trophy measuring 22cm high, and on a black-painted turned wooden display base.

(2)
£600 - 1,000
€710 - 1,200



69

69
Seven gold and silver speed trials medals awarded to Ron Storey, comprising two 9ct gold enamelled ACU medals by Fattorini for 1927 & 1928 Speed Trial events, a 1929 Worcester Motor Club Madresfield Speed Trial 9ct gold enamelled medal, two sterling silver ACU enamelled medals by Fattorini for 1928 Speed Trials, another ACU silver medal for 1923 Mansfield MCC, won by Storey on 3½ Litre Sunbeam, each engraved to reverse with race and rider details, another Lancaster & Morecambe silver medal, majority awarded to Ron for race successes on Works Brough Superior, and together with Ron Storey's Brighton & Hove Motor Club enamelled dashboard plaque.
 (8)
 £500 - 700
 €590 - 830

70
Three Speed Trials silver trophies, each sterling silver, comprising 1932 Brighton & Hove Motor Club First Prize trophy, 19cm high, a 1928 Essex Motor Club Lowestoft Fastest Time of the Day twin handled trophy, 8cm high, and a 1927 Doncaster MC & LCC Speed Trials trophy for 1st and 2nd place, 13cm high, each engraved with race details and with bases, awarded to Ron Storey for successes on the Works Brough Superior.
 (6)
 £800 - 1,200
 €950 - 1,400

71
The 1928 Doncaster Speed Trials winner's silver trophy, twin handled sterling silver trophy, hallmarked Birmingham, the bowl engraved '*R.W.Storey - Doncaster Speed Trials 1928 - Half Mile Flying Start - Time 17.4secs - Speed 101.2MPH*', awarded to Storey for his fastest time of the day on the Works Brough Superior SS100, the trophy 9cm high, on a black-painted turned wooden display base.
 (2)
 £300 - 400
 €360 - 480

72
Two small trophies awarded to Ron Storey, 1925, comprising one silver-plated twin handled trophy, engraved '*MC & LCC - Dethick Social Trial - 1925 - R.W.Storey*', 14cm high, and a sterling silver trophy, engraved '*B.M.C. - Champ - 1925 - R.W.Storey*', 8cm high with display base, each awarded to Storey, possibly on AJS, together with another unidentified trophy.
 (3)
 £200 - 300
 €240 - 360

73
Two 1930 Madresfield Speed Trials pewter tankards, both applied with Worcestershire Motor Club enamel badges, each engraved '*Madresfield Speed Trials 1930 R.W.Storey*', and awarded to Ron for his participation in the event on Brough Superior.
 (2)
 £180 - 240
 €210 - 290

74
Two silver race plaques awarded to Ron Storey, comprising a 1929 'Champion of Austria' Kilometer Lancé plaque, with design in relief of draped goddess and enamel ÖMV badge, 94mm wide, mounted within a wooden plaque, awarded for Storey's 116.2mph fastest time of the day on the Works Brough, and a 1928 Lowestoft Trophy presentation sterling silver Replica shield on wooden plaque, overpolished but indistinctly engraved with race details, 16cm high, also awarded to Ron on the Brough.
 (2)
 £200 - 300
 €240 - 360

75
Ronald H Clark: Brough Superior - The Rolls-Royce of Motor Cycles; signed and dedicated to Ron Storey
 1st edition of the book, signed by George Brough and with dedication to Ron '*To Ron Storey with many happy remembrances of our rides together on B.S.'s in various parts of the world. George Brough*', and with further dedication by Constance Brough.
 £200 - 300
 €240 - 360



The Bill Lomas Trophy Collection

Lots 76 to 92

Bill Lomas (1928-2007), already an accomplished trials rider, began his Grand Prix racing career in 1950 originally riding for Velocette and later MV Augusta, eventually joining the Moto Guzzi Team in 1955 with whom he won two Isle of Man TT victories in 1955, a win on the famed Moto Guzzi V8 at the 1955 Ulster TT, and a host of Grand Prix victories leading to two 350cc Grand Prix Championships in 1955 and 1956.

76
Two Bill Lomas 1955 Dutch Grand Prix 2nd place silver trophies,
 awarded to Lomas on Moto Guzzi at the 250cc and 350cc TT events, each cup engraved with race and rider details, one with lid with wooden handle, the larger 23cm high, each with turned wooden bases.
 (2)
 £500 - 600
 €590 - 710

Although results record Umberto Masetti as placing second in the 250cc race at the 1955 Dutch TT, Bill Lomas was first to cross the line on the Moto Guzzi, but due to a refuelling infringement he was demoted to 2nd place.

77 Y
Bill Lomas's 1956 German Grand Prix winner's and fastest lap trophies,
 comprising the silver-plated cup for 1st place, with ivory section to stem, awarded to Lomas for victory on the Moto Guzzi in the 350cc class, engraved 'Grosser Preis von Deutschland für Motorräder 1956 - Ehrenpreis der Robert Bosch GMBH Stuttgart' and applied with Bosch logo badge, 32cm high and with wooden base, together with the ADAC fastest lap silver-plated trophy for the same event, engraved with race details, awarded to Lomas for recording a lap time of 4mins 36secs, at the event held at the Solitude circuit on 22nd July.
 (3)
 £800 - 1,200
 €950 - 1,400

78
The Cadwell Park Road Races "Louth Advertiser" Challenge Shield, awarded to Bill Lomas 1949,
 the wooden shield-shaped plaque applied with EPNS central shield bearing race title and further inscribed '1949 W.A.Lomas 248cc Royal Enfield', and surrounded by 7 further smaller plaques engraved with details of previous winners 1936-39 and 1946-48, including Lomas's 1948 win, awarded to Lomas for the second year running for his victory on the twin-cam machine at the circuit, measuring 37cm high overall.
 £500 - 700
 €590 - 830

79
Two 1951 BMCRC Silverstone winner's trophies,
 comprising a 1951 BMCRC Silverstone Carburol Cup sterling silver twin-handled trophy, 13cm high, awarded to Lomas for victory in the 225-250cc Scratch Race, and an EPNS rose bowl with pierced design, 19cm diameter, awarded to Lomas for victory in the 1951 250cc 17 lap race, each engraved with race, driver and average speed details, each with display base.
 (4)
 £500 - 600
 €590 - 710

80
The 1956 KLG Perpetual Trophy winner's Replica trophy,
 donated by S Smith & Sons of Australia, silver-plated domed base engraved with event details and winner's name, surmounted by winged KLG spark plug, mounted on a Bakelite display base, awarded to Lomas for his victory on Moto Guzzi in the Bandania Senior Classic Race, measuring 20cm high overall.
 £300 - 400
 €360 - 480

81
A 1955 Shell of Sweden presentation tray,
 the EPNS tray with decorative base and surround, engraved 'A-B Svenska Shells Hederspris Skaneloppet 1955', presented to Lomas in honour of his attendance and participation by invitation on his Moto Guzzis in 350cc and 500cc GP type race events held at Kristiansand in Skane, Sweden, 37 x 49cm, offered together with Lomas's Swedish Motor Federation bronze 3rd place medal for the race, engraved to reverse with race and rider details.
 (2)
 £300 - 500
 €360 - 590

A mention of this tray is recorded in Lomas's biography World Champion Racer (see pages 200-201).



81



78



84



82
 Three motorcycle race trophies awarded to Bill Lomas, comprising a 1950 BDMC John Henry Greaves twin-handled silver cup, 21cm high, a 1952 Hamburg Stadtpark Rennen 250cc winner's silver-plated trophy, 16cm high, and a 1954 S&DMC 125cc fastest lap silver trophy, 10cm high, offered together with a 1948 Dunholme 100 Mile Race 250cc finisher's wooden plaque, each engraved with race details and three engraved with rider's name.
 (4)
 £300 - 400
 €360 - 480

83
 A 1950 Dutch Grand Prix 3rd place trophy, the Continental silver trophy engraved with race and driver details, with lid and wooden handle, awarded to Bill Lomas for 3rd place on the Velocette in the 350cc class at the TT event held at Assen, measuring 24cm high including lid.
 £200 - 300
 €240 - 360

84
 Nine Ulster Grand Prix wooden plaques, each wooden shield with gilt design and race details, comprising 1952 2nd and 3rd place shields for 125cc and 500cc awarded to Lomas on MV Agustas, 1955 350cc winner's plaque, 500cc winner's and fastest lap plaques, 350cc fastest lap and 250cc finisher's plaque, won on Moto Guzzi, and 1956 350cc winner's and fastest lap plaques, also won on Moto Guzzi.
 (9)
 £600 - 800
 €710 - 950

85
 Two Scottish Six Day Trials winner's trophies for 1951 and 1952, each EPNS twin-handled trophies, awarded to Lomas for '...the best performance by a competitor on a Solo Motor Cycle...' on 126-200cc machines, each engraved with race and rider details, each 17cm high, on display bases, together with two accompanying pewter tankards for the same events, engraved with details.
 (4)
 £200 - 300
 €240 - 360

86
 A collection of Bill Lomas's trials trophies and awards, majority late 1940s-50s, including winning trophies for various club events and races, together with wooden plaques and pewter tankards also awarded for trials events, many engraved with race and rider details.
 (Qty)
 £200 - 300
 €240 - 360



87
 Bill Lomas's circa 1955, Moto Guzzi race helmet and goggles, the pudding basin helmet by Cromwell, painted in black and white design and with Moto Guzzi transfer to front, with leather chin-strap, together with a pair of Fospaic Trisvel goggles, as worn by Lomas during the race season.
 (2)
 £1,000 - 1,200
 €1,200 - 1,400

88
 Bill Lomas's circa 1956 Moto Guzzi helmet and goggles, the pudding basin helmet by Cromwell, painted in black and white design and with Moto Guzzi transfer to front, with leather chin-strap, the rear of the helmet damaged and split, together with a pair of Fospaic Trisvel race goggles as worn by Lomas during the season, and together with a pair of his black leather race boots also worn during the season.
 (4)
 £1,000 - 1,200
 €1,200 - 1,400

According to research and information received, the damage to the rear of this helmet may have resulted from a crash by Lomas on the Moto Guzzi V8 at the 1956 Grand Prix at Monza, and one of Lomas's last competitive races before retiring in early 1957.

89
 Two Bill Lomas 'Moto Guzzi' parade helmets, comprising an FM full face helmet with visor, painted in black and white design, with ACU sticker to rear, worn by Lomas on his parade lap at the 1998 Isle of Man TT, another open face helmet, also painted in black and white design and with 'Bill Lomas' script to rear, worn by Lomas during a parade lap at a mid-1990s IOM TT, and a pair of black race leathers, also believed to have been worn by Lomas at the 1998 TT event.
 (3)
 £500 - 700
 €590 - 830

90
 Bill Lomas's race medals and plaques, believed entrants or finisher's medals, including a 1953 Internationales DMV-Rhein-Pokal-Rennen enamelled plaque, Belgian GP Francorchamps bronze medals for 1950, 1951, 1952 and 1955, a 1954 Dutch TT medal (engraved to reverse), 1952 Italian Monza GP, an enamelled 1948 Manx GP sterling silver finisher's medal, and four other badges.
 (12)
 £150 - 250
 €180 - 300



93

Copyright: Mortons Archive

91

Two paintings depicting Bill Lomas race scenes, comprising one painting by Derek Sparkes, signed, acrylic on board, depicting Lomas on the V8 Moto Guzzi battling with Geoff Duke on the Gilera at the 1956 German Grand Prix, 55 x 75cm, the other by Ned, signed, acrylic on board, depicting Lomas on the Moto Guzzi at the 1955 Isle of Man TT, 34 x 57cm, framed. (2)

£500 - 600

€590 - 710

92

Ralph David Sallon (1899-1999), 'Bill Lomas', an original caricature artwork, signed, gouache on artist's paper, a cartoon caricature of the rider in Moto Guzzi sweater, and with image of him racing, 35 x 25cm, mounted, framed and glazed.

£500 - 700

€590 - 830

This caricature was reproduced in the well-known 1957 ShellMex & BP publication Sallon: Motor-Cycling Personalities Past and Present.

93

The full fairing and bodywork kit from John McGuinness' 2013 Isle of Man TT 'Joey Dunlop Tribute' Honda Superbike, Offered on behalf of the TT Rider's Association, comprising carbon fibre tank cover, seat, fairing and front mudguard, removed from the 1000cc Honda and finished in 'Joey Dunlop Tribute' red livery and wearing race number '3' as ridden to 2nd place by John McGuinness. The complete motorcycle, still in 'race-finished' condition, will be on view at the sale, and a technician from the Honda Team will be available at the sale to remove the bodywork from the machine and present it to the winning bidder.

£700 - 900

€830 - 1,100

The proceeds from the sale of this Lot will be donated to the TT Riders Association Benevolent Fund.

94 - 200

No lots

End of Automobilia Sale

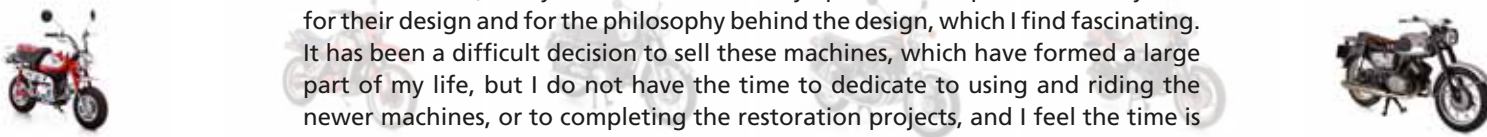
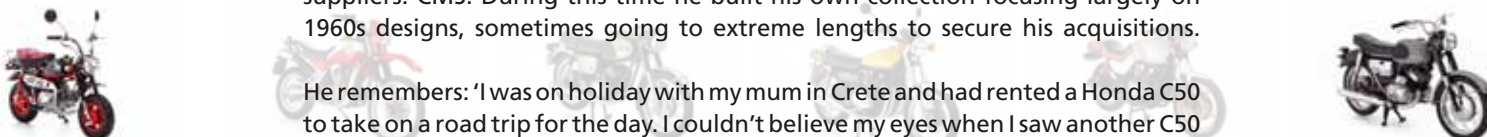
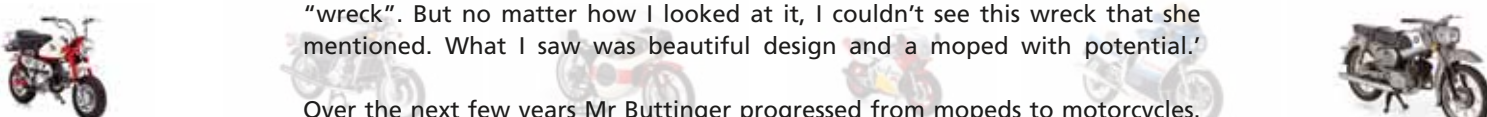
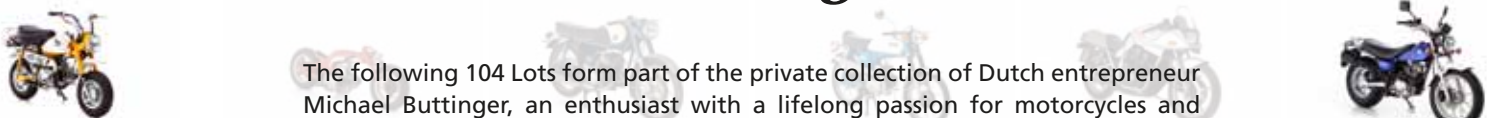


Motorcycles
11am
Lots 201 - 436



Images of each
 lot can be found at:
bonhams.com/21136





The Michael Buttinger Collection

The following 104 Lots form part of the private collection of Dutch entrepreneur Michael Buttinger, an enthusiast with a lifelong passion for motorcycles and a fascination for interesting and beautiful design. 'I first became interested in mopeds at the age of 10 thanks to a friend who used to work on them,' he recalled. 'I bought my first – a "restoration project" Honda C310 – at the age of 11. I remember my mum was horrified that I had spent all my money on a "wreck". But no matter how I looked at it, I couldn't see this wreck that she mentioned. What I saw was beautiful design and a moped with potential.'

Over the next few years Mr Buttinger progressed from mopeds to motorcycles. He took a job as an apprentice mechanic at a local Honda dealer before starting up his own business trading second-hand parts and mopeds during his university studies – a company that would grow to become one of the world's largest suppliers: CMS. During this time he built his own collection focusing largely on 1960s designs, sometimes going to extreme lengths to secure his acquisitions.

He remembers: 'I was on holiday with my mum in Crete and had rented a Honda C50 to take on a road trip for the day. I couldn't believe my eyes when I saw another C50 in a ravine. I risked my life and made the descent to where the bike was. Miraculously, I got it out in bits and pieces, and was able to take it home to sell the parts.'

Of his collection, he says: 'I have been driven by a passion for Japanese motorcycles – for their design and for the philosophy behind the design, which I find fascinating. It has been a difficult decision to sell these machines, which have formed a large part of my life, but I do not have the time to dedicate to using and riding the newer machines, or to completing the restoration projects, and I feel the time is now right to let other enthusiasts bring these wonderful machines back to life.'

Please note: Buyers Premium on the following 7 Automobilia lots will adhere to Bonhams group policy, 25% + VAT up to £25,000 of hammer price (see General Information pages).



201

201

A five Litre pit lane petrol pump,

Unrestored, with rotating hand operated delivery nozzle, rubber fuel feed, sight glass measure and carrying handle incorporating fuel-gun holder, approximately 50cm high.

£200 - 400

€240 - 480

No reserve

202

A rare NOS Honda CR110 factory kit of special tools,

comprising steel tool box carry case, dial gauges, timing disc, rear suspension 'C' spanner, spark plug spanner, valve spring compressor, various adapters and other sundry items. Close inspection advised.

£2,000 - 3,000

€2,400 - 3,600

203 ♦♦

A Honda CB500 pre production engine,

no. PC26E-2000071. Buyers should satisfy themselves as to the level of completeness prior to bidding.

£1,000 - 2,000

€1,200 - 2,400

No reserve



202



203



204

204 ♦♦
A Honda CBX750 prototype engine,
 no. RC17E-2000002, condition unknown. Buyers should satisfy themselves as to the level of completeness prior to bidding.
£1,000 - 2,000
€1,200 - 2,400
No reserve



205

205 ♦♦
A Honda CBX1000 six-cylinder prototype sandcast engine,
 no. CB1E-2000015, condition unknown. Buyers should satisfy themselves as to the level of completeness prior to bidding.
£5,000 - 6,000
€5,900 - 7,100

206 ♦♦
A Honda CX500 prototype sandcast engine,
 no. CX500E-2000004, condition unknown. Buyers should satisfy themselves as to the level of completeness prior to bidding.
£1,500 - 2,000
€1,800 - 2,400



206

207
A genuine HM Plant Honda CBR1000RR body kit,
 comprising fairing, belly pan, seat unit, screen and fuel tank. Purchased by the vendor along with the ex-HM Plant, Steve Brogan, Ian Hutchinson, 2007 Honda CBR1000RR Fireblade Superstock Racing Motorcycle offered in the sale (lot 235).
£1,500 - 2,000
€1,800 - 2,400
No reserve



207



208

One of the first 144 Hondas imported into Europe
c.1959 Honda 247cc C71 Dream

Frame no. C71-6025528
Engine no. C71E-960266

Having started motorcycle production with a simple single-cylinder two-stroke, Honda soon switched to the four-stroke engine and in 1957 introduced its first twin-cylinder model of that type: the 247cc C70. With its slightly inclined cylinders, single overhead camshaft, gear primary drive and integral gearbox, it set the pattern for generations of twin-cylinder Hondas to come. This state-of-the-art engine went into a pressed-steel chassis, the frame, front fork and swinging arm being fabricated of this material, while there were full-width aluminium alloy hubs at both ends. The maximum power output of 18bhp was produced at 7,400rpm and the motor could be revved to 8,000, an unprecedented figure for a production motorcycle engine in the mid-1950s. In 1958 the design was updated with an electric starter, becoming the C71. The latter would turn out to be a huge success, helping to establish a presence for the Japanese company in North America. Possessing an unmistakable style all its own, the C71 Dream is now one of the most desirable of these early Japanese classics. One of the first 144 Hondas imported into Europe, this original Honda Dream is a particular fine example, currently displaying a total of only 10,408 kilometres (approximately 6,400 miles) on the odometer. Apart from a missing tank emblem, available from CMS, and a broken kick-start spring, it appears spot on and would grace any collection of classic motorcycles. It is not known whether the engine runs, but it does turn over smoothly without any ominous noises. There is no reason to believe that with a carburettor clean, a thorough service and a new battery that it would not start. The machine comes complete with copies of Dutch registration documents.

£2,800 - 3,600

€3,300 - 4,300

No reserve



209

One of the first 144 Hondas imported into Europe
c.1959 Honda 247cc C71 Dream

Frame no. C71-6024297
Engine no. C71E-024299

A similar Lot. This particular machine has covered only 37,000 kilometres (approximately 23,000 miles) and is in extraordinarily good condition, complete down to the original mirrors. It could be serviced and ridden as it is or would make a relatively straightforward restoration to concours standards. The machine is offered with copies of Dutch registration documents.

£1,500 - 2,000

€1,800 - 2,400

No reserve



210

1960 Honda 247cc CS71 Dream Sports

Frame no. C71-60-72983

Engine no. C71E-072983

Having started motorcycle production with a simple single-cylinder two-stroke, Honda soon switched to the four-stroke engine and in 1957 introduced its first twin-cylinder model of that type: the 247cc C70. With its slightly inclined cylinders, single overhead camshaft, gear primary drive and integral gearbox, it set the pattern for generations of twin-cylinder Hondas to come. This state-of-the-art engine went into a pressed-steel chassis, the frame, front fork and swinging arm being fabricated of this material, while there were full-width aluminium alloy hubs at both ends. The maximum power output of 18bhp was produced at 7,400rpm and the motor could be revved to 8,000, an unprecedented figure for a production motorcycle engine in the mid-1950s. In 1958 the design was updated with an electric starter, becoming the C71. The following year a sports version was introduced, the CS71, which came with a more powerful (20bhp) engine and upswept exhausts fitted with perforated heat shields. This beautifully restored CS71 Dream currently displays a total of only five miles on the odometer, which presumably is the distance covered since the rebuild. The machine has been on display in the CMS offices for the last ten years and is presented in generally excellent condition.

£7,000 - 10,000

€8,300 - 12,000



211

c.1966 Honda 247cc C72 Dream

Frame no. C72-212126

Engine no. C72E-2112990

Based on the first Honda twin - the 250cc C70 of 1957 - the C72 tourer arrived in 1960. The C72's cycle parts remained much as those of the preceding C70, featuring a pressed-steel frame, forks, swinging arm and rear chain case. The engine's basic layout likewise was retained but wet sump lubrication was adopted and the clutch moved from the crankshaft to the gearbox main-shaft. Maximum power increased to 20bhp at 8,000rpm. As well as these alterations, the sporting CB version changed to a 180-degree crankshaft and twin carburettors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. Boasting an overhead-camshaft engine, electric starter and twin-leading-shoe brakes, the specification of these Honda twins was unmatched by any of their rivals. The C72 Dream model possesses an unmistakable style all its own and is now one of the most desirable of these early Japanese classics. This particular C72 is described as a remarkably complete and rust free example of this desirable model. Currently displaying a total of 36,551 kilometres (approximately 22,700 miles) on the odometer, the machine could be returned to the road in its existing condition with relatively little effort. Alternatively, it would be relatively easy to restore it (we are advised that the engine turns over freely). The main faults that need addressing are a small dent in the fuel tank and front mudguard, while part of the final drive chain case is missing. The machine comes with Swiss registration papers and EU import documents enabling it to be registered in any EU member state.

£2,200 - 2,800

€2,600 - 3,300

No reserve





212

1960 Honda 247cc C71 Dream

Frame no. C71-6031085

Engine no. C71E-031083

Similar to Lot 208. First registered in 1960, this C71 Dream has covered only 7,387 kilometres (approximately 4,500 miles) which judged by its general appearance might well be genuine. It is missing the exhaust header pipes, but CMS may be able to obtain these for the purchaser by arrangement. The engine turns freely with no untoward noises, but the machine really requires complete restoration to realise its full potential. Offered with Swiss registration papers and EU import documents, this C71 Dream represents an excellent opportunity to purchase one of these iconic twins, that is both pleasant to ride and affords real investment potential.

£1,500 - 2,000

€1,800 - 2,400

No reserve



213

c.1965 Honda CB160

Frame no. CB160-1004372

Engine no. B160E-1026960

Launched in 1964, the CB160 followed the pattern of previous Honda parallel twins, though with 360-degree crankshaft layout rather than the larger twins' 180-degree type, and used the recently introduced tubular spine frame and telescopic forks. Small as a '125' yet packing a 16.5bhp punch, the CB160's excellent power-to-weight ratio and fine handling endowed it with performance at least equal to that of most British 250s. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB160's specification and degree of refinement was unmatched by any of its UK-built rivals. It is now one of the most desirable of early Japanese classics. This gorgeous looking example has been restored and rebuilt in café racer style, complete with Grand Prix type fuel tank, solo seat, clip-on handlebars, rest-set footrests and megaphone silencers. The machine currently displays a total of 22,815 miles on the odometer. There are no documents with this Lot.

£4,500 - 6,500

€5,400 - 7,700

No reserve



214

c.1965 Honda CB160

Registration no. DCL 28D

Frame no. 9006281

Engine no. 9006432

Small as a '125' yet packing a 16.5bhp punch, the CB160's excellent power-to-weight ratio and fine handling endowed it with performance at least equal to that of most British 250s. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB160's specification and degree of refinement was unmatched by any of its UK-built rivals. It is now one of the most desirable of early Japanese classics. This fully restored example displays a total of 37,424 miles on the odometer and is offered with Swansea V5 registration document. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated.

£3,600 - 4,000

€4,300 - 4,800



215

c.1968 Honda CD175

Frame no. CD175-1027957

Engine no. CD175E-1028523

Introduced in 1966, the Honda CD175 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. Not exactly an exciting performer, the CD175 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy - by Japanese standards - production run of almost 12 years proved the rightness of the basic concept. Currently displaying a total of 30,890 kilometres (approximately 19,100 miles) on the odometer, this example is a good basis for restoration (the engine turns over) but does have some parts missing or damaged. CMS has many parts to suit this model and it should be noted that many of the more plentiful cycle-part and bodywork spares for the CD125 will fit the CD175A. The machine comes with copies of Dutch registration documents and is sold strictly as viewed.

£500 - 800

€600 - 950

No reserve

216

c.1963 Honda 49cc C114 Sports Cub

Registration no. 190 UYC

Frame no. C110D279798 Engine no. C110E-54567

Introduced in 1958, Honda's classic C100 Cub 'step-thru' gave millions of people the world over their first taste of two-wheeled mobility. Better-built, more powerful and more reliable than the majority of contemporary mopeds, while endowed with handling superior to that of the small-wheeled scooter, the C100 set new sales records for motorcycle production and its descendants continue to be immensely popular today. The first sports derivative, the C110 Sports Cub, appeared in October 1960. This was a proper small motorcycle, with spine frame and a more powerful version of the C100 motor having a higher compression ratio, alloy cylinder head and upswept exhaust system. Produced contemporaneously was the C110D, which came with a low exhaust like the successor C114 model, an example of which is offered here. Offered with Swansea V5 document, the machine has covered only one mile since restoration and is presented in commensurately good condition.

£2,000 - 2,400

€2,400 - 2,900



217

c.1970 Honda PS50 Sports Moped

Frame no. PS50-A29241

Engine no. PC50EA-A78455

Built initially with an overhead-camshaft engine but subsequently with an OHV type, the PC50 moped arrived in 1970. A simple to use, 'twist-'n-go' model with single gear and automatic clutch, the economical PC50 was soon almost as common a sight on UK streets as the ubiquitous C100. A rare variant much less commonly seen was the PS50, a sports model featuring a 'proper' fuel tank, 'racing' seat and three-speed gearbox with manual clutch and twist-grip gearchange. Most were sold in France and those that survive command high prices on the rare occasions they are offered for sale. They are fervently coveted by collectors. This un-restored example of one of the most desirable of all classic Honda mopeds has covered only 2,930 kilometres (approximately 1,800 miles) from new and is presented in exceptional condition. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£1,800 - 2,400

€2,100 - 2,900



218

1 'push' mile recorded

c.1970 Honda PC50 'Little Honda' Moped

Frame no. PC5001059165

Engine no. PC50EA-A78455

Honda greatly expanded its range of this type of machine during the 1970s, offering a bewildering variety of models catering for every taste. Built initially with an overhead-camshaft engine but subsequently with an ohv type, the PC50 arrived in 1970. A simple to use, 'twist-'n-go' model with single gear and automatic clutch, the economical PC50 was soon almost as common a sight on UK streets as the ubiquitous C100. The finish of this unused example has deteriorated somewhat over the years and the machine would benefit from a repaint. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£600 - 800

€720 - 950



219

43 miles from new

c.1975 Honda PC50 Moped

Frame no. PC50-2110393

Engine no. PC50E-DE28095

A similar Lot. This PC50 has covered only 43 miles from new and is presented in immaculate original condition. The only notified fault is a broken front mudguard. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£600 - 800

€720 - 950





220

Unused since full restoration

1966 Honda 247cc CL72 Street Scrambler

Frame no. CL72-1100483

Engine no. CL72E-1100518

Introduced in 1960, the CB72 retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and a gearbox-mounted clutch. In addition, the sporting CB 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 24bhp at 9,000rpm and weighing just 340lbs, the CB72 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 it was joined by a CL72 'street scrambler' variant, 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, though the fitting of a telescopic steering damper was an unusual departure for such a model. This fully restored example of what is now one of the most desirable of early Japanese classics has been on display in the vendor's offices for the last ten years. The machine displays a total of only 4,625 miles on the odometer. There are no documents with this Lot.

£8,000 - 10,000

€9,500 - 12,000



221†

1969 Honda CL450K6 Street Scrambler

Frame no. CL450-6003131

Engine no. CL450E-6003153

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 motorcycle market. Honda's largest model when launched, the CB450 capitalised on experience gained with a succession of smaller-capacity twins but nevertheless departed from its maker'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. In 1967 it was joined by a CL450 'street scrambler' variant aimed at the North American market, which boasted an upswept exhaust system, wider handlebars and spring-loaded footrests among other off-road adaptations. Apparently highly original and complete, this example of one of the rarest and most collectible of early Japanese classics currently displays a total of 19,588 miles on the odometer. The machine is offered with US Certificate of Title.

£3,000 - 4,000

€3,600 - 4,800

222

c.1968 Honda CL450K3 Street Scrambler

Frame no. CL450 4001768
Engine no. CL450E 4001776

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 motorcycle market. Honda's largest model when launched, the CB450 capitalised on experience gained with a succession of smaller-capacity twins but nevertheless departed from its maker'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. In 1967 it was joined by a CL450 'street scrambler' variant aimed at the North American market, which boasted an upswept exhaust system, wider handlebars and spring-loaded footrests among other off-road adaptations. The machine offered here is an excellent original and unmolested example of the CL450 Street Scrambler, with all the important cycle parts present and correct and the engine turning over nicely. If the seat were re-covered the machine would look very smart indeed without any further expense required other than the customary re-commissioning - carburettor cleaning, oil change, new battery, etc. The odometer reads 30,882 miles. Offered with copies of Dutch import documents.

£2,500 - 3,500

€3,000 - 4,200

No reserve



223

c.1969 Honda CL450K1 Scrambler

Frame no. CL450-1009954
Engine no. CL450E-5017028

A similar Lot. Repainted in a non-standard colour, this example of one of the rarest and most collectible of early Japanese classics currently displays a total of 25,274 kilometres (approximately 15,700 miles) on the odometer. The machine is offered with German registration papers.

£2,500 - 3,500

€3,000 - 4,200



224

1956 Honda 125cc Model JC Benly

Frame no. JC-56-18049

Engine no. 4J-822385



What would become one of the world's largest motor-manufacturing corporations arose from the ashes of Japan's defeat in WW2. Soichiro Honda's company had made piston rings before and during the war but in its aftermath he changed direction and set up shop as a motorcycle manufacturer, fitting war-surplus engines into bicycles.

When the supply of engines ran out, Honda designed and built his own. These early Hondas were two-strokes but in response to customer demand a four-stroke motorcycle was introduced in 1951: the 146cc Model E, which was clearly inspired by pre-war European designs. In 1953 Honda introduced its first modern motorcycle: the J-type Benly, which again showed European influence and looked very much like the contemporary NSU. Like its German counterpart, the new Benly featured a spine frame, leading-link front fork, torsion-bar rear suspension and left-side kick-starter. The engine was a 98cc four-stroke driving via an integral three-speed gearbox.

Development of the J-type Benly progressed via the 138cc JA, 125cc JB and similar-sized but four-speed JC, the latter arriving towards the end of 1955. By this time Honda had an overhead-camshaft model in the range – the Dream SA – and the J-type Benly was produced for only a few more years.

Apparently substantially original and complete, this very early Honda displays a total of only 10,662 kilometres (approximately 6,600 miles) on the odometer. However, there are some parts missing including the exhaust silencer and tail light lens (the tank badges are included in the sale). There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. Hondas of this vintage are offered for sale only infrequently and thus this well-preserved Benly represents a wonderful opportunity for the discerning collector to acquire one of these rare machines.

£3,000 - 4,000
€3,600 - 4,800



225

1958 Honda 125cc Model JC Benly

Frame no. JC58-83939

Engine no. 4J-839416

A similar Lot. Apparently substantially original and complete, this very early Honda displays a total of only 19,080 kilometres (approximately 11,800 miles) on the odometer. However, there are some parts missing including the exhaust silencer (the tail light and flasher lenses are included in the sale). There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. Hondas of this vintage are offered for sale only infrequently and thus this well-preserved Benly represents a wonderful opportunity for the discerning collector to acquire one of these rare machines.

£2,800 - 3,200

€3,300 - 3,800



226

c.1964 Honda 125cc CYB92 Benly

Frame no. to be advised

Engine no. CB92E-2105689

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction, horizontally split crankcase and chain-driven overhead camshaft. These latter features, together with the pressed-steel spine frame and leading-link front fork - influenced by the contemporary NSU Max - would remain common to Honda twins for many years. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the C92 and CB92 respectively. With its aggressive styling, class-leading specification, phenomenal 15bhp power output (at 10,500 revs!) huge - for a 125 - brakes and 250-beating performance, the CB92 proved an outstanding success and today is one of the most desirable and sought after of early Japanese classics. For customers keen to go racing or merely wanting more performance for the road, Honda offered a selection of special parts, machines so-equipped being commonly designated 'CYB'. This superbly restored, fully kitted CYB92 has been on display in the CMS offices for over ten years. There are no documents with this Lot.

£10,000 - 15,000

€12,000 - 18,000





227†

1959 Honda 125cc C90 Benly

Frame no. C90-59-923657
Engine no. C90E-923666

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction of the engine/gearbox, horizontally split crankcase and chain-driven overhead camshaft. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the almost identical C92 and CB92 respectively, though one obvious difference was the deletion of the previous models' distributor-type ignition points housing. Today these Honda twins are among the most collectible of early Japanese classics. This remarkably complete and original example is a rare survivor and would make an excellent restoration prospect. A total of 31,895 kilometres (approximately 19,800 miles) is currently displayed on the odometer. The exhausts are rusty, but this is only surface tarnish and nothing that a specialist chrome plating company could not address. We are advised that the engine turns over freely. In short: this is one of the rarest and most complete Honda motorcycles of its type we have ever seen. There are no documents with this Lot.

£3,000 - 4,000
€3,600 - 4,800
No reserve



228

1960 Honda 125cc CS92 Benly Sports

Frame no. CS92-5000121
Engine no. C92E-5000125

Honda's first 125cc twin-cylinder models - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the C92 and CB92 respectively. An early addition to the original line-up was a sports model, the CS90, which featured stylish upswept exhausts fitted with perforated heat shields. Much less well known than the more numerous CB92, the CS92 is one of the most underrated and under valued of Honda's early classics yet arguably is one of the most interesting. Introduced in 1959, the CS92 Benly Sports produced all of 15bhp, the same output as the successor CB92 model, which was good enough for a top speed over 120km/h (75mph). The CS92 is very much rarer than the CB92, being produced for less than two years, and this particular example is remarkably original and complete. We are advised that the engine turns over without any unpleasant noises, there is some damage to the seat cover, and in some places a little surface rust. A total of 19,791 kilometres (approximately 12,300 miles) is currently displayed on the odometer. Offered without documents, this machine represents a possibly once-in-a-lifetime opportunity to own one of these ultra-rare early Hondas.

£2,200 - 2,800
€2,600 - 3,300

229

c.1964 Honda 125cc C92 Benly

Frame no. C92-8042070
Engine no. C92E-8042079

Honda's first 125cc twin-cylinder models - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the almost identical C92 and CB92 respectively, though one obvious difference was the deletion of the previous models' distributor-type ignition points housing. The arrival of these jewel-like lightweights caused a sensation; never before had a mere 125cc machine been manufactured as a twin, and not just any old twin but one equipped with a four-stroke overhead-camshaft engine that could rev safely to over 10,000rpm as well as putting out a very healthy 11.5bhp. And to cap it all the 'Benly' was also fitted with an electric starter and flashing indicators. Today these landmark Honda twins are among the most collectible of early Japanese classics. Currently displaying a seemingly genuine total of 29,753 kilometres (approximately 18,500 miles) on the odometer, this C92 is a Japanese home-market model with the very desirable single pillion seat. It is remarkably complete and rust free, and could possibly be used as it is although it is not known if the engine runs. Alternatively, it should be relatively easy to restore. C92s as good as this one are only rarely offered for sale, especially the more desirable Japanese home-market models. There are no registration documents with this Lot.

£2,200 - 2,800

€2,600 - 3,300

No reserve



230

c.1961 Honda 125cc C92 Benly

Frame no. C92-241131
Engine no. C92E-2179717

A similar Lot. Currently displaying a total of only 7,941 kilometres (approximately 4,900 miles) on the odometer, this C92 is an un-restored example direct from Japan. The exhausts require replacement but the machine is otherwise complete and would make a great restoration project - the engine turns freely and many parts are still readily available from Honda parts specialists such as CMS. Early classic Honda motorcycles are steadily increasing in value and this relatively affordable example represents an opportunity to acquire one of these remarkable machines without breaking the bank.

£800 - 1,200

€950 - 1,400

No reserve



231

1963 Honda 169cc M85 Juno Scooter

Frame no. M85-63-33366

Engine no. M85E-210290



Honda first entered the scooter market in the mid-1950s with the cumbersomely styled K-type Juno, which was produced during 1954/55 only and must be considered a failure by Honda standards. In 1960 Honda had another go at making a scooter only this time with an all-new design: the M80 Juno.

Being a Honda, the new Juno was powered by a four-stroke engine rather than the two-stroke favoured by the vast majority of European manufacturers; and not only that, it was an overhead-valve horizontally opposed twin, unique among scooter power units. Mounted transversely immediately behind the front wheel for optimum cooling and ideal weight distribution, the latter incorporated hydraulic tappets and was coupled to a variable ratio hydraulic transmission. A twist-grip on the left handlebar altered the ratio. Why Honda chose not to use the tried-and-tested automatic clutch transmission of the Cub step-thru moped is a mystery, but the Juno has all the hallmarks of a 'blue sky' project where the engineers were given free reign.

It would not be the last time that Honda built a technological tour de force just to show the opposition what it was capable of (think NR750, CX500 Turbo, etc). Originally displacing 125cc, the Juno engine was bored out to 169cc for 1962, this version's designation changing to M85. However, it would seem that Honda had once again overestimated the scooter market's appetite for complex and expensive machinery, and production of both Juno models had ceased by early 1964. Not surprisingly, given its innovative new technology and necessary complexity, the Juno was not sold outside of Japan and there are few examples in Europe.

This rare Juno scooter has not been used since being fully restored and has been on display in the CNS offices for more than ten years. The machine is offered with Japanese registration papers.

£7,000 - 10,000

€8,300 - 12,000



232

c.1962 Honda 125cc CR93 Racing Motorcycle

Frame no. CR93-2100080

'It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery.' - *Brian Woolley, Classic Racer magazine*. Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR93's ceiling being a then stratospheric 13,000rpm with maximum power of 16.5bhp arriving at 11,500 revs. Both models employed a tubular-steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the 'box, the more tractable '125' made do with six. The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Just 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike. Unfortunately, nothing is known of the history of his restored CR93, which is offered without documents.

£26,000 - 32,000

€31,000 - 38,000



233

c.1964 Honda 305cc CYB77 Production Racing Motorcycle

Frame no. CB77-401688

Engine no. CB77E 101760

Honda's first model to make an impact in the middleweight class, the CB77 arrived in 1963 and was essentially an over-bored CB72 250, closely resembling its progenitor. Introduced in 1960, the twin-cylinder CB72 had retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburetors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB twins boasted a specification unmatched by any of their rivals. They were no slouches either: producing 28.5bhp at 9,000rpm and weighing just 350lbs, the CB77 possessed an excellent power-to-weight ratio, endowing it with a level of performance equal to that of most British 500s. For customers wishing to go racing Honda made available a selection of parts tailor-made for the purpose. These included rear-set footrests, remote control linkages, carburettor velocity stacks, megaphone silencers, solo racing seat, clip-on handlebars, steering damper, up-rated suspension units, etc, machines so-equipped being identified by their 'CYB' designation. This rare example of the race-kitted CYB77 has been restored and kept on display in the CMS offices for over ten years. The machine is offered with copies of Dutch registration papers.

£8,000 - 12,000

€9,500 - 14,000



234

c. 1992 Honda NR750

Frame no. RC40 2000098



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. Priced at a staggering £35,000 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 roadster.

Designed with no expense spared by Mitsuyoshi Kohama, who would later be responsible for 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 now 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.

This pristine example's frame number indicates that it is a 'full power' model intended for sale in various European countries and not a restricted 'RC41' model as sold in France. Purchased some years ago, it has occupied pride of place in the Director's office since acquisition. The machine currently displays a total of only 10,267 kilometres (approximately 6,400 miles) on the odometer and is offered with German registration papers. Presented in running order, this superb Honda NR750 represents a rare opportunity to acquire one of the most keenly sought after motorcycles of modern times.

£50,000 - 70,000

€60,000 - 83,000



235

The ex-HM Plant, Steve Brogan, Ian Hutchinson

2007 Honda CBR1000RR Fireblade Superstock Racing Motorcycle

Frame no. JH2SC57A56M200229



This Honda Fireblade was prepared and entered by Honda UK's Louth-based works team in the 2007 British Supersport 1000 Championship, one of the British Superbike Championship's support series. The machine was ridden by Steve 'Baywatch' Brogan, so called because of his film-star good looks, and carried his favoured number '17'. Born in Liverpool, Steve had already enjoyed considerable success on the national scene, winning the British Superteen Championship in 1997 and the National Supersport Championship in 1999.

His career progression took him into the British Superstock Championship for the first time in 2001 and then into the premier Superbike class in 2004. Back in Superstock for 2006, he finished 12th in that year's Championship before landing a ride with the HM Plant team for 2007. Riding the machine offered here, he finished 2nd in the British Superstock Championship that year behind Australian Glen Richards. Steve finally achieved his ultimate goal by taking the Superstock title in 2008, beating John Kirkham into 2nd place. He is currently riding a Kawasaki ZX10R in the British Superstock Championship.

During 2007, this Fireblade Superstocker was also ridden by Ian Hutchinson at the Centenary Isle of Man TT, finishing on the podium in 3rd place with an average speed of 124.08mph. Its competitive career at an end, the machine was sold in August 2008 to a member of the Honda Racing staff (Honda Racing purchase receipt on file). The current owner acquired the ex-Brogan/Hutchinson Honda in January 2010 (sales invoice on file).

In the interests of keeping costs down, Superstock regulations permit far fewer modifications than those governing the Superbike class do. Nevertheless, this machine features a full Akrapovic race exhaust system, Showa rear suspension, fully adjustable K-Tech front fork internals, bespoke HRP footrest assemblies and a full race body kit with high 'TT' screen, the latter still carrying 'Hutchy' stickers from the IoM. The engine is estimated to produce around 180bhp. Even today this machine would make a competitive Superstock contender at club level in the right hands, and it would certainly get you noticed in the 'fast group' at any track day! Alternatively, it represents a rare opportunity for collectors to own a genuine, ex-works Honda Fireblade presented in immaculate condition and possessing impeccable provenance.

£16,000 - 20,000

€19,000 - 24,000



236

328 miles from new c.1980 Honda GL1000 Gold Wing

Registration no. LAG 766Y

Frame no. GL2-4117197

Engine no. GL1E-4117283



In a world grown accustomed to an excess of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. 'Motorcycle or sci-fi fantasy?' was Bike magazine's reaction. 'Quite simply the most advanced motorcycle ever made,' was Honda's preferred description, and given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. One of the fastest production motorcycles of its day, the Gold Wing was described in Honda's Stateside ads as 'the epitome of what touring is all about', and proved eminently capable of taking sales from both BMW and Harley-Davidson.

As owners began to fit more and more accessories - including trailers the size of small caravans - engine capacity was increased first to 1,100cc and then to 1,200cc to cope with the increasing demands for more power. Over the years the 'Wing has continued to grow in engine capacity, overall size and complexity, which only serves to underline the increasingly collectible original's purity of form.

This 'time warp' Gold Wing was purchased new by its now deceased first owner from Bennett's (Barnsley) Ltd in November 1980 and first registered 'ORH 11'. Its owner was an ex-racer with a passion for fast motorcycles and cars, and his wife enjoyed riding also. When she became restricted to travelling by car because of ill health he was reluctant to part with the Honda, which remained in the garage, un-riden, passing to his niece after his death. Sold by the family, it had covered only 328 miles from new when the current vendor purchased the machine at Bonhams' Stafford sale in April 2012 (Lot 257).

Last Mot'd in 1998/99, it will require re-commissioning and the customary safety checks before returning to the road. The machine is offered with purchase receipt (1980), expired MoT and tax discs, Honda Service Booklet, Haynes manual and Swansea old/current V5/V5C registration documents. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£6,000 - 8,000

€7,100 - 9,500



237

Never used, effectively 'as new' example

1982 Honda CBX1000

Frame no. JH2SC0609BC302323

Engine no. SC03E-2303228

'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. Never used, this effectively 'as new' example of an increasingly collectible classic is offered with US title deed. The only notified faults are a loose left-side mirror and some tiny scratches to the paintwork. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£8,000 - 12,000

€9,500 - 14,000



238

1981 Honda CB750 Bol d'Or

Frame no. RC04-2123365

Engine no. RC04E-2122976

The 'Bol d'Or' variant was tuned more highly than the standard CB750F producing an extra 7bhp. These 16-valve twin-cam models are starting to become more collectible as the increasing value of the original single-cam CB750 fours has put them beyond the reach of many. Nevertheless, this model is superior to its predecessors in just about every way and currently represents much better value than the original CB750. Values of these twin-cam Honda fours are sure to appreciate significantly in the coming years, reflecting their status as the last of the classic air-cooled muscle bikes. We are advised that this example's engine turns over freely, and with the usual re-commissioning - carburettor cleaning, new battery, etc - should be ready to use. Items that require attention include a loose tail light, air filter component missing and the seat could do with re-covering. The machine is supplied with copies of Dutch registration documents and is sold strictly as viewed.

£1,800 - 2,200

€2,100 - 2,600

No reserve





239

c.1973 Honda CB350F

Frame no. CB350F 1064017

Engine no. CB350FE 1064009

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-cam engine, five-speed gearbox, electric starter and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four, yet wanted the lower running and insurance costs of a 350. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers and rear brake, the CB350F was almost identical to the 500. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the factory's preferred offering. Currently displaying a total of 10,451 kilometres (approximately 6,500 miles) on the odometer, this example of a Honda four only rarely seen in the UK has been imported into Europe from Japan and is not registered. There are no documents with this Lot.

£1,000 - 1,500

€1,200 - 1,800

No reserve



240

c.1971 Honda CB250K4

Frame no. CB250 4024966

Engine no. CB250E 408941

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. Rarely do 40-year-old machines come as original as this un-restored CB250K4, which could be re-commissioned and ridden 'as is' or alternatively subjected to more extensive sympathetic refurbishment (the engine turns over freely). Previously resident in Switzerland, the machine appears to be generally in good order apart from the odd minor dent in the tank and exhaust silencers, some paintwork blemishes, and slight damage to the headlight brackets. A total of only 2,444 kilometres (approximately 1,500 miles) is displayed on the odometer. There are no documents with this Lot.

£800 - 1,200

€950 - 1,400

No reserve



241

c.1970 Honda CB450K4 Project

Frame no. CB450-5014575

Engine no. to be advised

This CB450 is offered in rolling chassis form and comes with the removed engine/gearbox unit, which has been dismantled. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding. Offered with copies of Dutch registration papers.

£300 - 500

€360 - 600

No reserve

242†

1962 Honda 49cc C240 Port Cub Project

Frame no. C240-A042138

Introduced in 1958, Honda's classic C100 Cub 'step-thru' gave millions of people the world over their first taste of two-wheeled mobility. Better built, more powerful and more reliable than the majority of contemporary mopeds while endowed with handling superior to that of the small-wheeled scooter, the Cub set new sales records for motorcycle production and continues to be immensely popular today. One of the more short-lived variants was the C240 Port Cub, which featured a slightly different frame and did away with the plastic leg shield, leaving the engine exposed. There were only two-speeds in the gearbox and the end result was a model that was cheaper to make, expanding its appeal to wider markets. Produced during the 1962 and 1963 seasons only, the C240 is as rare a classic Honda 'step-through' you could hope to find. There are no documents with this incomplete example, which is offered for restoration and sold strictly as viewed. A great winter project for the more experienced restorer of classic Hondas.

£400 - 500

€480 - 600

No reserve



243

c.1966 Honda 49cc C100 Super Cub 'Rally' Project

Frame no. C100-P036008

Engine no. C100E-340975

The C100 Super Cub offered here is one of the rare examples fitted with the 'Rally' kit of special parts produced by the Japanese manufacturer's Honda Custom Group. Intended to widen the appeal of the humble 'step thru' and thus boost sales, there were four kits available: Roadster, Rally, Boss and Student. These kits included custom fuel tanks, seats, instruments, mudguards and handlebars but, sadly, no tuning parts. Honda's hilarious US advertising copy for the Rally ran as follows: 'The competition look is a winner everywhere you ride. With its sharp, slim-line tank with racing insignia, flashy accent stripes, big contoured seat and high bars, this bike has a real racy feel. The only thing more impressive than the styling is the performance that Honda's famous four-stroke engine delivers. Watch the girls rally 'round when you ride up!' A challenging but potentially rewarding project for the serious Honda collector, this incomplete US import is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£300 - 500

€360 - 600

No reserve



244

c.1965 Honda CM90 Project

Frame no. CM90-141197

In 1965, the C200 sports model's 90cc overhead-valve engine, albeit incorporating the step-thru's three-speed gearbox and automatic clutch, was slotted into the cycle parts of the C65 to create the CM90. Extremely reliable, these early 'iron' OHV engines gave little away in performance terms to the later overhead-cam units. Produced during the 1965/1966 seasons only, the CM90 is one of the rarest members of the Cub family and highly coveted by Honda collectors today. This incomplete CM90 is offered for restoration. The difficult-to-find indicator lenses are present and the chassis is solid and rust free, while the removed leg shields are included in the sale. The engine turns over without any unpleasant noises, though there is some damage to the left side cover and the exhaust will require attention or replacement. The odometer reading is 13,864 kilometres, which judging from this example's appearance may well be accurate. There are no documents with this Lot, which is offered without reserve and sold strictly as viewed.

£400 - 600

€480 - 720

No reserve





245

c.1965 Honda 305cc CYP77 Police Motorcycle

Frame no. CP77-1901010
Engine no. CP77E 4000558

Honda's first model to make an impact in the middleweight class, the CB77 arrived in 1963 and was essentially an over-bored CB72 250, closely resembling its progenitor. Introduced in 1960, the twin-cylinder CB72 had retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburetors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB twins boasted a specification unmatched by any of their rivals. They were no slouches either: producing 28.5bhp at 9,000rpm and weighing just 350lbs, the CB77 possessed an excellent power-to-weight ratio, endowing it with a level of performance equal to that of most British 500s. Like many state-of-the-art high-performance motorcycles before and since, the CB77 held a particular appeal for police forces, although surviving examples of the CYP77 police version are exceedingly rare. Finished in white, this example features flashing warning lights, crash bars, cable-driven siren, battery box, solo seat and large 'mph' speedometer. Restored by renowned Cheshire-based Honda dealer and racer Bill Smith, the machine has covered only 308 miles since the rebuild and is presented in commensurately good condition. Offered with US Certificate of Title. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£8,000 - 12,000
€9,500 - 14,000



246

1969 Honda CB750 Police Motorcycle

Frame no. CB750-1027248
Engine no. CB750E-1027840

'Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup.' - Bike. Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, it is highly sought after today by collectors. The CB750 was soon being purchased by police forces the world over, this example being one such. Finished in white, the machine features flashing blue/red lights, siren, crash bars, radio box, baton and large 'km/h' speedometer. A total of 44,908 kilometres (approximately 27,900 miles) is currently displayed on the odometer. There are no documents with this Lot.

£6,000 - 10,000
€7,100 - 12,000

247

1966 Honda CB450 'Black Bomber'

Frame no. 1005409

Engine no. CB450-1009

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 industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. This example was bought in the USA from its original owner who had kept it in his living room for 40 years, and was purchased by the current vendor at Bonhams' Stafford sale in October 2009 (Lot 355). The machine displays a total of only 51 miles on the odometer but it has not been possible to verify this. Presented in outstandingly original condition, it represents a rare opportunity to acquire one of the great classic Hondas.

£5,000 - 6,000

€6,000 - 7,100



248

c.1967 Honda CB450P0 Police Motorcycle

Frame no. CB450-1028307

Engine no. CB450E-1025635

A similar Lot. This CB450 is presented in police specification complete with flashing warning lights, cable-driven siren, crash bars, single saddle and raised handlebars. The machine is fitted with an 'mph' speedometer, the odometer of which reads 3,898 miles. Described by the vendor as an unrestored, unmolested, genuine Honda police bike. Offered with copies of Dutch registration papers. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£6,000 - 8,000

€7,100 - 9,500





249

Unused, 1 'push' mile from new
c.1964 Honda 305cc CB77 Super Hawk

Frame no. CB77 1056182
Engine no. CB77E 1056295

Honda's first model to make an impact in the middleweight class, the CB77 arrived in 1963 and was essentially an over-bored CB72 250, closely resembling its progenitor. Introduced in 1960, the twin-cylinder CB72 had retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburetors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB twins boasted a specification unmatched by any of their rivals. They were no slouches either: producing 28.5bhp at 9,000rpm and weighing just 350lbs, the CB77 possessed an excellent power-to-weight ratio, endowing it with a level of performance equal to that of most British 500s. The model is now one of the most sought after of early Japanese classics. Never used or registered, this example has covered only one 'push' mile from new and is presented in commensurately excellent condition. The machine is offered with US Certificate of Title.

£8,000 - 10,000
€9,500 - 12,000

250

Unused, zero miles
c.1990 Honda GB500 Tourist Trophy

Frame no. JH2PC1609LK100066
Engine no. PC 16E-2100065

In its formative years as a motorcycle manufacturer Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities above 250cc, single-cylinder engines being the norm for road models with a capacity of 125cc or less. With the increasing importance of the North American off-road market - where the single-cylinder engine reigned supreme - Honda and its Japanese rivals began to manufacture singles in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these was the XBR500 of 1985, the styling of which was unashamedly 'retro', and Honda took this concept a stage further almost immediately, launching the GB500 TT the following year. A factory 'café racer', the GB500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire-spoked wheels instead of the XBR's Comstars. The dry-sumped, radial four-valve motor featured electric starting and delivered its 42bhp via a six-speed gearbox, while the entire ensemble weighed in at a little under 340lbs. 'It blends a touch of the past with the best of today's technology,' declared Honda of a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics and general unreliability. Representing a rare opportunity to acquire one of these collectible 'cult' models, the unused example offered here is in running condition and comes with German Fahrzeugbrief. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£6,000 - 8,000
€7,100 - 9,500

251

Only 2 kilometres recorded

1998 Honda 49cc Julio Motor Scooter

Registration no. WX03 XMA

Frame no. AF52-1005922

Engine no. AF24E-7005919

Categorised by Honda as a 'fashion scooter', the Julio arrived in 1998. Aimed predominantly at the style-conscious youth market, the Julio featured fashionable 'retro' lines and bright colour schemes. To comply with the latest emissions regulations the Julio's 49cc two-stroke motor was fitted with a catalyser, while other noteworthy features included rubber engine mounts, 'twist-'n-go' transmission, storage space for a full-face helmet, locking centre stand, and an anti-theft device directly connected to the starter. An annual domestic sales target of 30,000 units was set for the Julio, which was not sold in the UK. The example offered here is finished in the limited edition colour scheme of Fighting Red with Classic White, celebrating Honda's 50th Anniversary. First registered in 2003 and offered with Swansea V5C document, it displays a total of only 2 kilometres on the odometer and is presented in commensurately good condition. The current vendor purchased the machine at Bonhams' Stafford sale in October 2010 (Lot 263). Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£2,200 - 2,800

€2,600 - 3,300



252

The ex-Takuma Sato

2004 Honda Dylan 125cc Paddock Scooter

Registration no. RO04 EZG

Frame no. ZDCJF10A04F071697

Designed by Honda R&D Europe, the Dylan is an up-to-the-minute, 'Twist 'n Go' street-smart urban scooter, characterised by racy design and powered by a cutting-edge, water-cooled, low-emissions, four-stroke engine producing a healthy 14bhp. Other noteworthy features include a motorcycle-type front fork, electric starter, belt drive transmission, linked disc brakes and an under-seat luggage compartment with ample space for a helmet. This Honda Dylan was Takuma Sato's paddock scooter during the 2004 Grand Prix season, when the Japanese driver scored 34 points for BAR-Honda, with one podium finish, ending up 8th in the Drivers' Championship. The current vendor purchased the Dylan at Bonhams' Stafford sale in October 2010 (Lot 235) since when it has seen little use. Finished in black with 'Lucky Strike' sponsor's logos, the machine is presented in generally good condition, although in need of some cosmetic tidying and a new battery. It comes complete with owner's manual, service booklet, sundry maintenance invoices, 'smart water' anti-theft, expired MoT certificate (May 2009), Swansea V5C and copies of Dutch registration papers. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated.

£800 - 1,200

€950 - 1,400

No reserve





253

691 kilometres from new

c.1985 Kinetic Honda 79cc NH80 Lead Scooter

Honda's NH series of scooters was offered in a variety of engine capacities and sold under different names depending on the destination market. Thus in the USA the NH was sold as the 'Aero', in Canada as the 'Mascot', and outside of North America as the 'Lead' and (after 1987) 'Vision'. For the NH, Honda abandoned its favoured four-stroke engine and adopted the ubiquitous two-stroke used by virtually every other scooter manufacturer. Electric starting and constantly variable 'twist 'n go' transmission (CVT) were common to all models. The NH series was also manufactured in India as a joint venture between Kinetic Engineering Ltd of Ahmednagar and the Honda Motor Company between 1984 and 2008 when the project was sold to Mahindra. The vendor advises us that this Kinetic Honda is a factory test bike that should have been scrapped (the frame and engine numbers have been removed). This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£500 - 800

€600 - 950

No reserve

254

36 miles from new

c.1985 Honda NH80 Lead

Frame no. HF011036753

After the failures of the quirkily styled and overly complex Japan-only Juno scooters of the 1950s and early 1960s, Honda turned its back on the scooter market for the next 20 years. When it returned in the early 1980s, it was with a range of more conventional and immensely more appealing models. Among them was the NH series, which was offered in a variety of engine capacities and sold under different names depending on the destination market. Thus in the USA the NH was sold as the 'Aero', in Canada as the 'Mascot', and outside of North America as the 'Lead' and (after 1987) 'Vision'. For the NH, Honda abandoned its favoured four-stroke engine, as used for the Junos, and adopted the ubiquitous two-stroke used by virtually every other scooter manufacturer. Electric starting and constantly variable 'twist 'n go' transmission (CVT) were common to all models. This low-mileage example's light cosmetic blemishes have resulted from its standing for a considerable time containerised. (The missing side panels are easily and cheaply replaced). Costing less than a third of the purchase price when new, it represents excellent value and comes with copies of Dutch registration documents. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£200 - 400

€240 - 480

No reserve

255†

c.2012 Kepspeed KP36 150cc Monkey Bike

Frame no. 1P56FMJ-91381109

Founded in 2008, the Kunshan Kepspeed Metal Company Ltd of Jiangsu, China is a firm specialising in the production of custom aluminium components for 'monkey' bikes, including frames, swinging arms, fork yokes, wheels and even complete machines such as that offered here. Looking like a miniaturised Vyrus or Bimota Tesi, this amazing little motorcycle features a perimeter 'frame' made up of bolted-together CNC-machined aluminium plates that support the horizontally inclined 150cc overhead-camshaft four-stroke engine. The latter produces 9.8kW (13.1bhp) which is good enough for a (claimed) top speed of 130km/h (81mph). Other noteworthy features of this stunning little gem include a girder-type front fork, single-sided swinging arm, mono-shock rear suspension, folding handlebars, oil cooler and disc brakes with radial front calliper. The machine has not been used and is presented in 'as new' condition. It should be noted that it is highly unlikely that this Kepspeed has been granted Type Approval in the EU and thus the vehicle is sold for display or private roads use only. Alternatively, it would make an exciting supermoto-style track day tool and is sure to be a real hoot through Cadwell's Hall Bends.

£3,000 - 4,000

€3,600 - 4,800



256†

Unused, 1 'push' mile

c.1992 Honda 49cc Z50J Baja 'Monkey Bike'

Frame no. Z50J-1900570

Engine no. Z50JE-1900559

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single. An ultra-short wheelbase, small wheels and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. In 1978 the Z50J Monkey was heavily revised with a larger fuel tank, front and rear racks, 12-volt CDI ignition, manual clutch and four-speed box, becoming the more aggressive looking 'Gorilla'. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK. With Honda in Japan ceasing production of the existing Monkey and Gorilla in 2007, pending the arrival of new fuel-injected models for 2008, original examples of these charismatic little machines can only become increasingly collectible. This Z50J Baja has covered only one 'push' mile and is presented in effectively 'as new' condition and running order. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£3,000 - 4,000

€3,600 - 4,800





257

New and unregistered

c.2006 Honda 49cc Z50J5 Gorilla 'Monkey Bike'

Frame no. AB27-1600944

Engine no. AB27E-1304487

Presented in running order, this new and unregistered Z50J Gorilla does not have European type approval and is sold for exhibition purposes or use on private roads only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



258

New and unregistered

c.2005 Honda 49cc Z50J5 Special 'Monkey Bike'

Frame no. AB27-1501617

Engine no. AB27E-1201605

A similar Lot. Presented in running order, this new and unregistered Z50J Monkey does not have European type approval and is sold for exhibition purposes or use on private roads only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



259

New and unregistered

c.2007 Honda 49cc Z50J7 'Monkey Bike'

Frame no. AB27-1802199

Engine no. AB27E-1305205

A similar Lot. Presented in running order, this new and unregistered Z50J Monkey does not have European type approval and is sold for exhibition purposes or private road use only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



260

New and unregistered

c.2007 Honda 49cc Z50J7 'Monkey Bike'

Frame no. AB27-1802282

Engine no. to be advised

A similar Lot. Presented in running order, this new and unregistered Z50J Monkey does not have European type approval and is sold for exhibition purposes or private road use only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900

261

New and unregistered

c.2007 Honda 49cc Z50J7 40th Anniversary 'Monkey Bike'

Frame no. AB27-1801462

Engine no. AB27E-1501226

A similar Lot. Presented in running order, this new and unregistered Z50J Monkey does not have European type approval and is sold for exhibition purposes or private road use only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



262

New and unregistered

c.2009 Honda 49cc Z50J9 Limited 'Monkey Bike'

Frame no. AB27-1901074

Engine no. AB28E-1001086

A similar Lot. Presented in running order, this new and unregistered Z50J Monkey does not have European type approval and is sold for exhibition purposes or private road use only. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



263†

New and unregistered

2013 Honda 49cc Z50 'Monkey Bike'

Frame no. AB27-2100464

Engine no. to be advised

A similar Lot. This new and unregistered Z50 Monkey has the fuel-injected engine introduced for 2008. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900



264†

New and unregistered

2012 Honda 49cc Z50 'Monkey Bike'

Frame no. AB27-2000931

Engine no. AB28E-1100937

A similar Lot. This new and unregistered Z50 Monkey has the fuel-injected engine introduced for 2008. There are no documents with this Lot.

£1,600 - 2,400

€1,900 - 2,900





265

Effectively 'as new' condition

c.2006 Honda 49cc Ape

Frame no. AC16-1102311

Engine no. AC16E-1201542

'The name "Ape" is a playful appellation chosen in light of the position of the ape as the member of the animal kingdom most closely associated with human beings, leading to an image of a friendly, familiar little motorcycle with which all kinds of people can enjoy close association.' - Honda. Although sometimes categorised as a 'monkey bike', the Honda Ape is somewhat larger (the clue's in the name) falling into what might be termed the 'mini bike' class. Sold in the Japanese market, the Ape is available in 49cc and 100cc variants, its seat height of 715mm (28.1") making it comfortable for normal-sized adults to ride. This unregistered example has covered only 3 'push' kilometres and is presented in effectively 'as new' condition. There are no documents with this Lot.

£2,400 - 2,800

€2,900 - 3,300



266

Unused

1995 Honda QR50 Child's Motorcycle

Frame no. AE01-1300057 Engine no. AE01E-1102016

Intended for children aged 4-5 years old taking their first steps towards junior moto-cross, the Honda QR50 first appeared in the early/mid-1980s and has proved to be massively popular. The QR50 is powered by a 49cc two-stroke engine tuned for a gentle, novice-friendly power delivery. Transmission is the simple-to-use, single-speed, 'twist 'n go' type with no clutch or gears, while the final drive is all-enclosed, ensuring that tiny digits do not get sliced off in the event of a spill. Very light and easily stowed in the boot of a car, the QR50 is eminently suitable for the Cadet Class. This example has never been used and is presented in running condition, effectively 'as new'. There are no documents with this Lot.

£600 - 800

€720 - 950



267

New and unused

Honda ST50 Dax Custom Bike

Frame no. ST50-6147655 Engine no. ST50E-6147383

This unique motorcycle is the work of master stylist Seigu Ikeuchi, whose company Bodyline Customs is one of Japan's foremost custom vehicle builders. Inspired by the long, low, two-wheeled projectiles designed for use on the drag strip, it is powered by a 49cc overhead-camshaft Honda ST50 Dax engine. In stock form this unit produces 4.5bhp so performance is likely to be modest, the improvements made by the revised intake/exhaust arrangements notwithstanding. What is certain though, is that it will be loud! A 'must have' for any classic Honda enthusiast, this wonderful machine is beautifully constructed and would be a real talking point at any Honda gathering. This motorcycle does not have European type approval and is sold for exhibition purposes or use on private roads only. There are no documents with this Lot.

£5,000 - 7,000

€6,000 - 8,300



268

New and unregistered, 9 kilometres only

Honda Monkey Custom Bike

Frame no. L37HMABF374110486

Engine no. 1P54FMI 815156900

A similar Lot. This motorcycle does not have European type approval and is sold for exhibition purposes or use on private roads only. There are no documents with this Lot.

£5,000 - 7,000

€6,000 - 8,300

269

c.1984 Honda XLV750R Africa Twin

Frame no. RD01-2000610 Engine no. RD01E-2003220

Taking a leaf from BMW's book, the German firm having led the way with its R80G/S, Honda equipped its first twin-cylinder off-roader – the XLV750R Africa Twin – with shaft final drive. Hydraulic tappets likewise helped reduce the maintenance burden while other noteworthy features included three valves per cylinder, twin-plug ignition and dry sump lubrication, the frame serving as the oil reservoir. Like the vast majority of its modern-day equivalents, the Africa Twin was intended as a tourer with limited off-road capabilities; weighing 220kg (484lb) wet, it was simply too much of a handful on the rough stuff for most riders. Intended exclusively for the Continental European market, the XLV750R was later sold in Australia but never officially imported into the UK. This first of the Africa Twin family was manufactured from 1983 to 1986 in limited numbers by Honda standards, only some 10,000 being built. This un-restored example of a Honda model rarely seen in the UK currently displays a total of 51,299 kilometres (approximately 31,800 miles) on the odometer. The machine is offered with copies of Dutch registration papers.

£800 - 1,200

€950 - 1,400

No reserve



270

c.1984 Honda XLV750R Africa Twin Project

Frame no. RD01-2000608

Engine no. RD01E-2000654

A similar Lot. This un-restored example of a Honda model rarely seen in the UK currently displays a total of 55,044 kilometres (approximately 34,000 miles) on the odometer. It has clearly led a hard life, as evidenced by numerous dents and scratches, and is offered for restoration. The machine comes with copies of Dutch registration papers and is sold strictly as viewed.

£500 - 800

€600 - 950

No reserve



271

c.1983 Honda VF750F Interceptor

Frame no. RC15-2001187

Engine no. RC07E-2109857

Honda's 1970s domination of the middle and heavyweight classes had been achieved with a succession of across-the-frame, inline fours but towards the end of the decade the Japanese manufacturer began to turn increasingly to vee-configuration engines, the first four-cylinder example, the VF750, arriving in 1982. Smaller VF400 and VF500 v-fours followed, together with the range-topping VF1000F and VF1000R. This VF750 Interceptor is one of the earliest examples of this type of engine used in a sports-tourer and this model is already approaching classic status. We are advised that the engine turns over readily with no untoward noises. Currently displaying a total of only 80,864 kilometres (approximately 50,247 miles) on the odometer, the machine is offered with copies of Dutch registration documents.

£1,600 - 2,000

€1,900 - 2,400

No reserve



272

c.1970 Honda SS125

Registration no. PBF 24J

Frame no. SS125A-110990 Engine no. SS125AE-111015

Introduced in 1967, the SS125 was one of a host of closely related quarter-litre twins offered by Honda in the late 1960s, all of which used the same single-overhead-camshaft engine in varying states of tune. With a maximum power output of 13bhp at 10,500rpm and weighing a featherweight 216lbs, the SS125 was a typical Japanese 'giant killer' more than capable of embarrassing the average British 250. Produced from mid-1967 to the end of 1970, it is one of the rarer classic Honda 125s and thus eminently collectible. This pristine example has covered only 111 miles since full restoration and is presented in commensurately excellent condition and running order. Last taxed for the road in 2000, the machine is offered with Swansea V5 registration document. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated.

£2,600 - 3,400

€3,100 - 4,000





273

2,101 miles displayed on the odometer
1966 Yamaha 246cc YDS3C 'Big Bear'
Street Scrambler

Frame no. Y23-C6023
Engine no. D10C-6023

Ever since 1957 when Yamaha introduced its twin-cylinder YDS1 sports roadster, the factory had offered kits that enabled customers to convert their machines for road racing or scrambling. By the time the YDS3 came along in 1964, the 'street scrambler' had become an established fixture in the range, although the YDS3C was in fact more of a dual-purpose street/trail bike than a serious moto-crosser. Notable as the first Yamaha twin to feature 'Autolube' automatic lubrication by means of a gearbox-driven pump, the YDS3 was stylish, fast and an enormous success, continuing Yamaha's reputation for offering more performance for the money than any of its rivals. Aimed at the North American market, the YDS3C 'Big Bear' street scrambler featured the 'de rigueur' upswept exhausts, higher/wider handlebars, raised compression ratio, abbreviated rear mudguard, chunkier tyres and altered gear ratios. Currently displaying a total of only 2,101 miles on the odometer, this tidy example of a rare Yamaha twin-cylinder model appears highly original and complete. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£5,000 - 7,000
€6,000 - 8,300



274

Multiple concours winning
1956 Yamaha 123cc YA-2

Registration no. USL 345
Frame no. A36381
Engine no. A36381

Diversifying from its traditional role as a manufacturer of high quality musical instruments, Yamaha introduced its first motorcycle in 1955. This was the YA-1, a 123cc single-cylinder two-stroke strongly influenced (like BSA's Bantam) by the pre-war DKW RT125. The foundations of Yamaha's sporting tradition were soon established when YA-1s won prestigious races at Mt Fuji and Asama that same year. Introduced for 1956, the successor YA-2 departed considerably from the DKW design, boasting a pressed steel spine frame, leading link front fork, swinging arm suspension and an electric starter, all features that were carried over to the mildly revised YA-3 model in 1957. The YA-2 was not widely sold outside Japan and it is believed that there are only one or two in the UK. Currently displaying a total of only 5,898 miles on the odometer, this rare early Yamaha was imported from the USA in 1998 and acquired by the immediately preceding owner that same year. Cosmetically restored in 1999, it comes with various concours trophies (seven in number) including 'Best in Show', 'Best Pre-1960s', 'Best Japanese', 'Best Vintage Japanese', 'Best Foreign Entry' and 'Best Yamaha'. The current vendor purchased the machine at Bonhams' Stafford sale on October 2010 (Lot 253). Offered with dating certificate and Swansea V5.

£4,200 - 4,800
€5,000 - 5,700



275

208 miles displayed on the odometer

c.1963 Yamaha 246cc YDS2

Frame no. Y14 14326

Engine no. D6-14326

The YD2's arrival in 1959 marked an important development for Yamaha's 250 twin, which now featured an entirely new engine, with crankshaft mounted clutch. At the same time, Yamaha's engineers began work on a sports version. Designated 'YDS1', this stylish newcomer featured a tubular cradle frame modelled on that of the successful Asama racers and a short-stroke (56x50mm) version of the YD2 engine equipped with twin carburettors. There were five speeds in the gearbox for the first time on a production motorcycle. Introduced in 1962, the YDS2 represented an evolution of the YDS1 rather than an entirely new model. It was one of the first Yamahas to be widely exported and received a rapturous reception in the UK where Motorcycle Mechanics magazine hailed it as 'one of the best in the world'. With a top speed of 80mph and capable of 66 miles per gallon, the refined YDS2 had the measure of all the contemporary UK-built 250s. Stylish and fast, it was an enormous success, helping to establish Yamaha's reputation for offering more performance for the money than any of its rivals. A 'must have' for the serious collector of early Japanese motorcycles, this highly original, matching-numbers YDS2 displays a total of only 208 miles on the odometer, though this cannot be verified. Even so, it is a superb basis for a full restoration, being mostly complete apart from missing side panels, while we are advised that the engine turns freely. There are no documents with this Lot, which is sold strictly as viewed. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£3,500 - 5,500

€4,200 - 6,600



276†

Never used

c.1972 Yamaha TA125 Racing Motorcycle

Frame no. AS3-991042

Following the Yamaha works team's withdrawal from Grand Prix racing at the end of the 1968 season, Honda and Suzuki having pulled out at the end of 1967, the Hammamatsu company continued to be well represented in GPs thanks to its over-the-counter racers. However, while Yamaha catered for the 250 and 350cc classes with the TD and TR series respectively, there was no official offering for the 125cc class at that time, although many privateers campaigned race-kitted YAS1 and AS2 roadsters. Following the introduction of the AS3 roadster for 1971, Yamaha at last took the opportunity to offer a proper factory-built, 125cc production racer – the TA125 – although the latter continued to share many components with its road-going cousin. The Yamaha factory officially returned to Grand Prix racing in 1970, supporting Rod Gould and Kent Andersson with works developments of the TD/TR while Andersson was also given a pre-production TA125 to race in 1971. Following a promising 125 GP debut season, Andersson received a new, works-only, water-cooled twin - the OW15 - for 1972 and scored three Grand Prix victories that year on his way to finishing 2nd in the World Championship behind Angel Nieto (Derbi). The following season Kent took his first World title, an achievement he repeated the following year. In 1975 however, the disc valve-engined Morbidelli began to assert itself - proving too fast for the piston-ported Yamaha - and Andersson retired from racing in 1976. When the over-the-counter TA125 was withdrawn in 1975, it marked the end of the line for Yamaha's air-cooled production racers. The machine offered here represents a rare opportunity to acquire an unused example of this historic Yamaha production racer. There are no documents with this Lot.

£5,000 - 7,000

€6,000 - 8,300





277

1966 Yamaha 246cc YDS3

Frame no. Y23-31847
Engine no. D9-31847

Founded in 1888 to manufacture musical instruments, Yamaha did not make its first motorcycle until 1955. That first Yamaha was a development of one of the most influential designs of the late 1930s - the DKW RT125, which also inspired the BSA Bantam - but its next offering, the YD1 250cc twin, was an entirely Yamaha design. The YD2's arrival in 1959 marked an important development for Yamaha's 250 twin, which now featured an entirely new engine, with crankshaft mounted clutch. At the same time, Yamaha's engineers began work on a sports version. Designated 'YDS1', this stylish newcomer featured a tubular cradle frame modelled on that of the successful Asama racers and a short-stroke (56x50mm) version of the YD2 engine equipped with twin carburettors. There were five speeds in the gearbox for the first time on a production motorcycle. Introduced in 1962, the YDS2 represented an evolution of the YDS1 rather than an entirely new model. Not so the successor YDS3, which was a new design in almost every respect and notable as the first Yamaha twin to feature 'Autolube' automatic lubrication by means of a gearbox-driven pump. Stylish and fast, the YDS3 was an enormous success, continuing Yamaha's reputation for offering more performance for the money than any of its rivals. Anyone who has ever owned and ridden one will attest that no other 250cc model came close to the performance offered by this great quarter-litre classic. A matching-numbers example, this YDS3 is highly original and complete and thus an ideal candidate for full restoration (the engine turns over freely). The machine is offered with copies of Dutch registration documents. A total of 11,335 kilometres (approximately 7,000 miles) is displayed on the odometer.

£2,200 - 2,800

€2,600 - 3,300

No reserve



278

1965 Yamaha 246cc YDS3

Frame no. Y23-9112
Engine no. D9-9112

A similar Lot. A matching-numbers example, this YDS3 is highly original and complete and thus an ideal candidate for full restoration (the engine turns over freely). The machine is offered with copies of Dutch registration documents. A total of 38,484 kilometres (approximately 23,900 miles) is displayed on the odometer.

£1,800 - 2,400

€2,100 - 2,900

No reserve



279

1964 Yamaha 246cc YDS3

Frame no. Y23-4954

Engine no. D9-4954

A similar Lot. Representing a wonderful opportunity to acquire a highly original Yamaha YDS3, the matching-numbers example offered here displays a total of only 10,861 miles on the odometer, albeit unverifiable. Even so, it is a superb basis for a full restoration, being mostly complete apart from the missing left side panel. Prospective purchasers should note that the engine is seized. There are no documents with this Lot and sold strictly as viewed.

£1,800 - 2,400

€2,100 - 2,900

No reserve



280

1968 Yamaha 246cc YDS5

Frame no. DS5-00402

Engine no. M2-01241

The first Yamaha motorcycle was a development of one of the most influential designs of the late 1930s - the DKW RT125, which also inspired the BSA Bantam - but its next offering, the YD1 250cc twin, was an entirely Yamaha design. The YD was later augmented by a YDS sports version and it was with these models that Yamaha first began to make an impression in foreign markets, aided by the performance of its 'RD' twins in Grand Prix racing. Superseding the YDS3, the YDS5 arrived in 1967. (There was no YDS4; the number '4' being considered a symbol of death in Japan). Its introduction marked yet another landmark development for Yamaha's 250 twin, which now featured an entirely new engine with alloy cylinders while the clutch - mounted on the crankshaft since the introduction of the YD2 - moved back to the gearbox, where it had been on the YD1. The YDS3 had been the first Yamaha twin to feature 'Autolube' automatic lubrication and this system was retained for the YDS5, though the pump was now driven off the crankshaft rather than the gearbox. Another innovation was an electric starter, which necessitated a switch to 12-volt electrics. Stylish and fast, the YDS5 was an enormous success, continuing Yamaha's reputation for offering more 'bangs per buck' than any of its rivals. The YDS5 offered here has been fitted with a YM2 engine, the sole difference between the two power units being the lack of an electric starter on the latter. The machine currently displays a total of 20,697 kilometres (approximately 12,800 miles) on the odometer and it should be noted that the left side panel's retaining knob is missing. Offered with copies of Dutch registration documents.

£2,800 - 3,600

€3,300 - 4,300

No reserve





281

1968 Yamaha 347cc YR1

Frame no. R2-01065
 Engine no. R2-01065

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 much larger machines. Yamaha's first step towards a full 350 was the YM1 of 1965, which featured an engine stretched to 305cc to compete head-on with Honda's similar-sized CB77. The first true 350 - the YR1 - first appeared at the beginning of 1967 and was produced alongside the 250cc YDS5, with which it shared the innovation of aluminium cylinders with a shrunk-in iron liner, replacing the heavy cast-iron type used hitherto. It is also notable as the first Yamaha to incorporate a horizontally split crankcase, a feature that was carried over in 1970 to the next-generation 250, the YDS7, and all subsequent models. The YR1 was a seriously quick motorcycle, able to embarrass British 500s on the drag strip while offering a top speed that just exceeded the magic 'ton'. A rare example of this landmark Yamaha model, the example offered here appears substantially original with the obvious exceptions of the handlebars, control levers and seat. Offered for restoration, it displays a total of 42,095 kilometres (approximately 26,000 miles) on the odometer and comes with copies of Dutch registration papers.

£1,800 - 2,600
€2,100 - 3,100
No reserve



282

1965 Yamaha 123cc YA-3

Frame no. Y21-213287
 Engine no. A7 - 213302

Diversifying from its traditional role as a manufacturer of high quality musical instruments, Yamaha introduced its first motorcycle in 1955. This was the YA-1, a 123cc single-cylinder two-stroke strongly influenced (like BSA's Bantam) by the pre-war DKW RT125. The foundations of Yamaha's sporting tradition were soon established when YA-1s won prestigious races at Mt Fuji and Asama that same year. Introduced in for 1956, the successor YA-2 departed considerably from the DKW design, boasting a pressed steel spine frame, leading link front fork, swinging arm suspension and an electric starter, all features that were carried over to the mildly revised YA-3 model in 1957. Disc valve induction and an inclined cylinder were characteristics of the YA family, which in 1964 gained Yamaha's 'Autolube' pumped lubrication system that did away with need to used pre-mixed fuel/oil, the YA-6 being the first with this feature. Currently displaying a total of 17,513 miles on the odometer, this YA-6 is described as complete, original and exceptionally rust-free. We are advised that the engine turns over freely. Some minor points that need attention are small dents in the right side of the fuel tank, small scratches on mudguards and exhaust, and the seat, which would benefit from re-covering. The machine comes with copies of Dutch registration documents.

£1,600 - 2,000
€1,900 - 2,400
No reserve

283

Never used

c.1974 Yamaha 49cc FS1

Frame no. FS1-027049

Now elevated to cult status, Yamaha's FS1-E 'Sixteener Special' first appeared in 1973. Dropped from the range in 1979, the model was later revived by Yamaha - an almost unprecedented occurrence - with production recommencing in 1987. Originally the 'FS1', the model later gained a set of bicycle pedals to meet UK moped legislation, becoming the 'FS1-E'. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. When the model was revived, without pedals but now equipped with Autolube, it was available in restricted form only, though the missing horses were relatively easily restored. The passage of time and attendant nostalgia effect has seen the humble FS1-E elevated to the status of one of the most collectible of 'modern' Japanese motorcycles, perhaps only second to the Yamaha RD350LC, with a whole generation of 50-something motorcyclists eagerly buying and restoring the humble 'Fizzie' in an effort to recapture the spirit of their youth. Although it has never been used, this FS1 does show some superficial signs of deterioration to paint, brightwork, alloy, etc, which should easily be corrected. There are no documents with this Lot. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£3,800 - 4,800

€4,500 - 5,700



284

c.1987 Yamaha YSR50

Frame no. 2AL-041985

'The YSR50's resemblance to a fun motorcycle is simply by design. Modelled after our largest competition motorcycles, the YSR50 will delight you with its gutsy zip, even though it weighs a mere 165 lbs. The YSR50 is a small-displacement bike with some pretty big ideas about itself - in its rakish looks, its attention to outfitting and detail, and thoughtful conveniences. Check out the YSR50's rectangular steel diamond frame, full fairing, rising-rate Monocross suspension, front disc brake and close-ratio, five-speed transmission. And what's more, unlike other sporty bikes of its size, the YSR50 is completely street-legal.' - Yamaha Motor Corporation. Built between 1987 and 1992, the YSR50 mini sports-bike was capable of 45mph, with 60mph-plus attainable by tuned examples. There are no documents with this example, which displays a total of only 215 kilometres (133.5 miles) on the odometer. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£1,800 - 2,200

€2,100 - 2,600





285

c.1973 Kawasaki 903cc Z1

Frame no. Z1F-04783
Engine no. Z1E-04814

Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition once again 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 'Zed' 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, things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised, the model was renamed Z900 for 1976. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners' club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. Representing the model in its earliest and purest form, this beautifully restored Z1 currently displays a total of 27,754 kilometres (approximately 17,200 miles) on the odometer and is offered with copies of Dutch registration documents.

£8,000 - 12,000
€9,500 - 14,000



286

Zero miles since restoration

c.1974 Kawasaki 903cc Z1A

Frame no. Z1F-79827
Engine no. Z1E-082867

A similar Lot. The machine offered here is an example of the mildly revised Z1A model. Introduced in 1974, the latter featured a 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. We are advised that the machine has not been used since restoration. There are no documents with this Lot.

£7,000 - 10,000
€8,300 - 12,000

287

c.1963 Kawasaki 125cc B8

Frame no. B8-3791

Engine no. FE2427

Although other branches of its industrial empire were occupied full time with reconstruction, in the immediate aftermath of WW2 Kawasaki's aircraft division stood idle. Seeking an outlet for its engineering expertise, the latter turned to the manufacture of motorcycle gearboxes and then complete engines. In 1960 Kawasaki Heavy Industries signalled its intent to expend its motorcycle empire with the acquisition of Meguro. Kawasaki was already a supplier of proprietary engines and a manufacturer of complete machines under the Meihatsu name, having set up that company as a subsidiary in 1953. Following the acquisition of Meguro and the resulting corporate reorganisation, the first motorcycle to be badged as a Kawasaki arrived in 1962. This was the 125cc B8, an air-cooled, piston-ported, single-cylinder two-stroke producing 11bhp, which was closely related to the B7 that Kawasaki had sold previously as a Meihatsu. To remind customers of the company's heritage, the tank badge carried the words 'Kawasaki Aircraft'. Inherently durable and competitively priced, the B8 was a popular model in Japan. It was superseded in 1965 by the B1, broadly similar but equipped with disc-valve induction, which in various forms lasted until 1980. Originally registered in Thailand, this ultra-rare Kawasaki B8 has been preserved in remarkably original condition. A total of 24,441 kilometres (approximately 15,186 miles) is currently displayed on the odometer. The engine turns over without any ominous noises and the machine should require relatively little effort to bring back to near concours standard. Offered with its original Thai import documents, it represents a possibly once-in-a-lifetime opportunity for the serious Kawasaki collector to acquire the model that founded the marque.

£800 - 1,000

€950 - 1,200

No reserve



288

c.1966 Kawasaki 175cc F2TR Street Scrambler

Frame no. F220679

Engine no. 500616

Having taken the momentous decision to commence manufacturing and marketing complete motorcycles under its own name, Kawasaki rapidly expended its range in the early 1960s, announcing its first machine in the 175cc category - the F1 - in October 1965. The F1 was a simple, piston-ported two-stroke, though it did boast the convenience of an electric starter. A short-lived stopgap, it was effectively replaced the following year by the F2, which added disc-valve induction to the package. With 18bhp on tap, the F2 had a top speed of 77mph when the smaller of the two available rear sprockets was installed. Kawasaki claimed that the sprockets could be switched in less than ten minutes using the tools supplied with the machine. The incomplete example presented here is on offer for restoration and sold strictly as viewed. Various components are missing, others damaged, and the engine is seized. A total of 7,706 miles is currently displayed on the odometer. This ultra-rare classic Kawasaki is offered with Netherlands customs declaration.

£600 - 800

€720 - 950

No reserve





289

Unused since restoration

c.1968 Suzuki 196cc T200 Invader

Registration no. AAN 482G

Engine no. T200-25936

Suzuki followed up its sensational T20 Super Six with a 200cc version - the T200 Invader. Introduced in 1967, the T200 was styled like its 250cc brother but subtly scaled down as well as having 'only' five gears and a smaller engine. The latter produced 23bhp, six horsepower down on the T20's but this was nevertheless sufficient to propel the 'junior' twin past 80mph. The T200 lasted in production for four years, being dropped from the range at the end of 1971. This beautifully restored example has not been used since the rebuild's completion. Unfortunately, the registration documents have been lost and the next owner will have to apply for a new V5C if the machine is to remain in the UK.

£2,400 - 3,200

€2,900 - 3,800

No reserve

290

2 'push' miles from new

c.1976 Suzuki 497cc RE5

Frame no. RE5-14316

Engine no. RE5-14062



Although not (quite) the first rotary-engined motorcycle to reach production - that honour falling to the DKW/Hercules W2000 - Suzuki's RE5 nevertheless stunned the motorcycling public when it was unveiled at the Tokyo Show in 1973. An heroic engineering tour-de-force, the RE5 successfully addressed many of the technical problems that hitherto had bedevilled the rotary engine, albeit at a cost of increased complexity. Faced with stiff competition from Suzuki's own GT750, Honda's CB750 and the Kawasaki Z1, the RE5 failed to attract sufficient customers from within the notoriously conservative motorcycle-buying public and was withdrawn from production in 1977. Today though, this revolutionary motorcycle continues to be supported by a devoted band of devotees and can only become increasingly collectible. This pristine example has covered only two 'push' miles and is presented in effectively 'as new' condition. The machine is offered with manufacturer's Statement of Origin (issued by the US Suzuki Motor Corporation) recording its transfer of ownership to Tulsa Suzuki in June 1976 and the names of the next two (private) owners, the second of whom - Dick Hoffman of Arlington, Texas - acquired it in November 1987. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£10,000 - 15,000

€12,000 - 18,000

291

c.1982 Suzuki GSX1100 Katana

Frame no. GSX110X-527169
Engine no. GSX110X-160193

'It's a classic.' With those words Bike magazine concluded its glowing road test of Suzuki's GSX1100 Katana in February 1984, noting that, despite having been around virtually unchanged for three years, the big Suzie was still the undisputed 'King of the Street'. With a best one-way of 143mph, the Katana had the legs of rivals such as Kawasaki's GPz1100 and Laverda's Jota, while a standing-quarter run of 11.13 seconds demonstrated that there was no lack of bottom-end grunt. Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The speedy elevation of the original to the ranks of motorcycling style icon prompted the re-introduction of the model in Japan in the 1990s, though the second-generation version had to make do with 96bhp rather than the original's 111 horses. Currently displaying a total of 41,786 kilometres (approximately 26,000 miles) on the odometer, this un-restored example appears fundamentally original with the obvious exceptions of the front indicators and 4-into-1 exhaust system. We are advised that the engine turns over nicely and that the machine comes with Italian export documents.

£3,000 - 3,600

€3,600 - 4,300

No reserve



292

1985 Suzuki GSX-R750

Frame no. GR75A-110974
Engine no. R705-101208

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. The 'Gixxer's development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers of the late 1970s and early 1980s; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. 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. The GSX-R750 was and is a superb machine and an excellent example of Japanese motorcycle engineering at its most refined. Presented here is the earliest version of the legendary Suzuki GSX-R750 family, the increasing desirability of which has seen values climb steadily in recent years. The machine has been fitted with a non-standard silencer and tinted screen, and we are advised that the hydraulic clutch needs attention. Sold strictly as viewed, the machine is offered with copies of Dutch registration documents. A total of 79,173 kilometres (approximately 49,000 miles) is currently displayed on the odometer.

£3,800 - 4,400

€4,500 - 5,200

No reserve





293

1982 Suzuki GS650 Katana

Frame no. GS650G108087
Engine no. GS650G 122259

Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, the shaft-driven GS650 getting the Katana treatment for 1981. Offered here is an honest and unmolested example of this 1980s style icon. The engines in all the GS-series Suzukis were over engineered, making them virtually indestructible if well maintained and capable of high mileage. If minor damage to left-hand engine case and relatively insignificant blemishes were addressed, the machine would look very smart, without further expense other than the usual re-commissioning: carburettor cleaning, oil change, new battery, etc. The bike currently displays a total of 80,235 kilometres (approximately 48,900 miles) on the odometer and the machine is offered with copies of Dutch registration papers.

£800 - 1,200

€950 - 1,400

No reserve



294

1982 Suzuki GS650 Katana

Frame no. GS650GD102568
Engine no. GS650G 112787

Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, the shaft-driven GS650 getting the Katana treatment for 1981. Offered here is an honest and unmolested example of this 1980s style icon. The engines in all the GS-series Suzukis were over engineered, making them virtually indestructible if well maintained and capable of high mileage. If minor paint blemishes and a small tear in the seat cover were addressed, the machine would look very smart without further expense other than the usual re-commissioning: carburettor cleaning, oil change, new battery, etc. The currently displays a total of 55,113 kilometres (approximately 34,200 miles) on the odometer and the machine is offered with copies of Dutch registration papers.

£700 - 1,000

€830 - 1,200

No reserve



295

1986 Suzuki GSX400X Impulse

Frame no. GK71102635

Engine no. K706-10576

Suzuki's first multi-cylinder four-stroke - the GS750 - arrived in 1976 and within a few years there were GS models of varying engine capacities. The next phase of development saw the range updated to four-valves-per-cylinder 'GSX' specification in 1980. Moving further away from its two-stroke origins, Suzuki abandoned the GS's built-up roller-bearing crankshaft in favour of a more conventional forged item with plain bearings. One of the smaller members of the family, the quirkily styled GSX400X Impulse was never officially imported into the UK and is a relatively rare sight in this country. We are advised that this example is undamaged, completely original and free of modifications. Other than small paintwork blemishes and some rust to the exhaust, it is said to be in excellent condition and currently displays a total of only 48,934 kilometres (approximately 30,300 miles) on the odometer. The machine comes with copies of Dutch registration papers.

£1,200 - 1,400

€1,400 - 1,700

No reserve



296

1986 Suzuki GSX400X Impulse

Frame no. GK71E102622

Engine no. K706-104351

A similar Lot. We are advised that this example is undamaged, completely original and free of modifications apart from the non-standard silencer. Other than small paintwork blemishes and some sun fading, it is said to be in excellent condition and currently displays a total of only 28,205 kilometres (approximately 17,500 miles) on the odometer. The machine comes with copies of Dutch registration papers.

£700 - 1,000

€830 - 1,200

No reserve





297

c.1960 Suzuki 48cc Selped MA50

Frame no. MA-40809
Engine no. MA-31249K

Michio Suzuki's company started life as a manufacturer of looms for the silk-weaving industry and did not make its first complete motorcycle until 1954, although these early models were marketed under the 'Colleda' name. In 1958 Suzuki entered the ultra-lightweight market sector, taking on the Honda Super Cub with the Suzumoped, a purpose-built small motorcycle, powered by Suzuki's Min-Free clip-on engine, which had clearly been inspired by the NSU Quickly. This was soon joined by the first of the 'Selped' scooterette range, whose design more closely followed that of the Super Cub, albeit with the fuel tank mounted above the engine in the Suzuki's case. Other noteworthy features included electric starting, flashing indicators and a four-speed gearbox. With 4bhp on tap and weighing only 58kg (128lb) the Selped MA50 was a lively performer by the standards of its class. Currently displaying a total of 8,775 kilometres (approximately 5,400 miles) on the odometer, this rare and collectible early Suzuki model is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£500 - 800

€600 - 950

No reserve



298

c.1961 Suzuki 48cc Selped MA50

Frame no. MA-221448
Engine no. MA-209735

A similar Lot. Currently displaying a total of 9,534 kilometres (approximately 5,900 miles) on the odometer, this rare early Suzuki model is offered for restoration and sold strictly as viewed. We are advised that the engine turns over with no untoward noises, but it should be noted that the left-hand side panel is missing. The machine comes with Belgian registration documents.

£400 - 600

€480 - 720

No reserve

299

c.1976 Suzuki RV125 Van Van

Frame no. JS1BT11100107317

Engine no. F447-108682

Suzuki first introduced the 'RV' series of 'all terrain' motorcycles in 1971, commencing with the 90cc RV90. Distinguished by its large-diameter 'balloon' tyres, the RV looked like a two-wheeled dune buggy and, if truth be told, was more of a fashion statement than practical off-roader. 50cc and 125cc versions followed in 1973, the smaller RVs being distinguished by their spine-type frames and the latter by its cradle chassis. The 'big' RV was powered by a de-tuned version of the TS125 trail bike engine producing 10bhp and driving via a five-speed gearbox. The subsequent arrival of three-wheeled ATBs and then quads spelled the end for the RVs, and production had ceased by the end of the 1977 season. With its low seat height and balloon tyres, this RV125 is a user-friendly machine for the novice rider as well as an economical choice for the daily commute. Offered with copies of Dutch registration documents, it would make a great bike for the back of your motorhome or for having fun on the beach. A total of 12,484 kilometres (approximately 7,700 miles) is displayed on the odometer.

£800 - 1,000

€950 - 1,200

No reserve



300

c.1961 Suzuki Colleda 125cc Seltwin

Frame no. 61-SB-84539

Engine no. SBB-51023

Michio Suzuki's company started life as a manufacturer of looms for the silk-weaving industry and did not make its first complete motorcycle until 1954, although these early models were marketed under the 'Colleda' name before 'Suzuki' became the norm late in 1958. In 1956 Suzuki had introduced its first twin-cylinder motorcycle – the Colleda TT – a 250cc two-stroke featuring a spine frame and Earles-type leading-link forks. Before long there were additions to the twins range in the form of the Colleda SB Seltwin, which came in 125cc and 150cc capacities and featured telescopic forks. Restyled towards the end of its life, the Seltwin had progressed from 'SB' to 'SL' model designations by the time production ceased in 1963. It is extremely unusual to find a Colleda Seltwin as original and complete as this, though it should be noted that the taillight is missing and the front forks are believed to be from a later Suzuki T20 or T200. The seat needs re-covering but important items such as the tank emblems and knee grips are good, as are the exhausts – amazing for a 52-year-old machine. We are advised that the engine turns over nicely without any untoward noises. A total of 20,340 kilometres (approximately 12,640 miles) is currently displayed on the odometer. There are no documents with this Lot and sold strictly as viewed.

£1,000 - 1,400

€1,200 - 1,700

No reserve





301

c.1966 Suzuki 247cc T10

Frame no. T10 21593

Engine no. T10 21431

Using the Colleda marque name, Suzuki launched its first 250 two-stroke twin in 1956. Of advanced conception for its day, the Colleda TT featured a swinging-arm frame with pressed-steel spine, Earles-type leading-link forks, four speed unitary gearbox, flashing indicators and what would later become something of a Suzuki trademark - a gear indicator light. The replacement T10 appeared in 1963 sporting Suzuki's new 'CCI' pumped lubrication system. A telescopic front fork replaced the previous leading-link type and the newcomer featured an improved frame, a pressed-steel swinging arm and full enclosure of the rear chain. From this model the factory developed the now classic T20 Super Six. Offered for restoration, this rare Suzuki twin is presented in original and un-restored condition. Currently displaying a total of 4,170 miles on the odometer, the machine comes with US title deed and is sold strictly as viewed.

£1,000 - 1,400

€1,200 - 1,700

No reserve



302

c.1965 Suzuki 247cc T10

Registration no. GBT 10D

Frame no. T10 13497

Engine no. T10 17451

A similar Lot. Offered for restoration, this rare Suzuki twin is presented in original and un-restored condition, albeit not 100% complete. We are advised that the engine turns over easily. Currently displaying a total of 22,059 miles on the odometer, the machine comes with Swansea V5 registration document and is sold strictly as viewed.

£1,000 - 1,400

€1,200 - 1,700

No reserve



303

c.1962 Suzuki Colleda TA250 Twin Ace

Frame no. 62-TA-23835

Engine no. TA-20943N

Michio Suzuki's company started life as a manufacturer of looms for the silk-weaving industry and did not make its first complete motorcycle until 1954, although these early models were marketed under the 'Colleda' name before 'Suzuki' gradually supplanted the former starting late in 1958. In 1956 Suzuki had introduced its first twin-cylinder motorcycle – the Colleda TT – a 250cc two-stroke featuring a spine frame and Earles-type leading-link forks. Before long there were additions to the twins range in the form of the Colleda SB Seltwin, which came in 125cc and 150cc capacities. For 1960 the 250cc model was restyled and updated along Seltwin lines, becoming the TA250 'Twin Ace', and now featured a telescopic front fork fitted with shrouds to make it look like a leading-link design. Of particular interest was the TA's linked braking system, the front and rear drums being operated hydraulically by the means of the foot pedal while the front could be operated independently via a conventional handlebar lever and cable. The system was soon dropped. This partially dismantled Twin Ace is offered for restoration and sold strictly as viewed. A total of 30,576 kilometres (approximately 19,000 miles) is currently displayed on the odometer. There are no documents with this Lot.

£1,000 - 1,800

€1,200 - 2,100

No reserve



304

c.1963 Fuji 123cc Rabbit Model S-301 Scooter

Frame no. 97208

Previously the Nakajima Aircraft Co, Fuji was established in 1945 to manufacture civilian vehicles and was responsible for Japan's first motor scooter, the Rabbit S-1, which made its debut in June 1946, some months ahead of the Italian Vespa. The Rabbit was based on the American Powell scooter, examples of which had been brought to Japan by American servicemen. 25 different Rabbit models were manufactured between 1946 and 1968, making it the last as well as the first Japanese scooter. At the top of the range was the 200cc S601 with 'Superflow' torque converter transmission, an innovative feature for a scooter of the early 1960s. The torque converter was also available on the 123cc S-301, which in automatic guise became the S-301 BH. Out of total S-301 production of 137,449 units between 1961 and 1968, only 11,700 were the torque converter-equipped BH version. Although not well known outside of Japan, the Fuji Rabbit has earned itself a place in Japanese popular culture as a symbol of nostalgia. Fuji Rabbits have been featured in Japanese anime cartoon series such as FLCL and Paranoia Agent and are a favourite among collectors of scooters and motorcycles in Japan. Many Rabbit parts are now reproduced in the USA. Its engine turning over nicely with no worrying noises, this complete example requires full restoration. A total of 31,093 kilometres (approximately 19,320 miles) is currently displayed on the odometer. Offered without documents, it is an absolute 'must have' for any serious scooter collector.

£2,400 - 2,800

€2,900 - 3,300

No reserve

305 - 306

No lot



Further properties



307

Property of a deceased's estate

1967 Velocette 499cc Venom Thruxton

Registration no. MTN 288E

Frame no. RS16108

Engine no. VMT490



Production race successes, notably in the Thruxton 500 Mile event prompted Veloce Ltd to adopt that name for their newly introduced top-of-the-range sports roadster in 1964. Based on the existing Venom, the Thruxton featured a tuned engine with revised big-valve cylinder head, Amal GP carburettor, clip-on handlebars, rear-set footrests and a twin-leading-shoe front brake as standard equipment. Although the Thruxton took its name from the eponymous Hampshire racing circuit, arguably its finest hour came in 1967 when Manxman Neil Kelly won the '500' class in the Isle of Man TT's Production race, newly introduced for that year.

Although much admired by the café racing fraternity, the Thruxton's necessarily high price limited its appeal to a select handful of wealthy connoisseurs. It is thought that as few as 1,100 were made by the factory (with a further 55-60 assembled from parts by main dealers) and today the Thruxton is one of the most sought after of post-war Velocettes.

Its late owner purchased this particular Thruxton from the Dene Motor Company of Wallsend, North Tyneside in 1975 and after he bought his last house it was kept in the front room and occasionally started there! The frame (number 'RS16108', a Venom or Viper component) dates from around 1960 and was already part of the machine when the accompanying old-style logbook was issued in 1972.

Most likely the Thruxton had been rebuilt following a crash that wrote off the original frame. Certain Thruxton components have been replaced with ordinary Venom/Viper parts (front brake, footrests, exhaust and handlebars) but, curiously, there is a photograph on file of the late owner and 'MTN 288E' showing the machine in full and correct Thruxton specification. The family believes that he owned the Velo twice, the photograph probably dating from an earlier period of ownership in the late 1960s prior to the rebuild. It should also be noted that the gearbox is correct for a 1967 Thruxton.

In storage for some considerable time, 'MHN 288E' will require extensive re-commissioning, at the very least, before returning to the road. The machine is offered with service manual, owner's handbook, manufacturer's brochure, Veloce Ltd letter and a Velocette price list. Interestingly, these last two documents date from 1966, which may indicate that the late vendor had been the Thruxton's original owner. The machine also comes with a quantity of spares, a full list of which will be available prior to the sale.

£7,000 - 10,000

€8,300 - 12,000

308

Property of a deceased's estate

1950 Velocette 349cc MAC

Registration no. LHA 899

Engine no. MAC 16225

In 1933 Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250 - the MOV. The newcomer's power unit 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. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head' for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. Apparently substantially original and complete, this post-war MAC carries a tax disc that expired in August 1973, which almost certainly is when it was last on the road. In storage for many years, it would benefit from mechanical re-commissioning and an 'oily rag' wipe-over, or alternatively would make an excellent candidate for full restoration. The machine is offered with BM-S instruction book and is sold strictly as viewed. There is no registration document with this Lot.

£2,200 - 2,800

€2,600 - 3,300



309

Property of a deceased's estate

c.1936 Velocette 249cc GTP Project

Registration no. CHY 322

Frame no. to be advised

Engine no. GB5818

The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed the characteristic slim-line Velocette clutch. This un-restored GTP has the four-speed foot-change gearbox introduced in April 1934. Offered for restoration, the machine comes with a spare parts list and BM-S instruction manual and is sold strictly as viewed. There is no registration document with this Lot.

£2,400 - 2,800

€2,900 - 3,300





310

Property of a deceased's estate

**1938 Triumph 598cc Model 6S Motorcycle
Combination Project**

Registration no. ELU 523

Frame no. TH3732

Just as he had done at Ariel in the 1920s, Val Page transformed Triumph's ageing range on his arrival at Meriden as Chief Designer in 1932. The new line-up comprised overhead- and sidevalve-engined singles in capacities ranging from 250 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. Introduced for 1937 and intended for sidecar use, the 598cc sidevalve-engined Model 6S followed the successful pattern already laid down and continued substantially unchanged until the outbreak of WW2. The 6S was not produced after WW2 and only three are recorded in the VMCC's Register of Machines. This Triumph 6S combination's late owner was a keen and skilful sidecar enthusiast, having spent the summer after he completed his apprenticeship working for the RAC, part of the job being sidecar stunt riding at country shows, an activity he much enjoyed. 'ELU 523' was almost certainly purchased from the Dene Motor Company of Wallsend in North Tyneside, the previous owner having lived locally. Attached to a Swallow single-seater sports 'chair', the machine has been in storage for many years and requires full restoration. A potentially most rewarding project, it comes with old-style Swansea V5 and is sold strictly as viewed. It should be noted that the engine number has been over-stamped.

£3,500 - 4,500

€4,200 - 5,400



311

Property of a deceased's estate

1978 BMW 798cc R80/7

Registration no. VDC 800S

Frame no. 6026204

Engine no. 6026204

'BMW have built their reputation almost solely on the touring virtues of their flat twins, so it was a pleasant reminder when I rode the R80 that a balance of performance and ride properties can produce a versatility based on excellent rather than average capability in every department.' - Bike magazine, July 1980. BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977 as replacement for the 750cc R75/7. Like its predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Engineered to BMW's customarily high standards, the R80/7 was far from cheap and in 1978 cost around 40% more than Yamaha's similarly shaft-driven XS750 tourer. Its late owner used this R80 as ride-to-work transport and also for two-up touring within the UK. Purchased when it was around one year old, 'VDC 800S' carries a tax disc that expired in October 1989, which almost certainly is when it was last on the road. Sold strictly as viewed, its mechanical condition being unknown, the machine is offered with purchase receipt, four expired MoT certificates, workshop manuals, BMW booklets, sundry bills and old-style Swansea V5 document.

£800 - 1,200

€950 - 1,400

No reserve

312

Property of a deceased's estate
1977 Honda GL1000 Gold Wing
Motorcycle Combination

Registration no. REF 575R
Frame no. GL1-2033262
Engine no. GL1E-2032494

In a world grown accustomed to excesses of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. Given the mind-boggling specification - 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc - it was certainly complex if not, strictly speaking, that advanced. One of the fastest production motorcycles of its day, the Gold Wing was described in Honda's Stateside ads as 'the epitome of what touring is all about' and proved eminently capable of taking sales from both BMW and Harley-Davidson. Its late owner first rode this Gold Wing as a solo before attaching the Watsonian Squire sidecar and making his own set of leading-link front forks (see 'Can We Help You?' magazine on file). In this latter configuration it was used for family camping trips carrying two adults, three children and a Border Collie! Last taxed in 1983, 'REF 575R' carries a tax disc that expired in March of that year and currently displays a total of 13,591 miles on the odometer. Sold strictly as viewed, its mechanical condition being unknown, the machine is offered with Watsonian guarantee, Haynes manual, sidecar booklets, expired MoT (1983) and old-style Swansea V5. The original telescopic forks and two spare stainless steel exhausts (unused) are included in the sale.

£800 - 1,200
€950 - 1,400
No reserve



313

Property of a deceased's estate, one owner from new
1984 MZ TS125

Registration no. B575 MHN
Frame no. 8845289
Engine no. 7487655

Although the Zschopau marque established its reputation with the British motorcycling public as the purveyor of 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. Its late owner purchased this MZ TS125 new in 1984 to use as ride-to-work transport. Stored since 1991, 'B575 MHN' carries a tax disc that expired in April of that year and currently displays a total of 11,125 miles on the odometer. Sold strictly as viewed, its mechanical condition being unknown, the machine is offered with original warranty/service booklet, owner's manual, manufacturer's brochure, sundry bills, old-style Swansea V5 and the original purchase invoice.

£300 - 500
€360 - 600
No reserve



314

The ex-Bill Lomas

1949 Royal Enfield 250cc Racing Motorcycle

Engine no. R1 HA090 117

Spare engine no. BL116



Dunholme 100 Miles Race, 1948



Engine included in the lot.

Twice World Champion for Moto Guzzi in the 350cc class (1955 and 1956), Bill Lomas built this Royal Enfield racer in the late 1940s. The machine consists of a pre-war frame, converted to swinging arm rear suspension in 1948, and a 250cc overhead-valve engine that Bill developed while working for Royal Enfield. Bill won the Cadwell Park 250cc Championship with this machine in 1948, '49 and '50, and his excellent results at the Lincolnshire track and other British circuits led to offers of rides in Grands Prix and at the Isle of Man TT.

Recognising the pushrod engine's limitations, in 1949 Bill had designed and built a twin-cam cylinder head for the Enfield, inspired by the 250 Benelli. Having spent his National Service in the REME, Bill then landed a job in Royal Enfield's competitions department so was well qualified for the job. Bill's father had worked for McEvoy during the 1920s, and when the company went bust in 1939 he had acquired a 1938 Royal Enfield 250 from Michael McEvoy. It was this machine that would later form the basis of the 'cammy' special, though by the time of its creation Bill was no longer working for the Redditch factory. In its first incarnation the 250 Enfield was raced with a 350cc JAP engine and Matchless telescopic forks.

When he came to design the twin-cam engine, Bill kept the Enfield bottom end and chose chain drive for the camshafts on the grounds of cheapness. He incorporated a number of interesting features including rotating tappets and oil jet lubrication for the cams, and added a large-capacity external oil tank, supplementing the two-pint sump.



Cadwell Park, 1949 (number 58)

Bill's father Harry worked at Rolls-Royce in Derby, and scrapped Merlin pistons were melted down to cast the timing cases, Bill having made the wooden patterns himself (included in the lot). Turning his attention to the cycle parts, Bill cut out two large Duralumin plates, which were bolted on in place of the original rigid rear sub-frame and served as mounts for the swinging arm and suspension units. A second 6" drum brake, added to the front hub to create a double-sided unit, provided the increased braking power required. This arrangement was later copied by Royal Enfield. The use of an Albion racing gearbox meant that there was never any shortage of alternative gear ratios. As developed by Bill, the 250 Enfield pushrod motor developed a maximum of 23bhp at 7,800rpm on pump fuel, an excellent performance for such an engine at that time. The twin-cam version was only slightly more powerful but had the advantage of revving safely to 8,500rpm.

The Lomas 'double knocker' first raced at Ansty on 1st April 1950, finishing 2nd, and scored its first race win, at Brough, on Good Friday. It won again at Cadwell Park on Easter Monday but by this time Bill had attracted Velocette's attention, and with works rides available on the Hall Green bikes he put the 250 Enfield into storage. The machine was later refitted with the pushrod engine and loaned to other riders including Alf Briggs, Dennis Jones, Doug Allen and John Cooper.

Restored by Bill in 1979 and currently fitted with a pushrod engine, this historic racing motorcycle is offered for sale by the Lomas family and comes with the original twin-cam motor and two Louth & DMCC trophies dating from 1948 and 1949 respectively.

£10,000 - 14,000

€12,000 - 17,000



315

Ex-Bill Lomas

**c.1947 Royal Enfield-JAP
350/500cc Racing Motorcycle**

Engine no. 79583/4

Spare engine no. SOS/T 78436



Cadwell Park, 1948 (image courtesy of David Davies)



Twice World Champion for Moto Guzzi in the 350cc class (1955 and 1956), Bill Lomas built this JAP-engined Royal Enfield racer in the late 1940s. His first 'special' constructed along these lines was a 250 Enfield, into which Bill fitted one of JAP's new 350cc racing engines. Also offered for sale at Stafford this October (Lot 314), that machine later housed Bill's one-off 250cc twin-cam racing engine.

After doing his National Service in the REME, Bill landed a job in Royal Enfield's competitions department and made full use of its facilities to further his racing ambitions. The 350cc JAP motor had been bought new from the factory using all of Bill's savings, much to his father's displeasure, but nevertheless served him well in the Enfield frame. He became Cadwell Park 350cc Champion in 1947 and was soon back in contact with JAP, purchasing a 500cc racing motor for £69 plus cost of delivery.

Riding his Royal Enfield 'specials', Bill won the 250cc, 350cc and 500cc Cadwell Park Championships in 1948, '49 and '50, and his excellent results at the Lincolnshire track and other British circuits led to offers of rides in Grands Prix and at the Isle of Man TT. In 1949 Bill had won sufficient prize money to be able to afford a new Velocette KTT, his first purpose-built racer, and his good results continued on the Velo.

In his autobiography, 'Bill Lomas - World Champion Road Racer', he recalls a momentous meeting at Weston-super-Mare in the autumn of 1949: '... I managed to get entries in all the races, using the 500 Enfield/JAP, 350 Velocette and the 250 Enfield - which was really going very well. When I saw the entry list my heart fell. Bob Foster was there on the works GP Triumph and Velocette. Maurice Cann was on his TT-winning Guzzi. All the top brass were there. But I won all the races and from this event came an offer of a works Velocette ride for 1950, with Bob Foster.'

The Velocette offer meant that Bill had to part company with Royal Enfield, but there can be little doubt that the various specials developed during his time at Redditch had played an important role in setting him on the path to Grand Prix glory.

Offered for sale by the Lomas family, this historic racing motorcycle was last worked on in the 1970s and is presented in 'as last raced' condition. It comes with a spare JAP engine and three trophies: the Louth & DMCC Hammond Cup and Louth & DMCC Cadwell Park Junior Road Race Trophy, and the Weston-super-Mare Senior Road Race Trophy, all dating from 1949.

£10,000 - 14,000

£12,000 - 17,000



Cadwell Park, 1947



Engine included in the lot.



316
1967 Phillips 249cc 'Mk1' Four-cylinder Racing Motorcycle

Frame no. RTP1967

The unique motorcycle offered here is one of the quartet of four-cylinder racers made by East Yorkshire-based engineer, Ron Phillips, during the 1960s and 1970s. Completed and first shown to the public in 1968, it is the first of two 250cc Phillips fours, the others being a 125 and a 350.

Ron Phillips began racing in 1958 and took 2nd place in that year's Tandragee 100 riding an ex-works Excelsior Manxman. He later moved on to race single-cylinder NSUs and Ducatis before deciding that the route to more power and speed was four cylinders. Inspired by hearing Jim Redman's Honda four on the radio but unable to afford one of the exotic Japanese multis, he decided to build his own. Ron made wooden patterns for the main components and then machined the aluminium alloy castings in his workshop at home. With bore/stroke dimensions of 44x41mm, the Phillips four features separate cylinders and heads, chain driven twin overhead camshafts, two valves per cylinder, Honda pistons, contact breaker ignition, and a quartet of Amal Monobloc carburettors. Primary drive is by gears to a countershaft behind the engine and thence by chain to the four-speed Villiers gearbox, which is bolted to the rear of the horizontally split crankcase. The engine/transmission unit is carried in a Norton Featherbed-style chassis of Ron's design and manufacture.

The newly completed Phillips four was featured in Motor Cycle News in February 1968 and again a short while later when it was pictured undergoing shakedown tests at Cadwell Park. Some three years later, in September 1971, the machine appeared in Motor Cycle, which reported that it was now owned by racer Mick Barry, who was reported as planning to fit a five-speed gearbox and an NSU rear brake in place of the existing Ducati unit. The history file contains press cuttings relating to the aforementioned reports plus another from MCN dated April 1992, which states that the Phillips four had been voted the 'machine of most technical interest' at the International Classic Bike Show, Stafford. Owned at that time by Eric Kirk, the machine was acquired by the current vendor circa 2006, since when it has formed part of the Hockenheim Museum Collection. It has not been run since purchase. If anyone has any additional knowledge of the Phillips four's ownership or competition history, Bonhams would like to hear from them.

£10,000 - 14,000
€12,000 - 17,000



317

Cotton-JAP 250cc Racing Motorcycle

Engine no. BOR/R 39597/*

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 placings 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.



Powered by JAP and Blackburne proprietary engines, Cotton's racers continued to be competitive into the 1930s but eventually had to give best to companies possessing greater resources such as Norton, Velocette, Excelsior and New Imperial, all of which were able to develop their own power units.

This well presented Cotton-JAP had already been restored and was in running condition at the time of its purchase in Austria in 2006. Noteworthy features include the rare and desirable bronze cylinder head, twin-float Bowden carburettor and four-speed Burman gearbox with foot change. Kept on display at the Hockenheim Museum since acquisition, the machine is offered with sundry restoration notes (in German) and assorted photocopies of Cotton-related literature.

£14,000 - 18,000

€17,000 - 21,000



318

Property of a deceased's estate
1962 BSA 646cc Rocket Gold Star

Registration no. 853 RYB
 Frame no. GA10 529
 Engine no. DA10R 7760

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. 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. Around 1,800 were made over a two-year period and today genuine examples are highly sought after.

The well documented matching-numbers example offered here comes with a Gold Star Owners Club dating letter stating that it was despatched to Gaze Brothers of Lymington, Hants on 19th July 1962 then transferred to six days later to J Difazio of Frome, Somerset. The Somerset registered machine also comes with a copy of Difazio's sales ledger showing that it was sold to one D Pearson of Bishopsworth. The buyer was later identified as Derek Pearson, who owned it for two years with no problems.



'853 RYB' was delivered in touring trim with Siamesed exhaust pipes and chromed fork stanchions. Also in the file is an old-style continuation logbook (issued 1966) and a list of subsequent private owners, nine prior to the deceased. The latter acquired the BSA in July 2011 from Dr Phillip Acott of Tinkers Bridge, Milton Keynes, who had bought it from Robertsbridge Classic Motorcycles of East Sussex in June 2002 (purchase receipts on file). Restored and described as in generally excellent condition, this most desirable of post-war BSAs is offered with the aforementioned documentation, assorted correspondence, sundry invoices, eight MoT certificates (most recent expired August 2013), some old tax discs, old/current Swansea V5/V5C and copies of previous registration documents.

£16,000 - 20,000
€19,000 - 24,000



319

Property of a deceased's estate

1959 BSA 499cc Gold Star

Registration no. BSL 687
 Frame no. CB32 8232
 Engine no. DBD34GS 4312

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory.

While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment.



From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club.

Documentation on file reveals that this 'matching numbers' DBD34 Gold Star in Clubman's trim was restored by marque specialist Len Haggis in 1999 and on completion sold to Mr John Edward Higgins of Blackthorn, Oxfordshire. It was next owned (from March 2003) by Mr Stephen Payne of Arlesey followed by Mr David Scott of Witney from 2006 to 2012 when it was acquired by the late owner. There is no record of its history prior to 1999. Described as in generally excellent condition, the machine is offered with Len Haggis correspondence, copies of old Swansea V5 documents, Gold Star Owners Club dating letter, sundry invoices, a quantity of MoT certificates (most recent expired 26th June 2013), current road fund licence and Swansea V5C.

£10,000 - 14,000
€12,000 - 17,000



320

Property of a deceased's estate

2004 Triumph 790cc Bonneville T100

Registration no. GK04 DVW
Frame no. SMTTJ912TM4193259
Engine no. 194106

Ever since the re-emergence of a newly revitalised Triumph in 1990, enthusiasts had been eagerly waiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so, having by then emphatically established its credentials as a builder of thoroughly modern motorcycles rivalling the best from Japan and Europe. Triumph's design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology in the engine, transmission and running gear. The new Bonneville debuted to critical acclaim at Munich in 2001 and before long the concept had been expanded to include cruiser-style Bonneville America, super-sports Thruxton and various other models such as the T100. Acquired by the late (second) owner in March 2005, this Bonneville T100 comes complete with owner's wallet, handbook and service booklet. The latter has been stamped three times, the most recent occasion being in July 2012 at 7,836 miles. Additional documentation consists of some expired tax discs, Swansea V5C and various invoices, mainly for service parts.

£2,500 - 3,500
€3,000 - 4,200



321

Offered from the estate of the late Clifford Jones

c.2000 Triumph TT600 Racing Motorcycle

Frame no. SMTTH800SY2147672

Triumph's first offering in the vitally important 600cc class, the TT600 arrived in 2000 to less than universal acclaim. Handling and braking were judged as good as any but the fuel injection needed further work, a shortcoming addressed by a succession of improved fuelling 'maps' downloadable from Triumph dealers. By 2002 Triumph had eliminated most of the glitches. Comparing it to the Japanese opposition, Bike magazine declared: 'The TT has the best combination of handling and ride quality, for normal riders on normal roads – not just of any bike here, but of anything you can buy.' It was inevitable, given the design's obvious potential, that the TT600 would be raced in the Supersport class. One of the first in the field with a suitably modified TT600 was noted Triumph dealership, Jack Lilley Ltd, who prepared and entered the example offered here. It is not known when the machine was acquired by its late owner. Details of its racing record are sparse, to say the least, the history file's contents being confined to a selection of photographs. These show a Jack Lilley TT600 in action at various British Superbike Championship rounds and at the Isle of Man TT with riders Andy Notman and Jim Hodson. One photograph is annotated on the reverse 'TT 2000 Jim Hodson 115+mph'. The Isle of Man TT database records that Jim and his Triumph suffered a 'DNF' in that year's 'Junior 600' race. However, it should be noted that this machine carries a 'BIKE 3' sticker on the top yoke and it is not known if it is that depicted in the photographs. Two camshaft blanks and the rear-wheel paddock stand are included in the sale.

£2,000 - 3,000
€2,400 - 3,600
No reserve



322

The ex-works, Kawasaki France, Adrien Morillas
1987 Kawasaki GPX750R Superbike

Engine no. ZX750FE022122

Kawasaki's all-new contender for the hyper-competitive 750 class - the GPX750R - was launched in mid-1986. Smaller, lighter, and more powerful than its GPZ750R predecessor, the newcomer was a worthy rival for Suzuki's GSX-R, Yamaha's FZ and Honda's VFR. Before long this sale-room rivalry had extended to the race tracks with the arrival of the World Superbike Championship in 1988. The Championship's inaugural year would prove to be extraordinarily hard-fought, the title ultimately being decided by the outcome of the final round in New Zealand, Honda-mounted Fred Merkel emerging as Champion, with Yamaha's Fabrizio Pirovano second and Bimota's Davide Tardozzi third. Just 8.5 points separated the top four riders after 17 races.

WSB's first year saw all six main manufacturers (the Japanese 'Big Four' plus Ducati and Bimota) take wins, Kawasaki's sole visit to the rostrum's top step being courtesy of Adrien Morillas' victory in the second race in Hungary, achieved on the GPX750R offered here. This was the one and only GPX750R win in World Superbike, and Kawasaki would not achieve another WSB victory until 1990. An ex-motocross racer, Morillas came to road-racing at the ripe old age of 28, winning the French National 500cc Championship in 1986.

In 1988 he signed for Kawasaki France, a team whose main priority was the World Endurance Championship, finishing a surprise third at the Suzuka 8 Hours in his debut season. World Superbike was something of a sideline for the team, but Morillas' Godier/Genoud-prepared GPX750R proved good enough around the tight Hungaroring to beat Stephane Mertens' Bimota by half a wheel in Race 2. Also ridden by Eric Delcamp and Emmanuel Lentaigne, the GPX was soon retired from the world stage and finished its career in the French National Superbike Championship, which it contested in 1988 and '89.

This historic Kawasaki superbike was purchased by the lady vendor's late father at Bonhams' Stafford sale in October 2004 (Lot 396) and since acquisition has been kept in dry storage. Finished in red - its 1988 WSB livery - the machine is pictured on page 19 of World Superbike Winners by Julian Ryder (Haynes, 2000). It is offered with a detailed Rapport d'Expertise (appraisal) prepared in November 2000 by Conseil Auto, of Eaubonne, for Kawasaki Motors in France. The machine was serviced by Kawasaki France mechanics immediately prior to sale in March 2002 and this is the last occasion it ran. A unique opportunity to acquire a piece of Kawasaki and World Superbike Championship History at a most affordable price.

£4,000 - 6,000
€4,800 - 7,100



323

1974 Yamaha TZ750A Racing Motorcycle

Frame no. 409-00356

Engine no. 409-81



Although Formula 750 had been intended as a class for modified production road bikes, Yamaha managed to get its TZ750 racer homologated provided that at least 200 were built. Yamaha's new F750 contender drew on the Hamamatsu firm's tried-and-tested two-stroke technology, its engine looking like two TZ350 twins on a common crankcase, although in actual fact few components were shared.

The TZ350's 64x54mm bore/stroke dimensions were retained, giving the first TZ750 model (retrospectively re-designated TZ750A) a capacity of 694cc. Together with the contemporary YZR500 Grand Prix machine, the TZ750 was the first Yamaha road-racing motorcycle to feature reed valve induction, a measure considered necessary to broaden what would otherwise have been an unacceptably peaky power delivery. The TZ750 engine was built in unit with a six-speed gearbox and went into an entirely new, twin-shock frame that looked reminiscent of the Rob North-designed chassis used by the racing BSA-Triumph 750 triples. Despite the 'TZ750' moniker, displacement remained at 694cc until October 1974 when the second batch of TZ750Bs was released featuring a full-size (747cc) engine.

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. Recent research suggests that Yamaha eventually made a little under 800 of these spectacular motorcycles, which today are highly sought after by collectors and classic racers alike.

This TZ750A originally belonged to Danish rider Borje Nielsen, who raced it in period in the FIM Cup (photographs on file). It racing career over, the machine stood idle for 34 years before being restored by Nielsen's mechanic in 2009/2010, since when it has been used for a parade in Portugal. The engine was rebuilt again earlier this year and needs running in. Work carried out included reconditioning the crankshafts, con-rods, big-ends and main bearings; re-plating one cylinder; and renewing the countershaft and clutch. We are advised that the rear brake is inoperative and that the machine will need to be carefully checked and re-commissioned prior to further use. The engine has not been started since the rebuild and there is no oil in the gearbox. Representing a wonderful opportunity to acquire one of the most charismatic racing motorcycles of modern times, this outstandingly original TZ750 comes with a quantity of used spares.

£32,000 - 38,000

€38,000 - 45,000



324

Property of a deceased's estate

c.1973 Yamaha 525cc Three-Cylinder Racing Motorcycle

Engine no. 521-001240

Although the most famous three-cylinder Yamaha racer is that built by the Dutch importer and used by Takazumi Katayama to win the World 350cc Championship in 1977, it was not the first such machine to grace the racetrack. American tuner Doug Schwerma is credited with being the first to add a third cylinder to a Yamaha twin (a 350cc TR2) to make a 525cc triple, while in the UK one of the first to try the idea was Sheffield-based engineer Tony Dawson, creator of the Astralite wheel, who built the original SCITSU triple in 1973. Among others who went down the same route were Ted Broad, Dennis Trollope and Arnold Fletcher of Len Manchester Motorcycles.

Depending on which Yamaha engine was used - 250cc TD or 350cc TR - and the size of the additional cylinder, a range of different capacities could be arrived at. Thus combining a 350 twin with a 250 cylinder resulted in a 475cc unit, ideal for the 500cc class, while if the additional cylinder was from a 350, the capacity would be 525cc making the machine eligible for the 750cc or unlimited classes. It should be remembered that this was before the arrival of the Yamaha TZ750 and Suzuki RG500 made it possible for privateers to buy purpose-built racing machinery for these two classes.



The machine offered here was constructed in its present form by the Gaskin brothers - Mark and Paul, proprietors of Gov'nors Bridge Motorcycles – approximately 12 years ago, using a Maxton-type frame and a three-cylinder Yamaha-based engine built in the 1970s by Dutch engineer, Karel Zegers. It had been believed that the frame might have come from the original SCITSU, but when this motorcycle was examined by Tony Dawson at Stafford in April 2013 he was unable to confirm this. Various sources maintain that the original SCITSU frame was cut up, and it is certainly the case that the original SCITSU engine was fitted into a mono-shock frame, probably in the late 1970s. The SCITSU in that form has belonged to the same private collector for over 30 years.

Gov'nors Bridge raced their Yamaha triple with some success, including a 4th place at Daytona in 2002, before selling it to Ian Millard. Mr Millard kept the Yamaha for some ten years before selling it to the late owner a couple of years ago. There are no documents with this Lot.

£3,000 - 4,000

€3,600 - 4,800

No reserve



325 1929 Ascot-Pullin 496cc Sports Utility

Registration no. DS 9864
Frame no. A170
Engine no. AP226



One of only eight-or-so surviving examples of 1914 TT winner Cyril Pullin's revolutionary design, 'DS 9864' was superbly restored by the Light brothers and has been on museum display in recent years. Introduced in 1928, the Ascot-Pullin was manufactured in Letchworth, Hertfordshire, by the Ascot Motor and Manufacturing Company. Advertised as, 'The New Wonder Motorcycle', it was packed with innovations inspired by car-industry practice, but failed to appeal to the notoriously conservative motorcycling public. The engine was a horizontally mounted overhead-valve single that drove the in-unit three-speed gearbox via helical gears. A pressed-steel frame enclosed not only the engine/gearbox unit but also the fuel and oil tanks, both of which incorporated filler-cap level gauges. A pressed-steel dashboard housed the rest of the instrumentation, together with electrical switch gear and ignition/air controls.

The foregoing notwithstanding, the Ascot-Pullin's most novel feature was its hydraulic brakes, possibly the first on a motorcycle. Pullin's own design was used at first, but was soon supplanted by a more conventional Lockheed system. Other unusual features conceived with user-friendliness in mind included a telescopic centre stand with alternative 'easy parking' and 'wheel removal' settings, and an exhaust valve lifter coupled to the kick-start for easy starting.

'Extras' available included an adjustable windscreen with optional wiper, leg shields and a rear-view mirror. Although they would eventually be sorted out, the machine's teething problems fatally tarnished its reputation and production ceased in 1929 after between 400 and 500 had been built.

'DS 9864' is one of three Ascot-Pullins previously owned and restored by the Light brothers: Derek ('Jack'), Colin and Rex. Although purchased as a 'job lot', they were finished at different times and painted in different colour schemes, the blue one completing the Banbury Run in 1988. In 1989 the blue one and the red one both completed the Run, and in 1990 the black and white example (that offered here) together with the others successfully completed the Run with the three Light brothers on board. They also completed the Graham Walker Run that same year and were sold thereafter. The blue example – 'GH 3858' – was featured in *The Classic Motor Cycle magazine* (April 1990 edition).

In 2004 the current vendor purchased Jack Light's black and white Ascot Pullin, which was serviced and ridden before being placed on display in the Hockenheim Museum as part of the Museum's collection. It was serviced again in May of this year and ridden in June by Paul d'Orleans for a feature on his 'Vintage' blogspot. One of only seven-or-so known to survive, this rare, Vintage-era, technological tour de force is offered with old-style Swansea V5 document.

£20,000 - 25,000
€24,000 - 30,000



326

1947 Vincent-HRD 998cc Rapide Series B

Registration no. ETR 787
 Frame no. R2105
 Engine no. F10AB/1/106
 Rear Frame no. R2105
 Crank case mating nos. A57/A57

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 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 an 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 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.



This Rapide was purchased in August 1998 from Mr Boyd Stokes of Teindland, Morayshire by noted motorcycle restorer James Tennant-Eyles, who on completion of its full restoration sold the Vincent to the current vendor in August 1999. Mr Tennant-Eyles' detailed account of the restoration process and all parts used is on file. The total cost was £15,530. Departures from original specification include a Norton clutch, Black Lightning brakes, a Black Shadow '150mph' speedometer and a Godet electric starter (easily removed). Since restoration the Rapide has been run-in and fine-tuned for high-speed Continental touring, covering some 1,000 miles in the process.

The accompanying old-style continuation logbook (issued 1964) lists three owners, the second of whom, Bryan Phillips, is a past president of the Vincent Owners' Club. Prior to that the Rapide is known to have belonged to Alan Lancaster, who bought it around 1956/57 (see photographs on file) and sold it to the first owner listed, Martin Roper, in 1963. Currently forming part of the Hockenheim Museum collection, the machine is described as in superb condition and offered with the aforementioned documentation, VOC dating certificate (confirming matching frame/engine numbers), copy Works Order Form, assorted correspondence, two expired MoTs and Swansea V5/2 New Keeper's Supplement. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated.

£24,000 - 28,000
€29,000 - 33,000



327

1922 OEC-Blackburne Twin

Registration no. FC 4376
 Frame no. 2325
 Engine no. V114



Best remembered for its curious 'duplex' form of steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. The Gosport-based firm began by making motorcycles under contract to engine manufacturer Blackburne before marketing machines under its own name from 1920. OEC also made its own engines under the 'Atlanta' name but mainly relied on proprietary power units, mostly from Blackburne during the 1920s.

As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. An option at first, this looked like a 'plunger' arrangement but in fact used a pivoted fork. By the late 1930s the rear springing was standard and the duplex steering optional. Blackburne, JAP and Matchless engines were used in the early/mid-1930s, then AJ's engines from early 1937 onwards. There were also some Villiers-engined lightweights.

'FC 4376' is listed in the VMCC's Register of Machines as a 1,100cc (10hp) model though we have not been able to verify this. The 8hp (1,000cc) twin was virtually identical apart from the engine's shorter stroke (88mm as opposed to the 10hp's 96.8) and was all of £2 cheaper than its larger sibling. Both were available as a complete motorcycle combination at extra cost.

An older restoration to original specification, even retaining the front wheel's contracting band brake, the OEC was purchased by the current vendor from a European private collection in 2002 and was in running condition at that time. Serviced when purchased but not run subsequently, it has been on display at the Hockenheim Museum since acquisition. The accompanying old-style V5 document records the owner from 1st May 1980 as one Brian Thompson of Blackrod, Bolton. An ideal mount for the 2014 Banbury Run and other Vintage events.

£12,000 - 16,000
€14,000 - 19,000



328

c.1930 OEC-Austin 747cc Four

Registration no. 879 CTA
 Frame no. 30/179
 Engine no. M68711



Best remembered for its curious 'duplex' form of steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. The Gosport-based firm began by making motorcycles under contract to engine manufacturer Blackburne before marketing machines under its own name from 1920. OEC also made its own engines under the 'Atlanta' name but mainly relied on proprietary power units, mostly from Blackburne during the 1920s. As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. An option at first, this looked like a 'plunger' arrangement but in fact used a pivoted fork. By the late 1930s the rear springing was standard and the duplex steering optional. Blackburne, JAP and Matchless engines were used in the early/mid-1930s, then AJS engines from early 1937 onwards. There were also some Villiers-engined lightweights.

Right from powered transport's earliest days, designers had recognised that the most effect way to boost power for a given displacement was to increase the number of cylinders, a method that had the additional benefit of making the engine more refined, though few British motorcycle manufacturers in the pre-WW2 era got beyond offering two.

The notable exception was Ariel, whose Edward Turner-designed 'Square Four' remained in production well into the 1950s. George Brough built a handful of four-cylinder motorcycles in the 1930s, some of which used the Austin Seven engine, which brings us neatly to the machine offered here. Almost certainly unique, it consists of a 1930 OEC frame, complete with duplex steering, and an Austin Seven engine of similar vintage. Whether it was a factory prototype or built by a private individual is not known, but whoever was responsible obviously knew what they were doing.

Originally registered 'DG 366', it is known to have belonged to renowned collectors the Light brothers and almost certainly was restored by them. There is a photograph on file of Jack Light on the machine at the start of a Banbury Run, believed taken in the 1980s. The OEC has also been displayed at the Museum of Speed in Carmarthenshire. The current vendor purchased the machine in December 2000, since when it has been on display at the Hockenheim Museum in Germany. Offered with UK Certificate of Permanent Export, this unique OEC four would make ideal mount for the 2014 Banbury Run and other Vintage events. Prospective purchasers should be aware that should an exported motorcycle come with a V5 or V5C they will have to apply to the DVLA to have the original registration number reallocated.

£40,000 - 60,000
€48,000 - 71,000



329

1928 Indian 750cc 101 Scout

Registration no. BF 5860
 Frame no. 4760
 Engine no. DGP4760

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 'flat head' 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 medium-weight sports model would prove an immense success for the Springfield firm. This 101 Scout has been fully restored, featuring a genuine speedometer, new tyres and professionally made saddlebags. Described as in generally excellent condition, the machine is offered with dating letter, numberplate authorisation certificate, expired MoT (August 2012) and Swansea V5C document.

£14,000 - 18,000
€17,000 - 21,000



330

c.1924 Husqvarna 5hp Model 150

Frame no. 203758
 Engine no. 996HT

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycle manufacture and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Motorcycles were produced from the early 1900s using Belgian FN and French Moto-Reve engines before Husqvarna began making its own power units around 1919. One of the first of these new all-Husqvarnas was a 550cc (5hp) sidevalve v-twin: the Model 150, an example of which is offered here. The Model 150's engine incorporated cylinders with integral heads while other noteworthy features included a three-speed gearbox, all-chain-drive and a front fork sprung both vertically and horizontally, though the front wheel still lacked a brake. Lighting was optional, the factory offering a choice of AEG acetylene or Bosch electric systems. A twist-grip throttle control was offered as an option instead of the traditional lever. Husqvarna understood the value of publicity generated by racing, and offered advice on how to get the best out of the Model 150's engine, recommending the removal of the lowest of the three piston rings for sustained high-speed running. Although rated at '5hp' for taxation purposes, the 550cc motor's actual maximum output was around 12bhp. It was progressively developed over the next ten years, finally ceasing production in 1930. This beautiful Vintage-era Husqvarna v-twin was purchased in Sweden for the Hockenheim Museum circa 2003. Serviced and run on the road only recently, it is presented in fabulous un-restored condition and would be a credit to any fine collection.

£8,000 - 12,000
€9,500 - 14,000





331

c.1934 Husqvarna 990cc Model 120 SV

Frame no. 12 152

Engine no. 12 104 34

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycle manufacture and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Motorcycles were produced from the early 1900s using Belgian FN and French Moto-Reve engines before Husqvarna began making its own power units in 1920.

A diverse range of four-stroke roadsters was manufactured through the 1920s and into the 1930s, while in racing the overhead-valve Husqvarna v-twins often had the better of the all-conquering Nortons. In a dramatic reversal of policy, all the existing models were dropped and replaced in 1937 by just one: a two-stroke engined moped. This move saved Husqvarna, which with the coming of peace in 1945 continued with an expanded range of two-stroke models. The latter were soon making their mark in off-road competitions, starting with the ISDT and then international moto-cross, effectively establishing Husqvarna's reputation as a premier manufacturer of dirt racers.



The firm secured its first European 250cc Championship in 1959 courtesy of Rolf Tibblin, but tackling the 500cc class meant using a four-stroke so one of the pre-war designs was revived and used successfully, Bill Nilsson winning the premier class World title in 1960. It would be the first of many.

The motorcycle offered here is an example of the Model 120, Husqvarna's top-of-the-range machine during the early/mid-1930s. It is essentially the same as the successor Model 130, the most obvious differences being the right-hand side front brake and gear change lever, which were switched to the left on the 130. This beautiful, un-restored Husqvarna v-twin benefits from an engine overhaul carried out by Oldtimer-Service (Thomas Martin) in 2005 (invoice on file) and has been kept on display at the Hockenheim Museum. Noteworthy features include a Bosch horn, VDO clock and a later Amal carburettor. Last used in June of this year, the machine is offered with the aforementioned invoice and an 'as purchased' photograph.

£12,000 - 16,000

€14,000 - 19,000



332 1923 Dunelt 499cc

Registration no. SV 6803
Frame no. S62
Engine no. M1236

Seeking a way to keep its factories fully occupied after The Great War, specialist steel maker Dunford & Elliott of Sheffield diversified into motorcycle manufacture, launching the 'Dunelt' in November 1919. The first Dunelt was unusual in being powered by a 499cc two-stroke single at a time when 350cc was considered the maximum capacity for such an engine, and even more so by virtue of its stepped piston, which was of larger diameter at the bottom than the top. On its way up, the piston drew 770cc of charge into the crankcase and on its way down forced it via the transfer ports into the 499cc cylinder, thereby achieving a measure of supercharging.

The result was a relatively slow-revving engine (thanks to the weighty piston and enormous flywheel) that possessed phenomenal low-speed torque. Such characteristics endeared the Dunelt to sidecarists and by the middle of the decade the firm was offering sidecar outfits adapted for a variety of commercial and municipal uses including a fire engine and milk truck.



In competitions Dunelt sidecars won numerous awards in the Scottish Six Days Trial and in 1925 one finished a creditable 6th in the Isle of Man Sidecar TT. A 249cc Model K version was added to the range towards the end of 1925 and proved equally successful, setting a new 'Double-Twelve Hour' (24-hour) class record at Brooklands in 1928. The original 499cc two-stroke model had been dropped by this time and for the next couple of years Dunelt's new offerings would be powered by proprietary four-stroke engines supplied by Sturmey-Archer. Models using Rudge Python, Villiers and JAP engines followed but trading conditions were tough for relatively small manufacturers throughout the early 1930s and production of Dunelt motorcycles ceased at the end of 1935.

This rare Dunelt was purchased at a UK auction in June 2004, at which time it was described as 'restored about twenty years ago and believed to have taken part in the Banbury Run. Presented in splendid condition.' A chain-cum-belt model benefiting from a nicely patinated older restoration, 'SV 6803' has not been run since its acquisition by the Hockenheim Museum. The machine is offered with an expired tax disc (1998) and old-style Swansea V5 registration document.

£4,500 - 5,500
€5,400 - 6,600



333

1958 Norton 350cc Model 40 International

Registration no. RVA 251
 Frame no. N10 77595
 Engine no. N10 77595



One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new.

Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kick-starter equipped gearbox. By the time production halted in 1939 it was being built with a four-speed foot-change 'box and plunger rear suspension (the 'Garden Gate' frame), 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 Inter remained fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' gearbox. 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.

A desirable matching-numbers example dating from 1958, this 350 Inter was one of three built on the last day of production for this model. The accompanying extract from the Works Record states, somewhat enigmatically, that it was destined for delivery to 'Alex Glas Potts'. First registered in Lanark, the Norton comes with its original old-style logbook listing four owners, the last being one William Allison of Armadale, West Lothian, who acquired it in August 1963. Owned for the majority of its life by the same individual, the machine was purchased from him by the current vendor in September 2007. Preserved in generally excellent original condition, this last-of-the-line International is offered with aforementioned documentation, recently expired MoT (June 2013) and Swansea V5C

£12,000 - 15,000

€14,000 - 18,000



334
1964 Marusho ST 500

Frame no. F9-0084
 Engine no. 2-0144



The Marusho Motorcycle Industrial Co Ltd, which was founded in 1951 in Hamamatsu, Japan by Masashi Ito, owner of an existing car repair and truck body manufacturing business, and sold its products under the 'Lilac' name. The first Lilac was a shaft-driven 150cc lightweight and, like many of its Japanese contemporaries, was copied from a European design, in the Lilac's case a pre-war Zündapp. A succession of larger models was introduced including a 350cc horizontally opposed twin, almost all of which retained Marusho's trademark shaft drive. Increasingly stiff competition from Honda forced a wholesale revision of the Lilac range in the late 1950s, the new line-up including a brace of transverse v-twins based on the German Victoria Bergmeister. At the same time Marusho concluded a commercial alliance with Mitsubishi, only to be saddled with an insupportable debt when the deal swiftly came unstuck. Despite an agreement to import Lilacs into the USA, the company was forced to file for bankruptcy and the factory closed in 1961.

Biding its time by acting as a sub-contractor to Honda, Marusho re-emerged as a motorcycle manufacturer in 1964 having been reorganised as the Lilac Co Ltd the previous year. Clearly influenced by the contemporary BMW, the revitalised company's first new product was a 500cc horizontally opposed twin, marketed as 'Marusho ST' in the USA and 'Lilac' in Japan and Australia.

Unlike some of its Japanese contemporaries, which produced almost exact copies of the 'Beemer', Lilac avoided infringing BMW's patents, using entirely different ignition and electrical systems and its own design of clutch and transmission, the latter the result of 14 years experience in building shaft-driven motorcycles. In fact, Marusho introduced electric starting three years before BMW, on the Marusho Magnum Electra of 1967. Despite a worthy product, Lilac's production decreased year by year and the factory finally ceased motorcycle production at some time around 1967.

One of an estimated 150 survivors out of around 500 made, this ultra-rare Japanese classic was sold new in California and enjoyed three owners there before being sold to the fourth owner in West Virginia, who exported it to the UK. The machine passed to the next owner in Germany in the early 1990s. Benefiting from a restored engine while retaining mostly original paintwork, this Marusho featured in a German motorcycle magazine (Oldtimer-Markt, June 1998 edition) and has not been run since its acquisition by the Hockenheim Museum in 2001. The machine is offered with California Certificate of Title (1967) and German import documents.

£5,000 - 8,000
€6,000 - 9,500

335

1961 Lilac 250cc LS-18 Improved

Frame no. F1-617748

Engine no. E1-14808

Lilac motorcycles were manufactured by the Marusho Motorcycle Industrial Co Ltd, which was founded in 1951 in Hamamatsu, Japan by Masashi Ito, owner of an existing car repair and truck body manufacturing business. The first Lilac was a shaft-driven 150cc lightweight and, like many of its Japanese contemporaries, was copied from a European design, in the Lilac's case a pre-war Zündapp. A succession of larger models was introduced, including a 350cc horizontally opposed twin, almost all of which retained Marusho's trademark shaft drive. Increasingly stiff competition from Honda forced a wholesale revision of the Lilac range in the late 1950s, the new line-up including a brace of transverse v-twins based on the German Victoria Bergmeister. At the same time Marusho concluded a commercial alliance with Mitsubishi, only to be saddled with an insupportable debt when the deal swiftly came unstuck. Despite an agreement to import Lilacs into the USA, the company was forced to file for bankruptcy and the factory ceased making motorcycles in 1961. After a few years acting as a sub-contractor for Honda, the firm returned to the motorcycle market in 1964. A Japanese motorcycle rarely seen in Europe, this Lilac LS-18 benefits from a restored engine while retaining mostly original paintwork. Featured in a German motorcycle magazine (Oldtimer-Markt, June 1997 edition), it has not been run since its acquisition by the Hockenheim Museum in 2001. There are no documents with this Lot.

£5,000 - 8,000

€6,000 - 9,500



336

A pre-production model,

45 kilometres since restoration

1975 Yamaha RD400

Frame no. 1A3-000008

Engine no. 1A3-000008

This RD400 was in 'basket case' condition when purchased in April 2007 by the current owner from a German seller, who had been given it when he left employment at his local Yamaha dealership in 1975. On delivery it was noticed that the frame and engine numbers were pre-production (all production Yamahas begin at '101'). Since purchase the bike has been stripped to the bare frame, repainted and restored using virtually all original parts including full exhausts with down-pipes (originals supplied), front and rear mudguards, fuel tank (original supplied) and sundry other items. Almost all the other parts are original. The RD had covered only 1,500 kilometres; its engine was apart and on inspection only required new seals, new piston rings and consumables. The crankshaft is original and the cylinder bores standard. The engine is still running in. This machine features many parts that did not reach production, including the side panel (unique cut out to rear), down pipes, air box (one breather instead of two), rear footrest hangers (shorter than standard), steering lock on frame, left switch-gear (without pass switch) and rubber boots on levers. The bike was dated in 2010 by the classic Yamaha club, and registered for the road that same year. It has covered a mere 45 kilometres since restoration, having spent most of the time in the seller's lounge. Offered with MoT to October 2014 and Swansea V5C, this RD400 represents a very rare opportunity to own a pre-production Yamaha, as most were recalled to Japan and destroyed.

£6,200 - 7,200

€7,400 - 8,600



337

The ex-Francis Beart, Joe Dunphy, Keith Heckles

c.1966 Norton 350cc Model 40 Manx Racing Motorcycle

Frame no. 1 66

Engine no. FB 66 1 JUNE TT

This machine is one of the last pair of Manx Nortons owned and campaigned by the legendary tuner/entrant Francis Beart. In 1966 this bike, together with a 500cc Manx, had been ridden by Joe Dunphy in the Isle of Man TT shortly before the Manx Grand Prix (earlier than normal that year due to the seamen's strike). Dunphy recorded DNFs on both machines, which were ridden in the Manx Grand Prix that year by Keith Heckles. Heckles finished 2nd in the Junior race on this 350 behind George Buchan, averaging 92.03mph.

The following year Heckles was again entered by Beart in both the Senior and Junior Manx Grand Prix events. After both bikes went well in practice, the 500, after breaking the lap record twice, retired on the 4th lap. In the Junior event, Heckles, on this bike, was leading the race on the 2nd lap. After a stop for fuel at the end of the 2nd lap, Heckles dropped down the order but retook the lead on the 5th lap, only to stop on the final lap after running out of fuel. He scrounged some petrol from another competitor and managed to finish the race, albeit in 42nd place.



Following the race, Beart sold both machines (350 and 500) for the princely sum of £1,000 to Hector Dugdale, the well-known Cheshire dealer/entrant, who in turn sold on the 350 to a Liverpudlian named Alan Prange. Prange raced it at only a few local meetings before passing the bike on to Heckles' sponsor at the time, Bob Vincent from Wigan, enabling Heckles to race the machine again. He entered a few races at Aintree and Oulton Park, and competed in the 1969 Junior TT, finishing 11th at an average speed of 90mph.

When Bob Vincent died, Keith Heckles bought the bike from his widow around 1972. He did not race the Manx very often after that, but did loan it to his good friend Frank Steele to race in the Manx Grand Prix in 1976, possibly its final race. Keith subsequently sold the 350 to the well-known North-of-England Norton collector Eric Biddle. A few years later, Biddle sold the Norton to Mike Steele of Leeds. Mike Steele carried out some restoration work, calling on Keith Heckles to overhaul the motor for him (see 1994 Classic Motorcycling Legends article on file) and paraded the bike occasionally.

During 1996 Steele was approached by Patrick Godet, who was restoring the 1967 Beart 500 Manx for Jean-Christophe Ollieric, a Parisian enthusiast. Godet needed an original Jakeman fairing to copy for the 500, and asked Mike Steele if he could borrow the 350's fairing in order to make a pattern. During the course of discussions it transpired that Steele was prepared to part with the bike, and it was duly purchased by Ollieric in 1996.

Godet carried out some race preparation while the Norton was in Ollieric's ownership, but Ollieric eventually decided that the Beart machines were too precious to race in anger and put them up for sale. In 1997 a deal was brokered by Godet to sell the 350 to the lady vendor's late husband (purchase receipt on file). The machine was delivered to the late owner and stored inside the house until it was removed for transportation to Bonhams for the catalogue photographs to be taken. The engine has never been started during the present ownership and the Manx will require basic safety checks and light re-commissioning prior to use by its fortunate new owner. Accompanying documentation consists of photocopies of Francis Beart's racing logbook, sundry motorcycling press articles, assorted correspondence and CRMC Machine Registration Certificate (Group 1, Period 1).

£25,000 - 30,000

€30,000 - 36,000





338
c.1959 AJS 7R 350cc Racing Motorcycle

Frame no. 1696
 Engine no. 1696



Built from 1948 to 1963, 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 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS 'cammy' singles of pre-war days. 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 the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision: the valve angle being progressively narrowed, the crankshaft made stronger and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. This particular 7R was purchased by the lady vendor's late husband approximately 10 years ago from well-known specialist George Beale. Already restored, the machine was delivered to the vendor and stored inside the house until it was removed for transportation to Bonhams for catalogue photographs to be taken. The engine has never been started during the present ownership and the bike will require basic safety checks and light re-commissioning prior to use with its new owner.

£20,000 - 25,000
€24,000 - 30,000



339

c.1928 AJS 346cc R7/K6 Special

Registration no. BF 4212
 Frame no. K101340
 Engine no. 145240 R



This interesting Vintage-era 'special' was purchased by the vendor at the Banbury Run autojumble in 2005. Ridden around the field at time of acquisition, it has not been started since and is now offered for sale as space and funds are required for other projects. It was formerly owned and raced for many years by Phil Swindlehurst, a founder member of the VMCC, including in one of the Silverstone Vintage races of the early 1950s. It was also extensively sprinted. In a letter to 'Old Bike' magazine (Autumn 1995 edition, copy on file) Phil Swindlehurst wrote: 'I've ridden my R7 in vintage races through the 1950s, used it for high speed touring on those lovely Peak District straight roads and currently sprint it at Curborough and Lyme Park. A superb bike – with a narrow sprint tank fitted it's the nearest to a flying broomstick you'll ever find.'

The overhead-camshaft engine is from a 1930 R7 while the frame dates from 1928 and is probably from a 350cc overhead-valve K6. Taken from AJS's overhead-camshaft models, the oil tank is 1931-32 and the rear hub and brake drum are 1930-32. The carburettor (recently overhauled by Jim Deveraux) is a downdraft Binks as fitted to AJS 'cammy' models during 1931-32. The gearbox is the rare two-stud Sturmey Archer as fitted by AJS in 1930-32. Lower rear frame stays are fitted, probably genuine AJS, while the front forks and wheel are Velocette. The vendor has not looked inside the engine or gearbox, while the magneto, which was overhauled by Tony Stairs some years ago, is only loosely assembled onto the bike. Accompanying documentation consists of the aforementioned (copy) letter, VMCC dating letter, numberplate authorisation certificate, various photocopies, old/current Swansea V5Cs and a letter from AJS marque specialist Ray Carter.

£8,000 - 12,000
€9,500 - 14,000



340

c.1927 AJS 2 3/4hp 'Shuttleworth Snap'

Registration no. VO 7518 (fictitious)
 Frame no. H80474
 Engine no. S2487

The unusual machine offered here is a replica of the famous 'Shuttleworth Snap', which was built and ridden by its eponymous maker in the 1935 movie 'No Limit' starring George Formby and Florence Desmond. A Wigan chimney sweep, George Shuttleworth, played by Formby, is convinced he has what it takes to win an Isle of Man TT race and builds his own bike: the 'Shuttleworth Snap'. When his brakes fail in practice, George breaks the lap record and becomes an overnight sensation, earning himself a works ride with the 'Rainbow' factory. Despite attempts at sabotage by devious rivals, George survives to win the race and get the girl. The original 'Shuttleworth Snap' was based on a sidevalve AJS 'flat tanker', as is the machine offered here, while the 'Rainbow' bike George rides in the race looks like a twin-port OHV Ariel. Filmed on location in the Isle of Man, 'No Limit' is regularly shown on the Island during TT week and is still available on DVD. Believed to have been one of the machines used in the filming of 'No Limit', this motorcycle has been part of the Luke Lawlor Collection since the mid-1980s. It has been ridden and displayed by Luke all over Europe and been a regular feature on Douglas Promenade during TT Week. We are advised that it starts readily and runs well.

£4,200 - 4,800
€5,000 - 5,700



341

1923 Sunbeam 347cc Model 1

Registration no. BF 5837
 Frame no. 20149
 Engine no. 21131

Already established as makers of high-quality bicycles, the firm of John Marston Ltd, of Wolverhampton, introduced the first Sunbeam motorcycle, a 350cc (2 3/4hp) sidevalve single, in 1912. The marque quickly established a reputation for sporting prowess, achieving second place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines. Although its very first machine had been a '350', Sunbeam had abandoned the class in 1914 in favour of larger capacities, only returning to it in 1923 with an entirely new sidevalve 'long stroke' (70x90mm) design, which would form the basis of all the overhead-valve engines that followed. The new 2 3/4hp engine first appeared in the essentially similar Models 1 and 2, the former being a foot board-equipped tourer and the latter a more sporting machine. The lightweight Models 1 and 2 were last offered in 1928. This restored 2 3/4hp sidevalve 'flat tanker' is an original example that has been subjected to some mild restoration in the past and matured since then. Said to be still running well, it would benefit from some cosmetic attention or, alternatively, merely given an 'oily rag' wipe-over. The machine is offered with old-style logbook, expired MoT (2012) and Swansea V5 registration document.

£6,000 - 8,000
€7,100 - 9,500

342

1926 Royal Enfield 2¾hp Standard

Registration no. YP 4873
Frame no. 11964
Engine no. A6737

Royal Enfield's first 2¾hp (350cc) motorcycle appeared in 1924 in overhead-valve and sidevalve versions, both of which used engines supplied by J A Prestwich. The JAP engine gave way to one of Royal Enfield's own manufacture for 1925, the three-speed Sturmey Archer gearbox being standardised at the same time. This sidevalve-engined Royal Enfield 2¾hp Standard model was purchased by its late owner in 1972 (receipt on file) and restored over the next three years, a process that consumed some 3,500 hours. Following completion, the Enfield was rallied extensively for the next few years, taking part in the Windsor Run (twice), Birmingham Tour, Northants Run, Weymouth Run and Coventry-Brighton Run. It also won the Vintage class at the VMCC's Stonehenge Section's Spring Run. Last taxed in 1980, 'YP 4873' was subsequently kept in store as a 'retirement project' as the tank needed further refurbishment. Sadly, the owner died in 2005 and the work was never completed. Offered for sale by the deceased's family, the machine will require re-commissioning before returning to the road. Accompanying documentation consists of the aforementioned receipt, various press cuttings, three expired MoTs from the 1970s and an old-style Swansea V5. Two original Royal Enfield instruction manuals are included in the sale.

£3,200 - 4,200
€3,800 - 5,000



343

1921 Levis 211cc Popular

Registration no. BS 9549
Frame no. 10968
Engine no. 7992

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. Previously registered 'HR 4817', this highly original Levis Popular was stored in an office from 1963 to 2007 when it was purchased by the current vendor. The machine was re-commissioned, including re-spoking the front wheel, and then ridden on the Banbury Run and Manx Rally. There is a Levis-branded leather box attached to the rear carrier and the machine also comes with an original Levis tool kit. Accompanying documentation consists of an old-style continuation logbook (issued 1963) and Swansea V5C.

£2,800 - 3,500
€3,300 - 4,200





344 1951 Vincent 998cc Black Shadow

Registration no. FFR 69
 Frame no. RC9234B (see text)
 Engine no. F10AB/1B/7334
 Rear Frame no. RC9234B
 Crank case mating nos. SS89/SS89



Copyright: Bauer Media

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

Ever since the Series As arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Nevertheless, even the most fastidious of manufacturers sometimes makes mistakes and this Series-C Black Shadow is a case in point, its frame number having been incorrectly stamped at the factory. On the works record card, 'RC9234B' has been written over a crossed out entry - 'RC9224B' - but although this mistake was corrected on the rear frame, the second '2' being over-stamped by a '3', it was not corrected on the main frame member (see copies of the works records, VOC correspondence and Certificate of Authenticity on file). Engine and crankcase mating numbers are correct. The Shadow was despatched to Whittaker's of Blackpool and registered 'FFR 69', a Blackpool Borough Council mark.

The current vendor bought the machine 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. Since its acquisition by the current owner, the Shadow has been 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 has continued to be ridden regularly on private roads and is described as in generally very good/excellent condition, starting and running well. 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 Swansea V5C document and the aforementioned history file.

£50,000 - 70,000
€60,000 - 83,000



345

1,586 miles since restoration, the last SS80 to leave the factory with a Works Record Card
1940 Brough Superior 990cc SS80 Special

Registration no. JBB 570
 Frame no. M8/2144
 Engine no. BS/X4811

While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George Brough became the first sidevalve-engined machine to lap Brooklands at over 100mph.

Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless. The SS80 continued to use the AMC engine until production ceased in 1939.

This example is one of 460 Matchless-engined SS80s built, of which some 300-or-so survive. Dispatched by train to Adams & Gibbons of Newcastle-upon-Tyne on 10th April 1940, by which time the Brough plant had been turned over to war work, it is the last SS80 to leave the factory with a Works Record Card, though a handful was assembled later from spares. All numbers on the Works Record Card – frame, engine, gearbox, fuel, tank and oil tank – match those on the machine.



The earliest ownership record is an old-style logbook, issued in 1957, at which time the Brough was attached to a sidecar. Indeed, on file is a photograph of it attached to a BSA launch-type 'chair', taken around 1948 by the first owner, a Mr Ken Tully. Owner Anthony Hawkins, the last of the three listed in the logbook, was followed by Christopher Pople (June 1988 onwards) and then the current vendor, who acquired 'JBB 570' in May 1997. However, it would seem to have been owned by a Mr Bill Warne immediately prior to Mr Hawkins (see file). The Brough had been fully restored by Mr Pople circa 1994 and in 1997 won the 'Best Sidevalve SS80' award at the BSOC Annual Rally.

A nicely patinated older restoration, 'JBB 570' is described as generally excellent condition, starting and running well. The machine is offered with Swansea V5C document and a comprehensive history file containing copy works records, assorted correspondence, expired MoTs, old logbooks, purchase receipts, sundry invoices, etc. Chromed handlebars and fork links are the only notified deviations from the factory specification of this otherwise highly original SS80 Special.

£32,000 - 38,000
€38,000 - 45,000

346

Moto Morini 250cc Bialbero Grand Prix Racing Motorcycle

Frame no. B11

Engine no. B11

'Many enthusiasts would argue that the DOHC 250 Morini, which reached a peak in 1963 when the might of Honda only just managed to vanquish the lone Italian single with Tarquinio Provini in the saddle, was the most outstanding design of its type ever conceived. Whether one subscribes to this particular theory or not, it is an indisputable fact that the bike was the fastest single-cylinder four-stroke of its capacity ever made.' - Mick Walker, 'Classic Italian Racing Motorcycles'.

Before the arrival of its family of v-twin roadsters in 1973, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers that came within a whisker of snatching the 1963 250cc World Championship from mighty Honda. Founded in 1937, Alfonso Morini's company built two-stroke lightweights at first before developing a range of fast four-stroke roadsters during the 1950s, the first of which appeared at the Milan Show in November 1952. Previously, Alfonso Morini had been in partnership with Mario Mezzetti, manufacturing motorcycles under the 'MM' name. MM had built several successful racers and Morini continued to be actively engaged in competition after WW2, commencing with a 'racerised' version of his 125cc two-stroke roadster.



In 1949 Morini built a single-overhead-camshaft single-cylinder four-stroke for the 125cc class and from then onwards it was four-strokes only for racing. Built in 1957, Morini's first effort in the 250 class was based on the successful 175cc Rebello sports roadster and featured chain drive to twin overhead camshafts, an arrangement that was soon superseded by a train of gears running up the cylinder's right-hand side. In this form the bialbero (twin-cam) Morini won first time out in the 1958 Italian Grand Prix at Monza with works rider Emilio Mendogni in the saddle. Development continued, with outings confined mainly to Italian Championship events, and by the start of the 1963 season Morini felt confident enough to launch a serious assault on the 250cc World Championship. Despite missing two rounds of the Championship, works rider Tarquinio Provini lost out by only two points, the title going to Honda-mounted Jim Redman. By way of consolation, Provini again won the Italian Championship. Provini was succeeded by Giacomo Agostini, soon snapped up by MV, followed by Angelo Bergamonti, who brought Morini its final Italian Championship title in 1967.

In 1987 Morini was bought by the Castiglioni brothers (owners at that time of both Ducati and Cagiva) who later sold off the contents of Morini's race department. We are advised that this example was one of a container load that included all the competition engines and frames. Offered for sale from an Italian private collection, the machine was restored in 1995 by engineer Nerio Biavati, an ex-Mondial employee who had worked in the Morini race department in the 1960s, specialising in cylinder head design. The vicissitudes of active competition being what they are – crashes, blow-ups, rebuilds, component swaps, etc – it is not at all surprising that racing motorcycles seldom stay original for very long. Indeed, the vendor advises us that this Morini's original magnesium brakes were too corroded to use and have been replaced, while the oil catch tank, throttle and tyres are likewise non-standard. Prospective purchasers are therefore advised to satisfy themselves with regard to this Lot's originality or otherwise prior to bidding.

Refer department





347

Mondial 249cc Bialbero Grand Prix Racing Motorcycle

Engine no. 121



Few marques have achieved so fine a competition record in so short a time as Mondial. Founded in Bologna in 1929, Mondial concentrated on the manufacture of commercial vehicles at first, only turning to motorcycle making in 1948. Flying in the face of accepted wisdom, engineer Alfonso Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. After a successful debut season in 1948 which saw works rider Nello Pagani win the Italian Grand Prix, the little Mondial was further improved for 1949 and Pagani duly brought Mondial its first World Championship. Mondial's dominance of the 125 class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951, before Cecil Sandford struck back for MV Agusta in 1952.

The mid-1950s would prove to be relatively lean years for Mondial. One ray of hope however, had been the emergence in Italy of a future star - Tarquinio Provini - but even Provini's prodigious talent could not make up for a lack of machine development. Then, in 1957, Drusiani drew up an entirely new 246cc bialbero (twin-cam) single and revamped the existing 125.

The result was a magnificent return to former glory, Provini ending the season as 125cc World Champion while newly recruited Cecil Sandford took the 250 crown. Sadly, what should have been the dawning of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end, and although the firm built a number of - mainly two-stroke - racers in the 1960s, it never achieved the same heights.

The machine offered here has formed part of a private museum collection in Italy for approximately the last 35 years and was completely restored in 2008. The mechanical work was entrusted the museum's in-house mechanics, with paintwork undertaken by Bonvicini and chromium plating by Vandelli, both of Modena.

The vicissitudes of active competition being what they are – crashes, blow-ups, rebuilds, component swaps, etc – it is not at all surprising that racing motorcycles seldom stay original for very long. Accordingly, prospective purchasers are advised to satisfy themselves with regard to this Lot's originality or otherwise prior to bidding.

Refer department



348 Mondial 175cc Bialbero Racing Motorcycle

Engine no. 115



The 175cc class was an important one in continental Europe and the 125 was duly bored-out from 53mm to 66mm to achieve the required extra capacity. Revving to 9,000rpm, it produced 20bhp-plus. Riding one of the new 175cc Mondial singles in 1954, rising star Tarquinio Provini won the arduous eight-day 1,989-mile Giro d'Italia to start his debut season as a works rider in fine style. But even Provini's prodigious talent could not make up for a lack of machine development, and the mid-1950s would prove to be relatively lean years for Mondial.

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Refer department



349
c.1997 Seeley 500cc G50 Mk2 Replica
Racing Motorcycle

Frame no. to be advised
 Engine no. to be advised



Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and AJS 7R-engined machines. With their improved frames, the ageing four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69. Another prominent Seeley exponent was John Blanchard, who was offered rides on the works' 350cc and 500cc Seeleys, proving a consistent winner and podium finisher at both national and international level for the next few years. Production of Seeley frames was later licensed to Roger Titchmarsh and there have been countless unauthorised copies made over the years.

This Seeley replica was built by first owner Keith Dixon using a Ray Stevenson frame. On one occasion Dixon loaned the machine to Frank Rutter, whose own mount had broken down, to use in the Manx Grand Prix, though it is not known which year this was.

In September 1999 the Seeley was sold to the current vendor by its then owner, Roy Walker (receipt on file). Soon after acquisition, the engine was rebuilt by renowned specialist Fred Walmsley. Since then the machine has been paraded at a number of prominent venues and events including the Mallory Park Post-TT, Motorcycle World at Beaulieu, Isle of Man TT Lap of Honour, Southern 100 and the Beezumph Rally at Cadwell Park. Riders have included Grand Prix stars Frank Perris and Tommy Robb.

The machine's specification includes a Nikasil-plated cylinder, twin-plug ignition (new cylinder head in 1998), Summerfield six-speed gearbox and a Bob Newby belt primary drive and clutch, while the fork legs, yokes and front/rear wheels are original Seeley. The machine is offered with the aforementioned purchase receipt, various gearing/set-up notes, assorted correspondence and usage log. A full mechanical inspection, careful re-commissioning and the customary safety are advised before returning it to the racetrack.

£15,000 - 18,000
€18,000 - 21,000



350

The ex-Barry Scully

1964 Scott 344cc Prototype Racing Motorcycle



In 1950 Scott went into voluntary liquidation and its assets were purchased by Matt Holder, owner of the Aerco Jig & Tool Company of Birmingham where production eventually resumed. Rumours of a new Scott racer began circulating in the motorcycling press early in 1964 and in July of that year the unique machine offered here received its press launch. (This event was covered by the magazines of the day and copies of related articles are in the comprehensive file of data accompanying the machine).

The men behind the project were Scott engineer Bill Reid, two-stroke engine guru Hermann Meier and Brian Woolley, and Brian Bulmer, designer of the frame and cycle parts. Scott's new racing engine was an air-cooled twin-cylinder unit of 344cc, which drove via an Albion five-speed gearbox. Intended as a 350-class Clubman's racer, the Scott proved to be as fast as the AJS 7Rs on its racing debut at Oulton Park in October 1964, becoming steadily faster and more reliable as development progressed. In the Manx Grand Prix Scully was holding a respectable 10th place in the Junior race when the battery failed. This typified the kind of trivial problem that plagued the Scott. Late in 1965 Bruce Main-Smith tested the machine at Silverstone for Motor Cycling magazine, reporting that in terms of speed and handling it was far superior to rival 350s from AJS, Norton and Aermacchi. BM-S reckoned that the design had great potential but sadly the project ground to a halt and the Scott disappeared from view.

Little or nothing was heard of the Scott racer until 1988 when a lifelong Vintage Scott fan discovered the distinctive prototype engine in Len Vale-Onslow's emporium. Extensive enquiries then led to the discovery of the original machine (in dismantled form) still in the possession of Barry Scully. A rebuild was carried out over the next three years with the assistance of Brian Woolley (copies of all correspondence are on file). The restoration was completed in 1991 and the Scott returned to the racetrack at CRMC meetings.

Externally the machine is pure Scott: the barrels and crankcases, complete with labyrinth seals, are all original while internally there are many modifications including Rotax crank pins, Yamaha TZ silver-plated bearing cages, Yamaha RD400 con-rods and Kawasaki H1 pistons. Other improvements include a Newby belt primary drive/clutch and Boyer Bransden electronic ignition.

In April 2010 the Scott was purchased at Bonhams' Stafford sale (Lot 461) by Mr John Goddard, from whom it was bought by the current owner, a prominent private collector. Kept on museum display since acquisition, this unique and well-documented piece of British motorcycling history is offered with CRMC certificate and the aforementioned history file.

£10,500 - 13,500
£13,000 - 16,000



351

The ex-Barry Sheene, Steve Tomes, John Cronshaw, Glen English, Manx Grand Prix-winning 1998 Norton 500cc Molnar Manx Racing Motorcycle 'FW01'



The well-known machine offered here was built in February 1998 by Fred Walmsley Developments. It incorporates a '95 bore' engine developed by Molnar Precision Ltd in conjunction with Fred Walmsley, which has powered winners of the Classic Senior Manx Grand Prix, InCA European Championship and FIM World Classic Series. The frame jig used was original Norton, as were all the patterns used to cast the engine components. The short-stroke (70.46mm) motor drives via a belt primary transmission and an aluminium alloy clutch to a Summerfield six-speed gearbox. It produces a claimed 56bhp at the rear wheel at 8,400 revs, which would be an excellent crankshaft figures for a standard 86x86mm 500 Manx motor, though the latter would have grenaded well before then! Other specification highlights include Falcon shock absorbers, stainless steel exhaust, Fontana 210mm double-sided TLS front brake, Manx conical rear hub/brake, carbon fibre front mudguard and Roadholder front forks incorporating original Norton sliders. The Manx weighs 110kg (242lb) dry.

'FW01' possesses a truly outstanding competition record, Steve Tomes racking up nine wins and setting seven lap records in its debut season of 1999, which he followed up with eight wins and four lap records in 2000. Two-times 500cc World Champion Barry Sheene had his first ride on 'FW01' that year, winning all four races at Australia's Phillip Island circuit and setting a new lap record.

At Donington Park for the British Grand Prix he finished 2nd in the InCA support race and then Glen English took over the Norton for the Manx Grand Prix, winning the Senior event. John Cronshaw took Steve Tomes's place for 2001, winning six races and setting seven lap records. Barry Sheene then returned for the British GP InCA round, winning one race and finishing 4th in the other, following it up with wins in both Lennox Cup races at that year's Goodwood Revival meeting. Towards the end of 2001 the Manx was purchased from Fred Walmsley by the current owner, a prominent private collector.

In 2003 Tomes was back aboard 'FW01', finishing 3rd in the FIM World Classic Series, while other riders to have swung a leg over the Manx include Jason Griffiths, Damon Hill, Bob Heath, Nick Jefferies and TV commentator James Allen. In recent years the machine has been kept on display as the centrepiece of the owner's museum. This outstanding modern classic racer is offered with a comprehensive history file containing correspondence, race results, sundry invoices and various photographs.

£30,000 - 40,000

€36,000 - 48,000



352

The ex-Steve Tomes

2003 Norton 500cc Molnar Manx Racing Motorcycle 'E077'



One of the modern-day classic scene's most surprising features is the plethora of replicas of great racing motorcycles from the not-too-distant past. Enthusiasts with deep enough pockets can choose from remanufactured versions of classic British singles such as the Norton Manx, Matchless G50 and Seeley, or Italian exotica such as the Paton twin, MV Agusta three-cylinder or Gilera four. You can even buy a Moto Guzzi V8. In the case of the British singles, and the Manx Norton engine in particular, specialist firms have taken the opportunity to develop the design way past the level achieved in-period by the works. Development has concentrated on increasing the bore size (with commensurate reductions in the stroke) enabling the use of larger valves and higher revs. One of the most successful of these short-stroke motors is the '95 bore' developed by Molnar Precision Ltd in conjunction with Fred Walmsley Developments, which has powered winners of the Classic Senior Manx Grand Prix, InCA European Championship and FIM World Classic Series.

The machine offered here was purchased from Molnar Precision Ltd. It incorporates the 95x70.46mm bore/stroke engine, which produces a claimed 56bhp at the rear wheel at 8,400 revs. These would be excellent crankshaft figures for a standard 86x86mm 500 Manx motor, though the latter would have grenaded well before then! Other specification highlights include a Hemmings six-speed gearbox, Falcon shock absorbers, stainless steel exhaust, Fontana 210mm double-sided TLS front brake, Manx conical rear hub/brake and Roadholder front forks. The Manx weighs 110kg (242lb) dry. Ridden by Steve Tomes, this machine finished 3rd in the 2003 FIM World Classic Series behind John Cronshaw and winner Glen English, the latter riding another Molnar Manx. Towards the end of 2003 the Manx was purchased from Andy Molnar by the current owner, a prominent private collector, and since acquisition has been kept on display in his museum.

This successful modern classic racer is offered with a comprehensive history file containing correspondence, specification details, race results, sundry invoices and dynamometer printouts.

£26,000 - 34,000

€31,000 - 40,000



353

Property of a deceased's estate, never run or registered
2002 Benelli 898cc Tornado Tre
Limited Edition

Frame no. ZBNB300012P100020



Clearly, the revival of one of Italy's most famous marques called for something very special, and when the much-exhibited Tornado Tre finally made it into the showrooms in 2002, it was to universal acclaim. Determined to establish a distinctive brand image different from that enjoyed by the multitude of Japanese fours and Italian v-twins, Pesaro-based Benelli opted for a triple and employed British designer Adrian Morton to style it.

Under-seat radiators, cooled by fans and adopted to keep the bike's frontal area to a minimum, were just one of the many talking points of a machine that oozed hand-built quality from every fastening. Another was its stratospheric price. Production commenced with a run of 150 very special Limited Edition models equipped with everything needed to make Benelli's World Superbike racer competitive: adjustable headstock angle, adjustable swinging arm pivot, dry clutch, Öhlins suspension at both ends, the ultimate in Brembo braking and forged alloy Marchesini wheels.

All this exotica did not come cheap: at around £22,000 on the road, the Tornado Tre Limited Edition cost twice as much as a Ducati 999! After the 150 Limited Edition models had been completed, production commenced of the 'ordinary' Novecento a relative 'snip' at £11,726.

This unused and unregistered Tornado Tre Limited Edition was purchased new from KC Superbikes (Kawasaki Carlisle) by the lady vendor's late husband, then unpacked from its crate and stored inside the house until it was removed for transportation to Bonhams for catalogue photographs to be taken. The engine has never been started. Presented in 'as new' condition, this machine represents a possibly once-in-a-lifetime opportunity to acquire one of the most exclusive and desirable motorcycles ever made, at a mere fraction of its launch price. It comes with the original purchase receipt and associated paperwork, Tornado Tre Limited Edition instruction manual and DVLA Form V55/1 to register it should the fortunate next owner so desire.

£10,000 - 13,000
€12,000 - 15,000



354

Property of a deceased's estate, never run or registered
2000 MV Agusta 750cc F4

Frame no. ZCGF401BAYV001927
 Engine no. F4AY002084

It was every motorcycle enthusiast's fervent hope that, having bought the rights to arguably the most famous and charismatic name in motorcycle racing history, Cagiva would not let the MV marque remain dormant for long. MV became part of the Cagiva group in 1991 and sure enough, before the decade's end its unmistakable emblem was once again adorning the flanks one of the world's most fabulous motorcycles - the F4. Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend.

In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s - the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biandronno, Varese. Designed by Massimo Tamburini, creator of the Ducati 916, the F4 employs a tubular-steel trellis frame, broadly similar to the Ducati's, beneath which hangs the water-cooled double-overhead-camshaft 16-valve engine. The latter was designed by Ferrari and is unique among modern multi-cylinder motorcycle engines in so far as each cylinder's four valves are disposed radially, rather than as opposed pairs.



Equipped with a state-of-the-art Weber-Marelli engine management system, this lightweight and compact power unit produces 126bhp. A cassette-type six-speed gearbox enables ratio changes to be made without splitting the engine. The F4 enjoyed classic status from the moment production commenced and low mileage, well cared for examples are highly sought after today. Examples such as this one, which has never been used and is presented in 'as new' condition, are all the more desirable.

Costing £11,400, the F4 was purchased new from Cobb & Jagger Motorcycles of Shipley, West Yorkshire by the lady vendor's late husband, unpacked from its crate and then stored inside the house until it was removed for transportation to Bonhams for catalogue photographs to be taken. The engine has never been started and the bike remains unregistered. It comes with the original purchase receipt and DVLA Form V55/1 to register it should the fortunate next owner so desire.

£6,000 - 8,000
€7,100 - 9,500



355

1970 Honda 350cc RC171 Grand Prix Replica

Engine no. E041936

Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action. The result of this situation has been the growth in recent years of a 'cottage industry' of replica builders. The machine offered here is a replica of Honda's RC171 350-class contender, which was introduced towards the end of the 1962 season, Jim Redman taking the newcomer to victory on its debut at Assen. The Rhodesian rider went on to clinch the 350cc and 250cc world titles that year, a result he repeated in 1963. Based on a CB350F sold new in France, this motorcycle is owned by an enthusiast with considerable experience of racing Hondas, who says that it is the best one he has ever raced. In June 2013 the machine was extensively serviced, receiving new fork seals, racing spark plugs, battery, Boyer ignition, fuel filters, engine oil seal, starter motor and larger carburettor jets. We are advised that it has been clocked at 137mph but is expected to be faster now, the engine having been re-tuned. The machine is offered with various dynamometer printouts showing a best peak reading of 38.59hp at 9,582rpm.

£5,000 - 6,000

€6,000 - 7,100



356

1981 Honda CBX1000

Registration no. OMC 490X

Frame no. SC062300571

Engine no. SC03E-2302845

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. First registered in december1981, this example has had four former keepers, the last registered keeper acquiring it in January 2003. The machine is notable for having had a brand new CBX1000B/C exhaust system fitted, returning it to correct specification. 'OMC 490X' is described as in generally excellent condition cosmetically and is believed to be in working order, albeit in need of re-commissioning. The machine is offered with Swansea V5 registration document.

£2,500 - 2,800

€3,000 - 3,300



357

1978 Honda CB750F

Registration no. BOK 861T
Frame no. CB750F-1036146
Engine no. CB750E-2558698

Honda rocked the world of motorcycling in 1969 with the introduction of the CB750 four-cylinder super-bike, plunging the competition into a world of pain. Quickly rising to the top sales spot in its class, the CB750 was developed through the next decade and beyond, remaining then and now the classic Japanese 'Four'. The CB750F of 1978 was more 'streamlined' in style and was one of the final versions of the single-cam engine. BOK 861T is in excellent original condition, with just over 19,000 miles recorded, for sale only because its mature owner needs a lighter replacement. It is an instant starter, idling almost silently and is road licensed and tested. Complete with V5C and other sundry papers, the machine will require the usual safety checks before returning to the road.

£2,500 - 3,500

€3,000 - 4,200



358

Formerly the property of Denis Jenkinson

1973 Honda CB500F

Registration no. RPF 131L
Frame no. CB500 2045799
Engine no. CB500E 2133791

On 15th November 1974, the famous motoring journalist and author Denis 'Jenks' Jenkinson bought 'RPF 131L' from his friend David Dixon of Dixon Racing and used the bike locally and all over Europe. In his later years Jenks enjoyed sprints and hill climbs and built several sprinters; he also had a vision to create a sprint bike in the style of the famous Gilera four-cylinder racers using the Honda as the basis. The project was abandoned when new noise regulations rendered the open megaphones unusable. Following Jenks' death, a friend and well respected local engineer, Brian Kettle, who knew what he had had in mind, purchased the Honda and completed the job some years later. The original front disc brake was replaced with a Norton TLS drum brake, the engine rebuilt, the frame painted, an alloy fuel tank found and a racing seat made in glassfibre. The result is a perfect Jenks bike: offensively loud and distinctly red. He would surely be pleased with how the project turned out. Documents on file include an old-style V5 in Jenks' name, a new V5C, restorer's notes, the original Dixon Racing Ltd invoice, MoT to June 2014, a quantity of expired MoTs and sundry vehicle licence applications in Jenks' name. A rare and valuable copy of the 1997 book 'Jenks, A Passion for Motor Sport' is included in the sale.

£3,500 - 4,000

€4,200 - 4,800





359
1951 Vincent 998cc Rapide Series C

Registration no. VMU 560
 Frame no. RC 97341C
 Engine no. F10AB 17834



H.R.Davies, a successful T.T. rider had established his own 'H.R.D' company in 1920s Wolverhampton, where, despite an excellent range of machines, it failed to survive. The 'H.R.D' name and assets were moved to Stevenage by Philip Vincent, who produced an eclectic range of machines, culminating in his pre-war 'tour de force', the Rapide V-twin of 1936. Together with the smaller Comet and Meteor, it was a design to be reckoned with until the onset of WW2. Post-war, Vincent and Phil Irving again stunned the industry with their Series B Rapide and Black Shadow models combining ground-breaking frame and engine-unit technology in hugely powerful and fast machines. The still futuristic design, using innovative suspension front and rear and its unique engine forming a unit with the frame was – and still is – astonishing in an era where rigid-framed 'singles' were the industry staple. And go they did, topping 100 mph with absolute ease, constrained only by Britain's poor road network and most rider's inability to pay for one in the Austerity era. Kept alive by exports, the H.R.D. firm survived liquidation in 1949, then producing the Series C with the company's own 'Girdraulic' front forks to cope with the powerful brakes, the whole under the re-branded 'Vincent' badge.

Hugely famous and desired by the riding elite though it was, the firm struggled to survive, finally being taken over after the Series D re-design, their again astonishing streamlined fairings failing to sell well enough with production ceasing in 1955. Since that point, of course, there never have been enough Vincent machines to go round and those which survived have been eagerly snapped up by new generations of riders.

VMU 560, the Vincent offered here, is more ready than most to do that. It has been the subject of an extensive and thorough rebuild effected with the intention of making the 'Rapide' more suitable for more modern road conditions and for the new generation of riders more used to modern machines. To that end, Black Shadow finned brakes and a centre stand are incorporated, as well as a genuine 'Shadow' speedometer, modern electronics and, importantly, an effective electric starter. The invisibility of the 'mods' and the vendor's conviction that the world's most outstanding motor cycle deserves still to be used in safety, will prevail.

Offered for sale at the end of the vendor's riding career, the Rapide is offered with a V5C document and V.O.C. dating certificate. A very high-spec. Vincent indeed.

£33,000 - 34,000
€39,000 - 40,000

360

1958 Velocette 499cc Venom

Registration no. WFJ 422
Frame no. RS 10885
Engine no. VM 4313

Post-war, Velocette's '500' was their pre-war MSS design, given a relatively modern square engine dimension in 1954. In 1956, a sporting variant, the Venom entered the range, retaining the classic Velocette adjustable rear suspension but with a tuned, all-alloy engine derived from the factory's scrambles (Moto-cross) bikes, new, full-width brakes and sharper styling with chrome guards, themselves a sign that the years of wartime austerity had passed. The new machine quickly became the standard by which other Velocettes – and, indeed, other makers' sports singles – were judged and was to remain in the range until the end of the Velocette factory in 1971. In fact, so capable was the original design that Velocette's own Vee-line and the Clubman and Thruxton tuned variants failed to eclipse it as the acknowledged epitome of the British sporting single. Today, a good Venom is fully capable of mixing it with modern traffic, its distinctively booming exhaust note marking it and its rider out from all other machines. The make, long-regarded as the home of the motorcycle connoisseur, benefits from an excellent club and spares back-up, making Velocette ownership a pleasure. This example, unused in recent years, has been subtly 'Thruxtonised' with a more sporting tank, rear-sets, exhaust, alloy rims, and engine tuning and has been thoroughly restored and rebuilt as part of an expert's collection. In excellent order complete with old-style V5, it awaits a capable rider.

£6,000 - 8,000
€7,100 - 9,500



361

1954 BSA DBD34 499cc Gold Star

Registration no. 727 XUH
Frame no. CB32GS 160
Engine no. BB34GS 1096

Developed before WW2, the BSA 'Gold Star', named, of course, after the great Wal Handley's Brooklands award for his BSA 100mph lap, was produced in small numbers only. Post-war, 1949 saw the model's return and the beginning of a tremendous period of both race and off road success for the model, while the road 'Gold Star' benefited, of course, from the race-shop development. To ride a 'Goldie' became every BSA owner's dream and thanks to the quality and robustness of the model, many riders did so. The bike's fame has continued past the end of model production in 1963 and past the end of BSA itself in 1971. Indeed, there is a thriving industry in the production of spare parts to keep them on the road and even, it seems, of 'replica' machines of varying accuracy. 727 XUH is a genuine 'Goldie', correctly numbered for 1954, and in the rather more useable touring trim. Make no mistake, though, the power and speed obtainable is the same as the clip-on version, as any experienced rider knows. This nicely-presented machine has been cosmetically and mechanically rebuilt, using genuine BSA parts, for the collection of a confirmed BSA enthusiast, where it has been sparingly used and kept on display in heated surroundings since 2007 when last licensed. Presently fitted with an Amal Mk.2 carburettor for ease of use, the original G.P. carburettor comes with the 'Goldie' as does an old-style V5 and other papers. Needing only the usual safety checks, this is potentially a super buy.

£10,000 - 12,000
€12,000 - 14,000





362

1961 BSA 497cc Shooting Star

Registration no. 525 XUM
Frame no. GA 712210
Engine no. CA7SS 5920

Building on the power and good handling of the A7 twin, BSA came up with an excellent sporting version in 1954, the Shooting Star with an alloy head. Immediately successful, just like its elder brother, the Shooting Star received the updates specified for the A7 and a comprehensive make-over in '57 with a higher compression engine, new exhaust and revised styling. An early 1961 model, 525 XUM is in splendid condition, having had a full, original livery, cosmetic and mechanical overhaul when acquired by a confirmed BSA collector. Little-used since being added to the collection, the machine is offered with an old-style V5 and other documents and, following the usual recommissioning and safety checks, should be ready for use.

£4,500 - 5,000
€5,400 - 6,000



363

1960 BSA 650cc A10 'Golden Flash'

Registration no. BAS 869
Frame no. GA 73355
Engine no. DA 9574

Following the success of the A7 twin, BSA naturally introduced a 650cc version, the A10 'Golden Flash', for the 1950 season. Corresponding to the A7 in design, the new model followed its predecessor in being highly successful, its strength and performance finding a market with both solo riders and sidecar users. Again, the A10 was developed over the following decade with swinging-arm suspension in 1954 and a more powerful engine from 1959. Bought in good order by a confirmed BSA enthusiast, BAS 869 was then treated to a full restoration before joining the collection. Lightly used up to 2002, this very presentable twin will be ready for riding, following the obligatory safety checks and is offered with an old-style V5 and other sundry paperwork.

£4,500 - 5,500
€5,400 - 6,600



364

1961 BSA 497cc A7

Registration no. 985 XUL
Frame no. 716823
Engine no. 9137

BSA followed Triumph's lead in 1946, introducing their own parallel twin, the A7, in order to compete with the Speed Twin. Immediately acquiring a faithful following, the model was extensively revised over the following decade, swinging-arm suspension from '54 and full-width brakes from '57 being notable changes to the A7, always well-built in the BSA manner. Registered in February 1961, 985 XUL is a very well-presented A7 with the 1959 styling changes which underwent a thorough and high-quality rebuild as part of a large BSA collection. Last taxed in 2009, the machine is offered with an old-style V5 and other sundry papers and, following the usual safety checks, should be ready to go.

£4,000 - 5,000
€4,800 - 6,000

365

1963 Ariel 247cc Leader

Registration no. AFM 478A
Frame no. T29058/B
Engine no. T29058/B

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, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965, thus allowing the Japanese to exploit the growing market for 250 two-stroke twins without serious competition. This beautiful Ariel Leader was fully restored with no expense spared by the current vendor during the early 1990s and has won many concours awards since completion. Kept on display in the vendor's private museum, the machine is offered with expired MoT (1994), old-style Swansea V5 document, a selection of useful instruction manuals and a substantial file of restoration invoices.

£4,700 - 5,500
€5,600 - 6,600



366

1960 Ariel 247cc Arrow

Registration no. ORN 530
Frame no. T17067/S
Engine no. T17067/S

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, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965, thus allowing the Japanese to exploit the growing market for 250 two-stroke twins without serious competition. This early Ariel Arrow was supplied new via Stan Marks Ltd of Preston in September 1960. 'ORN 530' was fully restored by the current owner in the early/mid-1990s and has been on display in his museum since then. The machine is offered with a photocopy of its original logbook, old-style Swansea V5 registration document and a substantial file of restoration invoices and other paperwork.

£3,500 - 4,500
€4,200 - 5,400





367

1966 Triumph T120R Bonneville

Registration no. HBL 69D
Frame no. T120DU 31575
Engine no. T120 14624

Triumph's 'Bonneville' was the twin to beat in the 'sixties, having a 120 mph performance with an exhaust note to match, good handling and an appearance which said 'speed' to all who admired it. Even the name, justified by Triumph's success on the eponymous salt flats, sounded sportier than the opposition's. HBL 69D makes no claim to be wholly original, though the differences are hard to spot. It is fitted with a '69 engine unit which has recently been balanced and had new rods, rings, valves, guides and alternator and, for better stopping, a '68 twin leading-shoe brake. Always well-maintained, with many bills on file, the 'Bonneville' has been sparingly used by its long-term owner and is offered with V5C, MOT, a sheaf of papers and three workshop books.

£5,000 - 6,000
€6,000 - 7,100



368

1970 Triumph 740cc Trident T150

Registration no. XAU 218S
Frame no. BC01989 T150
Engine no. BC01989 T150

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750 triples were launched in the UK in 1969, just in time to be up-staged by Honda's four-cylinder CB750. 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's cylinder block was inclined. Only the Trident survived the Group's collapse in 1972, continuing as the T150V (with 5-speed gearbox) and later the T160 (using the BSA-type engine). The number of 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. Today these charismatic models enjoy an enthusiastic following worldwide. This early Trident was sold new in the Netherlands before returning to the UK in 1978 to be registered here (hence the 'S' registration). The T150 has had three owners in this country and currently displays a total of 35,000 kilometres (approximately 21,700 miles) on the odometer. Described as in generally good condition, albeit not running for lack of a battery and fuel, the machine is offered with HPI printout and Swansea V5 document. Electronic ignition is the only notified deviation from factory specification (the original ignition points and coils are included in the sale).

£2,800 - 3,800
€3,300 - 4,500



369

1967 Norton 750cc Café Racer

Registration no. AKX 979E
Frame no. 18 120200
Engine no. 97952 14SS

Converted into a café racer in 1997 and purchased in 2001 by the late Alan Preston, who continued to develop and improve it with no expense spared, this unique motorcycle has won well over 40 show awards from Scotland down to Wales. It is built around a 1967 wide-line Featherbed frame equipped with short Roadholder forks, RGM front disc and race calliper, alloy hubs and wheel rims, and vented alloy brake plate at the rear. The engine is a 1961 Model 99 unit that has been completely rebuilt with FAG Superblend bearings, 750cc alloy barrel, forged pistons and race camshaft. The cylinder head has been gas-flowed and fitted with lead-free seats/valves together with all new valve springs, guides, rocker arms and rocker shafts. Other noteworthy features include Amal Mk2 Concentric carburettors, Boyer electronic ignition, swept-back exhausts, 'peashooter' silencers, and special engine/gearbox mounting plates enabling the use of a special primary drive case housing a Bob Newby belt drive and clutch. All the alloy components, of which there are many, have benefited from vigorous polishing. We are advised that the bike is well-sorted, very responsive, fast and a pleasure to ride. Last run 12 months ago, it has been drained of fluids for storage and is offered with Norton Owners' Club dating letter and Swansea V5C document.

£6,000 - 8,000
€7,100 - 9,500



370

c.1961 Norton-Honda CB750 Special

Registration no. RPR 271
Frame no. BJF61
Engine no. CB750E-1022569

Norton's ubiquitous Featherbed frame has long been the special-builder's friend, proving versatile enough to accommodate power units of all kinds ranging from the humble British single up to relatively modern Japanese fours and even the occasional car engine. 'RPR 271' was constructed in its present form over a period of five years. We are advised that this particular frame is a 'wide line' type dating from 1961, while the engine is taken from a 1969 Honda CB750. Other noteworthy features include Yamaha TD/TR/TZ type front and rear brakes; Manx-style alloy fuel tank; central oil tank; clip-on handlebars; rear-set footrests; 'racing' seat; alloy mudguards; four-pipe exhaust system; and Honda electrics, switch gear and instruments. Last taxed for the road in 2002, the machine has been kept on display in the owner's private museum and is offered with three expired MoTs (most recent 2001) and old-style Swansea V5 registration document. A wonderful opportunity to acquire a unique special boasting better looks than a Honda CB750 and considerably more power than any contemporary Norton.

£6,000 - 7,000
€7,100 - 8,300





371

Ducati 250cc Racing Motorcycle

Engine no. DM 250 M3 112166

Successful production racers in their day, the Ducati singles have in recent years become a mainstay of classic racing. They are highly competitive in the right hands, and indeed, Ducatis filled the top three positions in the Classic Racing Motorcycle Club's 'European 250' Class in 2004. This example was constructed to racing specification during 2010 using a replica frame made by Barber Engineering of Attleborough, Norfolk. Built by Rob Pearson, the wide-case engine incorporates a Joy 173A camshaft, straight-cut primary gears, high-capacity oil pump, PVL ignition, Amal Concentric Mk2 34mm carburettor, and a five-speed close-ratio gear cluster. Other specification highlights include 35mm Ceriani front forks, Robinson twin-leading-shoe front brake, Ducati rear hub/brake, Akront 18" alloy wheel rims, Scitsu electronic tachometer and a high-level exhaust system. CRMC registered, the machine is described as in generally very good condition and is said to perform well. Some spare sprockets come with it.

£4,500 - 5,500

€5,400 - 6,600



372

1961 Ducati 175 TS

Frame no. 51461

Engine no. 35845

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. The 175cc class was popular in Continental Europe and Ducati's first offerings in that category appeared towards the end of the 1950s. A pair of 175cc roadsters was introduced for the 1956 season, the Sport version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph in road trim and close to the 'ton' when stripped for racing, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. Alongside it Ducati offered the 175 T (Turismo), which was made in a lower state of tune and became the TS (Turismo Speciale) for 1958. Manufactured for only a few seasons, these 175cc tourers are today quite rare. This superb example was restored by Italian-motorcycle specialists Motori di Marino of West Chillington, West Sussex in 2000 and is presented in generally very good condition. Purchased 18 months ago by the current vendor, it has not been used since acquisition, though reputedly had been running well. The machine is offered with dating certificate and MoT to January 2014.

£2,000 - 2,600

€2,400 - 3,100

373

c.1973 Benelli Tornado 650S

Registration no. HGU 498J
Frame no. ES4070
Engine no. 2187

Best remembered for its racing fours and road-going sixes, the Benelli factory of Pesaro in northern Italy exhibited its first 650cc twin at the Milan Show in 1967, though production did not begin in earnest until 1971. Christened 'Tornado', the new model - it was hoped - would cash-in on the popularity of big parallel twins in the lucrative US market. With its 360-degree crankshaft and pushrod valve gear, the Benelli motor aped its British counterparts but followed Japanese practice by employing unitary construction of the engine/gearbox, a horizontally-split crankcase and geared primary drive. Alternator electrics and a starter motor were introduced on the 650S in 1973. Production of the final version - the 650S2 - ceased in 1975. A machine for the parallel-twin enthusiast who dares to be different, this Tornado 650S has been refurbished with rebuilt wheels, re-sprayed side panels, a re-covered seat and a new exhaust system. The machine is offered with Swansea V5C registration document.

£2,400 - 2,800
€2,900 - 3,300



374

1972 Suzuki GT750

Registration no. OXF 99L
Frame no. 18067
Engine no. 18103

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine. This early drum-braked example has been fully restored, including new crankcase seals and new tyres. The machine is described as in generally excellent condition and offered with two expired MoTs and Swansea V5C document.

£3,000 - 3,500
€3,600 - 4,200



375

The ex-SIDEMM (Kawasaki France)

1974 Kawasaki 500cc H1-RW Grand Prix Racing Motorcycle

Frame no. KAF90202

Engine no. KAE90625



Yvon Duhamel on the machine at the 2011 Coupes Moto Légende

Prior to Dave Simmonds' World Championship in the 125cc class in 1969, Kawasaki had made little impact on the international Grand Prix scene. That all changed in 1970 when the factory made available a racing H1-R version of its fearsome 500cc three-cylinder two-stroke roadster: the Mach III or H1. Claimed to produce 75bhp, the H1-R race engine was carried in a tubular steel duplex loop frame equipped (initially) with drum brakes at both ends, the front being a double-sided TLS unit. Following a good showing at Daytona in March, the H1-R was well represented on the grid when the European Grand Prix programme commenced in May. H1-R riders Bill Smith, Martin Carney and Christian Ravel all finished on the podium during the year but the best performer was Ginger Molloy, who scored four runner-up places to finish 2nd in the World Championship behind MV Agusta's Giacomo Agostini.



Duhamel, French Grand Prix, 1974 Photo credit: François Beau



Like the roadster it was based on, the H1-R was not the best handling machine in its class, and for 1971 Dave Simmonds had his rebuilt around a Ken Sprayson-designed frame. The result was a transformation: Simmonds scored Kawasaki's first premier-class Grand Prix win at Jarama and ended up 4th in the World Championship despite missing four rounds. Meanwhile, in the USA, Daytona 200 winner French Canadian Yvon Duhamel was grabbing the headlines riding factory prototypes of the Formula 750 version, the H2-R, which he took to its first victory at Talladega that year. Following Dave Simmonds' tragic death in at Rungis in 1972 when he sustained fatal burns in a caravan fire, Kawasaki withdrew its official support from Grand Prix racing. The works team would not return until 1975 but in the intervening period the factory did offer limited help to favoured private or importer teams.

For the 1974 season, Kawasaki developed a new 500cc racer, the H1-RW, which despite the 'W' appellation remained air-cooled. The machine was essentially identical to the 750cc H2-R, albeit with smaller diameter frame tubes and six gears (privateer H1-Rs had only five). Only two were made, both being sent to the French Kawasaki importer SIDEMM for use in the 500cc World Championship. SIDEMM's riders were Frenchman Christian Léon and Yvon Duhamel. Léon achieved a few top-ten results over the course of the '74 season while Duhamel did not participate in all the Championship rounds, preferring to concentrate on Formula 750. With the arrival of the water-cooled Suzuki and Yamaha two-stroke fours, not to mention the latest development of the four-stroke MV Agusta, Kawasaki's air-cooled triple was simply outclassed. The factory did build a water-cooled 500cc triple that works rider Mick Grant put to good use in the UK, winning the Isle of Man Senior TT in 1975, but its participation in Grands Prix was at an end.

The two 1974 H1-RWs remained with the French importer until the early 1980s when Xavier Maugendre, SIDEMM's proprietor, sold his company to the factory to create Kawasaki France. At the same time, the machine offered here was sold to the Cotte brothers. The Cottés did nothing with the Kawasaki and subsequently exchanged it with an Italian collector, who in 2010 sold the machine to ex-racer, Hubert Rigal. It was then fully restored by one of Kawasaki France's former mechanics (Giancarlo Perico) in time for the 2011 Coupes Moto Légende in Dijon. A list of the work carried out, which included rebuilding the crankshaft and fitting new pistons, is available. Safety concerns enforced the substitution of replica wheels for the original Morris magnesium items, the original Ceriani front forks and front brake master cylinder being replaced for the same reason. The fairing too is a replica. At the 2011 Coupes Moto Légende, the Kawasaki was tested by Hubert Rigal and then ridden by Yvon Duhamel himself. Interviewed afterwards, the Canadian star said: 'Yes, it's a nice bike, in fact a great job was done on the bike, it's very, very good, it's just me who didn't go fast enough...' Not used since 2011 and presented in running order, this superb machine represents a wonderful opportunity to own a very rare Grand Prix Kawasaki of historical importance.

£60,000 - 70,000
€71,000 - 83,000





376

1962 Norton 500cc Manx Racing Motorcycle

Frame no. 11M 102745

Engine no. 11M 102745

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. Norton's over-the-counter Manx racers were much as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951.

The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a welcome lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951. The cycle parts remained essentially unchanged from then on, apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962. Manx engine development though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957.

The vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, component swaps, etc – it is not at all surprising that so many old racing motorcycles no longer have their original engines, which makes this 'matching-numbers' Manx something of a rarity. One of the very last to leave the Bracebridge Street factory, the Manx was purchased by the vendor's father from Jack Dallow in December 1994 and has not been subjected to any restoration work since acquisition.

The machine took part in the Isle of Man TT Week 'Lap of Honour' in 1997, 1998 and 1999 and last ran in 2004. In 2000 it was imported into South Africa, returning to the UK in April 2012. Offered with dating certificate and C&E Form 386, '102745' represents a rare opportunity to acquire a matching-numbers Manx preserved in outstandingly original condition.

£20,000 - 24,000

€24,000 - 29,000

377

c.1953 Jawa 500cc Racing Motorcycle

Frame no. 362004591

Engine no. 15-000226

First seen in prototype form in 1948 and introduced in 1951, the 500cc single-overhead-camshaft Jawa parallel twin was one of the last designs unique to that company (which had recently been merged with CZ) and provided the basis for its successful DOHC racers. Far in advance of anything that the British motorcycle industry was making at the time, this modern, unitary construction engine employed bore/stroke dimensions of 65x73.6mm for a capacity of 488cc and produced 26bhp at 5,500rpm. Unusually for a roadster engine, the crankcase was cast in magnesium alloy, just like the racing version. Updated with a dual seat and large full-width hubs, Jawa's 'cammy' twin remained in production as the Model 15/02 until 1958. A letter on file from Jawa's Pavel Husak states that this machine's engine is a production racing unit dating from January 1953, while accompanying correspondence between noted motorcycling historians, Erwin Tragatsch and Dr Helmut Krackowizer, speculates that it might have been built for the ISDT. The engine is currently housed in a modified Horex frame and is said to run well.

£6,500 - 7,500

€7,700 - 8,900



378

c.1956 NSU 247cc 'Sportmax' Replica

Racing Motorcycle

Engine no. 748666

From the start of the 1955 season the Sportmax was simply the fastest over-the-counter 250-class racer on the market. As well as providing works-supported 'veteran' rider Hermann Müller with the 1955 250cc World Championship, the Sportmax was one of the most competitive lightweights of any kind available to the privateer, and in the right hands proved capable of a respectable showing in national events well into the 1960s. The Sportmax replica offered here features a Seeley-style frame of unknown make and a handmade aluminium-alloy fuel tank, oil tank, half-fairing, mudguards and seat. Other noteworthy features include alloy wheel rims and twin-leading-shoe brakes at both ends. Last raced in 2010 by the Dutch rider, Leo Veenman, it will require re-commissioning and the customary safety checks before returning to the track. There are no documents with this Lot.

£6,500 - 7,500

€7,700 - 8,900



378A

c.1964 Honda CB160 RC162 Replica Racing Motorcycle

Engine no. CB160E-1011119

This Honda RC 162 replica comes with a typed history, written by preceding owner John Loxley, from whom it was purchased by the current vendor in July 2004 (receipt on file). Mr Loxley had purchased the Honda eight years previously from a Mr B Pardoe, who had ridden in CRMC parades. He had bought the bike from a Mr A Booker, who is believed built and raced it. Mr Loxley states that the Honda was also raced by Dennis Murfin and Mev Watts, both ex-TT riders. The machine had been registered with the CRMC in 1986 as belonging to Group 2 Period 1. Noteworthy specification details include a CB175 five-speed gear cluster; Megacycle camshaft; CB72 carburettors; and a tank, seat and fairing supplied by Tony Milk. Following Mr Loxley's acquisition, the Honda was paraded and raced at CRMC events and the 2001 Ulster GP, never finishing lower than 10th in any race. Best results were 2nd at Snetterton in 1998; 4th at Lydden Hill in 2002; 1st, 2nd and 3rd at Donington Park in 2002; 1st at Lydden Hill in 2002; five 3rd places at Lydden Hill in 2002; and a 4th at the Kentish track in 2003. The bike has also been ridden in parades by Charlie Mates and ex-TT rider Ian Plumridge (on the 1998 TT Lap of Honour) and by the preceding owner at TTRA and CRMC events. Offered with CRMC certificate, sundry invoices and valve timing data.

£5,000 - 6,000

€6,000 - 7,100





379

1925 Rudge 500cc 4-Valve 4-Speed

Registration no. SV 4537
 Frame no. to be advised
 Engine no. 31509

Facing a precipitous decline in sales of its ageing models, which essentially dated back to pre-war days and were powered by inlet-over-exhaust engines, Rudge embarked on a wholesale redesign. Riccardo had already produced a successful four-valves-per-cylinder engine for Triumph, and Rudge's Chief Designer, John Pugh, was convinced that this was the way forward. Rudge Whitworth's first four-valve production motorcycle duly appeared in 1924 and the company would persevere with the layout until manufacture ceased at the outbreak of WW2. Rudge's four-valver also benefited from the newly developed four-speed gearbox that had first appeared early in 1923. The motorcycling public's response to this new four-valve, four-speed model was enthusiastic and by the end of 1924 twice as many machines had been produced as in 1923. Successes on the racetrack and a new '200 miles in 2 hours' world speed record helped to further boost sales, as did motorcycle dealer Stan Glanfield's successful around-the-world trip on a Rudge combination, which today resides in the Coventry Motor Museum. The vendor decided to use this Rudge for the epic New York to San Francisco 'Cannonball' event in 2012, with mixed fortunes despite lengthy preparations. Everything performed as expected except for the magneto and its companion spare, both of which let the side down! Described as in generally excellent condition, the machine is offered with current road fund licence, expired MoT (June 2013) and Swansea V5C document. The provision of 'total loss' electric lighting is the only notified deviation from factory specification.

£8,000 - 12,000
€9,500 - 14,000



380

1928 Rudge 499cc Special

Registration no. YX 1118
 Frame no. 28706
 Engine no. 50787

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 is best remembered for its pioneering use of four-valve cylinder heads. Rudge-Whitworth's first four-valve production motorcycle made its public debut at the Olympia Show in 1923, and the company persevered with the layout until manufacture ceased at the outbreak of WW2. The motorcycling public's response to this new four-valve, four-speed model was enthusiastic and by the end of 1924 twice as many machines had been produced as in 1923. The full potential of Rudge's four-valves-per-cylinder design 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, a feat which led to the introduction of the legendary 'Ulster' sports model. This Vintage-era Special was owned from 1949 to 2009 by Rudge enthusiast Leonard Rainbird and ridden and maintained continuously during his ownership. A well presented older restoration, the machine is offered with old-style continuation logbook (issued 1946), expired MoT (November 2007), current road fund licence and Swansea V5C document. It should be noted that the latter states that the date of first registration was 1936 and incorrectly records both the taxation class (Motorcycle Combination) and the engine's number, the motor having been changed.

£8,000 - 12,000
€9,500 - 14,000



381

1936 Rudge 499cc Special

Registration no. EPF 722
Frame no. 58111
Engine no. S3089

Previously forming part of a motorcycle combination, this newly restored Special has only completed a few running-in miles following an extensive 'last nut and bolt' rebuild. In 1962 the previous owner, Ian Schofield, engaged London main dealer Godfrey's Ltd to rebuild the engine and gearbox and then, for reasons unknown, laid up the bike at the back of the garage from where it emerged many years later to be sold by the Rudge Club (see 'as found' photograph on file). Undertaken by an acknowledged marque expert in 2008, the restoration of the engine and gearbox merely required the careful removal of solidified grease from the internal surfaces, everything being found to be 'as new'. The cycle parts needed a little more work, including stove-enamelling and expert coachlining; new wheel rims and spokes; replacement tank; mudguard repairs; new cables, levers and oil pipes; refurbished carburettor; and a complete electrical system rewire and overhaul. A little additional work would bring 'EPF 722' to concours condition but as presented here it is a very usable example fit for long-term ownership and enjoyment. The machine is offered with old-style continuation logbook, previous owner paperwork, current road fund licence and Swansea V5C document.

£8,000 - 12,000

€9,500 - 14,000



382

1937 Rudge 245cc Rapid Sports

Registration no. CRH 978
Frame no. 59218
Engine no. A728

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. 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. Following a lengthy restoration, this Rapid won the inaugural 'Bryan Reynolds Trophy' for newly restored machines on its first outing at the 2008 Rudge Rally, many parts used in the rebuild having been sourced from the Rudge Enthusiasts Club's excellent new spares scheme. The vendor says that this tractable and lively 250cc lightweight has carried him, a heavyweight rider, with ease over the Tipperary countryside and Wicklow mountains in all weathers and on many local VMCC events, including a tour of the Czech Republic's Central Bohemian countryside. The machine is offered with old-style continuation logbook (1975), three expired MoTs (most recent issued 2009), current road fund licence, Swansea V5C document and a substantial restoration file. It should be noted that the M-L Maglita has been modified to provide self-energising coil ignition, enabling easy starting and steady low-speed tick-over while still charging the battery.

£5,500 - 6,500

€6,600 - 7,700





383

1913 Triumph 3 1/2 hp TT Model

Registration no. SP 5496
Frame no. 214565

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3 1/2 hp model 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 4hp model in 1914. A belt-driven model equipped with the Philipson Pulley variable gear, this Veteran-era Triumph was restored around 20 years ago by Harry Fleming, who acquired the machine from a young lad who had been given it by a lady clearing out her late father's home (see Harry's account on file). The machine is offered with three old tax discs, expired MoT (2009) and Swansea V5C document.

£10,000 - 15,000
€12,000 - 18,000



384

1915 Triumph 4 hp Type D TT Model

Registration no. BB 3451
Frame no. 263051
Engine no. 37982

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm was building its own power units. This first engine was not without its weaknesses, as was the frame in which it was installed, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3 1/2 hp model 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 4hp model in 1914. Between them, the vendor and the previous owner have ridden this restored 1915 Triumph at a variety of events and locations including the Irish International, Schleize Vintage race-parade, Shetland, Yorkshire, Lancashire, East Anglia, Isle of Wight, Czech Republic and Grossglockner, and around the Midlands. It was also used on the VMCC training weekend at Gaydon in 2013 to the delight of some lucky riders. In the vendor's own words: 'This bike is a reliable, easy starting, fast and comfortable single-speed, direct belt drive package of excitement.' 'BB 3451' has been regularly maintained and benefits from a new rear hub and valves. The machine is offered with associated literature, assorted email correspondence, Swansea V5C document and a quantity of old tax discs and MoTs (most recent expired August 2012).

£8,000 - 12,000
€9,500 - 14,000

385

1927 Triumph 494cc Model N

Registration no. BF 5924
Frame no. 100578
Engine no. 245579

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. Production was soon running at an astonishing 1,000 machines per week and the Model P's outstanding success undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a plethora of derivatives - Models N, Q and QA among them - and lost penny-pinching features such as guide-less valves and the bicycle-type front brake.

Dating from the end of the 'flat tank' era, this Model N will make a very satisfactory mount for the rider who enjoys Vintage-style motorcycling while appreciating the reliability and technical competence for which the Triumph factory was known. Restored circa 2010, the machine is described as in generally good condition and offered with instruction book, VMCC dating certificate, recently expired MoT (November 2012) and Swansea V5C registration document. An ideal mount for the 2014 Banbury Run.

£6,000 - 8,000
€7,100 - 9,500



386

1923 BSA 770cc Model E

Registration no. DS 9561
Frame no. A1792
Engine no. 6646

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA-designed and built machine. The first model to feature the marque's distinctive green and cream tank colours was a 499cc side-valve single, which was soon complemented by a 557cc long-stroke version. The firm's first v-twin - the 770cc (6/7hp) Model E - appeared late in 1919 and would prove the forerunner of a long line of rugged and dependable 'sidecar tugs'. A larger, 986cc version debuted as the Model F in 1922 and would continue in production as the Model G, regularly revised and updated, until 1940. Vintage-style family motorcycling does not get better than this: a powerful 770cc twin-cylinder motor and rugged three-speed gearbox carried in a well built heavyweight frame and tugging a substantial sidecar complete with luggage compartment and full weather screens. Carried out between 1999 and 2005, its no-expense-spared restoration has resulted in a glorious motorcycle combination capable of transporting the rider and two companions in comfort and style. The machine is offered with parts list, instruction manuals, Swansea V5C document and a quantity of old tax discs and MoT certificates (most recent expired September 2011).

£10,000 - 14,000
€12,000 - 17,000





387

1954 Velocette MSS

Registration no. RYD 68

Frame no. RS10913

Engine no. MSS 10207

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke 350cc version - the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head'. This MSS has covered only some 14,690 miles since its restoration to a high standard circa 2002 and further benefits from an engine rebuild undertaken in 2010 by Vulcan Services (invoice on file). Carefully maintained, 'RYD 68' has mainly been used for touring the hills and dales of Derbyshire and Staffordshire, taking in a couple of rallies each year. Offered with sundry invoices, current road fund licence, Swansea V5C document and a quantity of old tax discs and MoTs (most recent expired 2012), the machine is described as in generally good cosmetic condition with excellent mechanicals. Panniers, an alternator, Boyer electronic ignition and heated handlebar grips are the only notified deviations from factory specification.

£5,000 - 6,000

€6,000 - 7,100



388

1941 Indian Scout 741

Registration no. CSJ 234

Frame no. 741 4846

Engine no. GDA 4846

A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the existing 1-litre Powerplus in 1920, to be followed by a 45ci (750cc) variant in 1927. Introduced in April 1928, the 101 Scout featured a revised 750cc sidevalve engine in a new frame and this sporting machine would prove an immense success for the firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter frame and European-style girder forks. 30.5ci (500cc) and 45ci Scouts, designated Models 741B and 640B respectively, were produced for the Allied forces during WW2's early years before the US Army switched to the ubiquitous Jeep. This 741B Scout has been fully restored to military specification, featuring professionally made saddlebags, a weapon holster and legally decommissioned machine gun. A winner of the 'Best Military' award at Stafford in June 2012, the machine is offered with Swansea V5C document.

£10,000 - 14,000

€12,000 - 17,000

389

Never registered, 40 miles from new 2000 Derbi 80cc GPR50

Frame no. UTHGPRRABYH-145904
Engine no. C1 - 1102

The name 'Derbi' first appeared in the early 1950s on a motorcycle built by Nacional Motor SA of Barcelona, Spain. The latter company was an offshoot of Bicicletas Rabasa, one of Spain's largest cycle manufacturers that had been founded by Simeon Rabasa Singla in the early 1920s. Its first powered two-wheelers were marketed as 'SRS' (the founder's initials) but soon took the name 'Derbi' (from the phrase, 'derivados de biciletas'). Derbi remained little known outside Spain until Angel Nieto took the World 50cc Championship in 1969, a feat he repeated for the Spanish marque in 1970 and '72 in addition to taking the 125cc title for them in 1971 and '72. Lightweight motorcycles and mopeds, particularly the 50cc category, had always accounted for the bulk of Derbi's business, hence its concentration on these classes in road racing. Since 2001 the company has been a subsidiary of the Italian Piaggio group. Fitted with a non-standard cylinder, cylinder head and piston (increasing the capacity to 80cc) this Derbi GPR50 sports moped has formed part of the Luke Lawlor Collection from new. The machine has never been registered for the road and displays a total of only 40 miles on the odometer. There are no documents with this Lot.

£2,500 - 2,800
€3,000 - 3,300



390

c.1988 Garelli 125cc Grand Prix Racing Motorcycle

Frame no. 005-1

When the FIM changed the rules for the 125cc class for 1988, restricting machines to one cylinder, it marked the end of the road for Garelli's outstanding twin-cylinder racer, which had reigned supreme for the preceding six years. Like their rivals, the Italian manufacturer had to start with a clean sheet of paper and should have found building a 125cc single a relatively simple matter, given the fact that it had been developing and racing a 250 twin for the past few years. The single-cylinder engine used the same disc valve induction and 56x50.6mm bore/stroke dimensions as the 250, and was carried in Garelli's trademark aluminium monocoque chassis, the latter sporting a White Power 'upside-down' front fork and mono-shock rear suspension for the first time. Just like that of the ill-starred 250, the 125's rigid monocoque was targeted for criticism and the team tried a stock Honda RS125 twin-spar chassis at Assen and also a Moretti frame that looked a lot like a Yamaha TZ250 Deltabox. It is the latter machine that is offered here. Nevertheless, No. 1 rider Fausto Gresini was still not satisfied and designer Jan Thiel refused to have anything to do with the hybrids, leaving the team in disarray. Previously forming part of the Garelli Grand Prix Collection, this unique racing motorcycle was purchased by the current vendor at Bonhams' sale at the Grand Palais, Paris in February 2013 (Lot 482).

£6,500 - 8,500
€7,700 - 10,000





391

The ex-David Dixon

c.1950 Norton 490cc 500T Trials

Registration no. OMU 519
 Frame no. 29298 E3T
 Engine no. 29298 E3T



Copyright: Mortons Archive

Norton's post-WW2 trials campaign got off to a false start in 1947 but after a season of extensive modification and experimentation the factory came up with the legendary 500T. Shortened rear frame stays and a modified lower fork yoke reduced the wheelbase to a more-manageable 53" while an alloy cylinder head and barrel helped reduce weight to around 300lbs. Numerous works and privateer successes soon confirmed that Norton had produced a machine as good as, if not better than, any other rigid-framed trials iron.

This Norton 500T belonged to the late David Dixon until his death earlier this year and is offered for sale by the Dixon family. Born in Dublin, David Dixon spent virtually his entire life working with motorcycles. He began competing in trials in his native Ireland before moving to the UK in 1958 to take up a post as staff writer for *The Motor Cycle*, a dream job that not only involved riding the latest models but also track testing exotic works race bikes. An accomplished racer himself, David Dixon well qualified for the latter role and when *The Motor Cycle* ceased publication he set up a racing school with fellow Irish road-racer, Tommy Robb. This led to the formation of Dixon Racing, a tuning company that eventually became a mainstream motorcycle dealership. When the next economic downturn sank the latter, David moved to a public relations company working for the Motor Cycle Industry Association, becoming its spokesman.

David had owned and competed on a 500T during his formative years in Ireland, and around 1976 bought the machine offered here from Keith Dopson, intending to restore and ride it. Despite his best intentions, the project remained firmly on the back burner for many years before being entrusted to ex-racer and professional restorer, Brian Kettle. The non-standard machine had been bodged and modified, causing Brian more than a few headaches before the rebuild was completed in the autumn of 1995. The following year David wrote an article about his beloved 500T for *The Classic MotorCycle* (May 1996 edition, copy on file) which prospective purchasers are urged to read. Last taxed and MoT'd to 2004, OMU 519' will require re-commissioning before returning to the road. The machine is offered with three expired MoT certificates and an old-style continuation logbook (issued 1964). It should be noted that the frame number is incorrectly recorded in the latter.

£5,000 - 7,000
€6,000 - 8,300

392

1971 Greeves 249cc Griffon Enduro

Registration no. XFW 119J
Frame no. 60 N 188
Engine no. GPF 6 / 173

Founded in Thundersley, Essex, by Bert Greeves and Derry Preston Cobb, Greeves were perhaps the most distinctive of the British lightweight motor cycle makers. Firmly based in off-road competition, their most distinctive feature was their cast-alloy frame beam. Late in the 'sixties, their staple Villiers engine outdated, Greeves moved to other suppliers and more modern designs. XFW 119J is, states its long-term owner, 'a 'Griffon Enduro' much as it left the factory'. The tank is a new steel replacement for the porous original and stainless spokes have been fitted to the original Dunlop rims. Offered in beautiful condition, with V5C and Greeves Association certificate, this is one to cherish.

£1,700 - 2,200
€2,000 - 2,600



393

1981 Bultaco 350cc Sherpa Trials

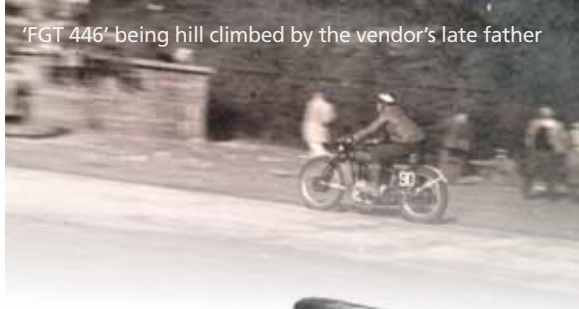
Frame no. JB-15903258
Engine no. JM-19912320-A

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. Developed by the world's greatest trials rider, Sammy Miller, the new Sherpa trials model made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory; the rest is history. This Sherpa has been ridden in local 'twin-shock' trials for ten years by the enthusiast vendor and his son. An older restoration, the machine has been maintained as required since acquisition, benefiting from recently fitted electronic ignition, and is described as in generally good condition. There are no documents with this Lot.

£600 - 800
€720 - 950



'FGT 446' being hill climbed by the vendor's late father



394

One owner for 60-plus years

1938 Vincent-HRD 498cc Series-A Meteor Project

Registration no. FGT 446

Frame no. D1554

Engine no. M629



The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own in 1934. An overhead-valve, 500cc single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving.

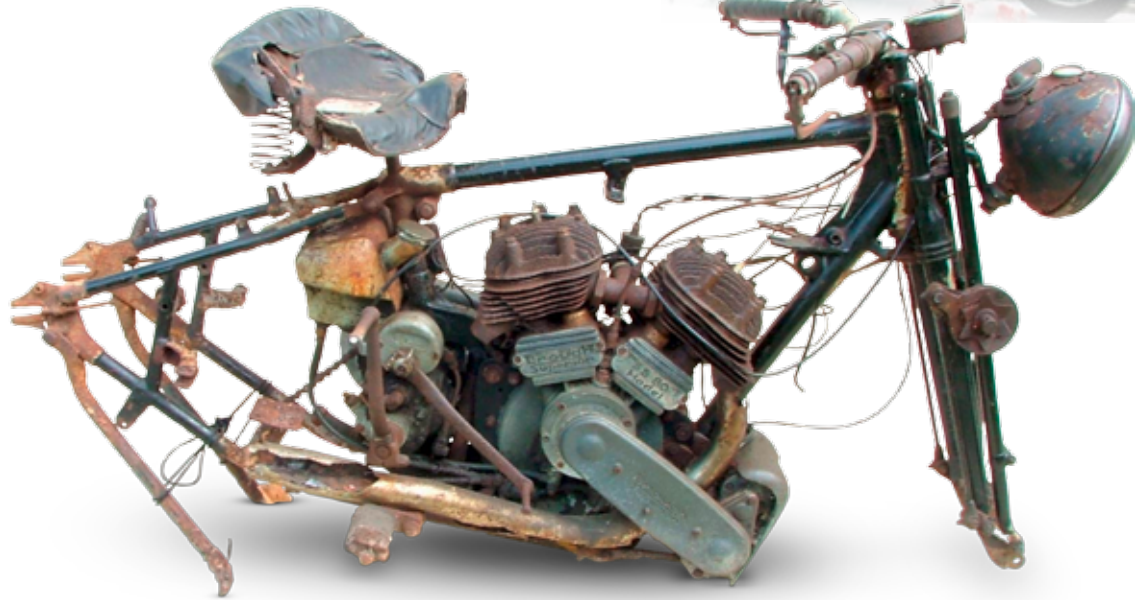
Messrs Vincent and Irving brought fresh thinking to the design of what would become known as the Series-A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them; the sum of all these features resulting in a compact engine with considerable scope for tuning. The names 'Meteor' and 'Comet' were chosen for the touring and sports versions respectively of the stylish new Vincent-HRD, which had not even been started, let alone ridden, when it was first exhibited at the 1934 Motor Cycle Show at Olympia. Fortunately, during the show a tester achieved a speed of 90mph on a Comet, a highly respectable figure for a 500cc sports roadster and one that fully justified Philip Vincent's prior performance claims.

In the 1935 Isle of Man Senior TT, three of the new Vincent-HRDs finished in 7th, 9th and 12th places, demonstrating that they possessed reliability as well as speed. Sales increased steadily but the Vincent was an expensive and exclusive product, and ownership remained the privilege of a wealthy few. Production of all Series-A Vincent-HRDs ceased on the outbreak of WW2, and today the single-cylinder Meteor and Comet – the machines that effectively kick-started the Vincent legend – are highly prized by discerning collectors.

This Vincent-HRD Meteor comes with an old-style continuation logbook showing that the recently deceased owner acquired it in 1950, though the vendor (his son) recalls his father owning the machine from the mid/late 1940s. Used regularly until 1957 when its owner acquired a car, the Vincent has been under cover in dry storage since the last tax disc expired in December '57. It has been protected by a Waxoyl-like preservative and we are advised that the engine turns over and the gears select. Accompanying documentation consists of the aforementioned old-style logbook and old Swansea V5. Sold strictly as viewed, 'FGT 446' represents a rare opportunity to acquire one of the legendary Vincent-HRD Series-A singles, ripe for sympathetic restoration. A quantity of spare parts is included in the sale.

£22,000 - 26,000

€26,000 - 31,000



395 1939 Brough Superior 982cc SS80 Project

Registration no. FTV 710
Frame no. M8/1909
Engine no. BS/X 4774

Introduced in 1922, the SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version ridden by George Brough became the first sidevalve-engined machine to lap Brooklands at over 100mph. Brough entered the 1930s with an entirely JAP-powered range, and then, after a brief absence, the SS80 re-appeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement, instead of the side-by-side connecting rods of the Matchless. The model continued to use the Plumstead-made engine until production ceased in 1939.

Works Records show that 'FTV 710' left the factory on 7th April 1939 incorporating frame number 'M8/2139' and engine number 'BS/X 4774'. Equipped with chromed mudguards and Castle forks, the latter an unusual feature on a rigid-framed model, the machine was despatched to Hooley's Garage, Nottingham.



At some time it has been rebuilt around frame number 'M8/1909', which must have happened prior to 1960 as that number is recorded in the accompanying old-style continuation logbook, issued in January of that year. Frame 'M8/1909' originally formed part of an SS80, fitted with engine number 'BS/X 4642' and equipped with Druid forks, which was sent to Leighton's of Oxford in December 1937 and registered 'FWL 826'.

In the early post-war years, 'FTV 710' belonged to a Mr Ludlow in Fleetwood, Lancashire. In 1964 the BSOC recorded the machine as belonging to the vendor's late father. A challenging yet potentially most rewarding project for the dedicated Brough enthusiast, the machine comes with the aforementioned logbook and is sold strictly as viewed.

£10,000 - 15,000
€12,000 - 18,000



396
1980/1986 Harris Magnum II Laverda Mirage 1200

Registration no. Q808 WNL
 Frame no. HP754
 Engine no. 2824



The machine offered here started life as a Laverda Mirage TS purchased a new in June 1980 from TT Motor Cycles Ltd in Sunderland by one Brian Hair (invoice on file) and first registered on 1st August of that year. During the winter of 1985/1986, the engine was sent to marque specialists Motodd (Phil Todd) to be stripped, tuned and rebuilt (see detailed list and invoice). In 1986 Mr Hair purchased a Harris Magnum II frame kit from Windy Corner Motorcycles (Roger Winterburn) and built a new bike using the Motodd-tuned engine. Harris made fewer than ten of these 'full loop' frames for Laverdas, the original open-cradle type having proved insufficiently rigid.

As the build progressed over the next few years Mr Hair also bought a new set of Marzocchi M1R front forks and new Brembo brakes from Slater Laverda (bills available). In March 1990 the completed machine was MoT'd (at 5,009 kilometres – 3,111 miles) and registered as 'Q808 WNL'. After a handful of 'shakedown' miles had been covered the Laverda was placed in storage, remaining there until May 1997 when it was sold to one Carl Hunt. Unfortunately, Mr Hunt was taken ill soon afterwards and the machine saw little use.

Sold to the current owner in December 2009, it was stored until 2011 and then sent to the Harris factory in Hertfordshire to have a new set of forged PVM Dymag-style 18" wheels fitted to replace the original Laverda items. Inspected by the Harris brothers (Steve and Lester), the machine was and also fitted with a new fully adjustable Nitron shock absorber; a new drive sprocket to suit the PVM wheels; and a pair of Avon Sport tyres.

Carried out in 2012, subsequent re-commissioning included cleaning and balancing the carburettors; renewing the hydraulic fluids; rebuilding the rear brake master cylinder; checking cam chain tension and valve clearances; changing the engine oil; and fitting new batteries and spark plugs. Described as in generally excellent condition, this rare 1980s 'superbike special' is offered with Laverda owner's manual, numerous invoices, current MoT certificate and Swansea V5C registration document.

£7,500 - 10,000
€8,900 - 12,000



397

1973 Harley-Davidson FLH 1200 Electra-Glide

Registration no. VNP 586L
 Frame no. ZA22322HS
 Engine no. ZA22322HS

Two important events in the lengthy development of Harley's perennial v-twin occurred in the mid-1960s when the 74ci (1,200cc) FH and FLH Duo-Glide adopted electric starting (1965) and the revised 'Shovelhead' engine the following year. Now known as the 'Electra-Glide' - without question one of the most evocative names in motorcycling history - Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism. H-D was unable to afford the costs of developing an entirely new engine, so made do instead with a revised top end (the 'Shovelhead') featuring a larger aluminium version of the Sportster cylinder head, an improvement that liberated a further 5bhp. The Shovelhead 'Glide continued in production for a further 18 years, gaining alternator electrics, electronic ignition and disc braking as the years progressed before bowing out in 1983 with the arrival of the Evolution-engined 'Glide. 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 Harley-Davidson FLH 1200 Electra Glide was imported into UK in 1989 and used until 1993. The previous owner then started a 20-year labour of love at a very relaxed pace. Works carried out include overhauling the engine top end and rebuilding the gearbox and wheels. New parts fitted include the piston rings, valve guides, clutch, clutch cover, carburettor, air cleaner and chrome cover, oil lines, H-T leads, exhausts, wheel rims, spokes, tyres, indicators, rear light, chain, chain guard, seats, foot boards, luggage rack and various chromed 'dress up' accessories. The machine has also been repainted in 1970s purple with a subtle gold flake in the lacquer. Approximately 50 miles have been covered since the aforementioned works were completed. Said to ride like a dream and sound like it should, this well dressed Shovelhead Electra-Glide is currently taxed, MoT'd to June 2014 and comes with Swansea V5C registration document.

£5,500 - 7,500
€6,600 - 8,900



398

1975 Kawasaki 748cc H2C

Registration no. KAU 896N
Frame no. H2F-44487
Engine no. H2E-44784

Kawasaki emphatically established its reputation for building uncompromising high performance motorcycles with the launch of the stunning Mach III 500 in 1968. Light weight combined with a peakily-delivered 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one which nevertheless had the legs of just about everything under 750cc. In 1971 the original was joined by three more triples: the 250cc S1, 350cc S2 and 750cc H2 (also known as the Mach IV for the first years or so). Although 11bhp more powerful than the Mach III, the H2 delivered its power less frenetically and, thanks to a longer wheelbase and revised frame geometry, was easier to ride fast without falling off. Nevertheless, a top speed of around 115mph with the 'ton' reachable in 13 seconds was enough to satisfy even the most speed-addicted tyro. Today these charismatic Kawasaki triples enjoy an enthusiastic following worldwide, with restored examples such as this one increasingly sought after. This 1975 H2C had already been restored when the current owner purchased it from Cosmo Classic Motorcycles Ltd of St Leonard's, East Sussex in December 2012 (purchase receipt on file). The machine also comes with Swansea V5C document, some old tax discs and seven expired MoTs showing the mileage increasing from 1,313 in 2006 to 4,107 in May 2102. The current odometer reading is 4,348 miles.

£7,500 - 10,000
€8,900 - 12,000

399

1973 Norton 745cc Commando Roadster

Registration no. PKE 531L
Frame no. 208274
Engine no. 208274

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. Apparently an imported example, this Commando 750 Roaster was first registered in the UK on 1st March 2010. Its owner at that time was Mr John Edwards of St Leonards-on-Sea, East Sussex, who had carried out an extensive restoration over the receding year or so, as evidenced by numerous invoices for parts, etc on file. Noteworthy features include a Mikuni carburettor conversion and a braided steel front brake line. Its current owner purchased 'PKE 531L' from Godin Banks of Mereworth, Kent in February 2011. The sales invoice is available and the machine also comes with VMCC dating certificate, DVLA correspondence, expired MoT (September 2010) and Swansea V5C.

£3,800 - 4,800
€4,500 - 5,700



400

1951 BMW 500cc R51/2 & Steib LS200 Motorcycle Combination

Registration no. 138 YUR
Frame no. 519150
Engine no. 519150

BMW recommenced post-war 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 incorporated into the R51/2 included a two-way damped front fork, gearbox main-shaft damper and strengthened frame. This R51/2 motorcycle combination was purchased in May 2009 by the current vendor directly from Germany, having been restored there. The vendor intended to sort out its few minor issues but never found the time and the machine has remained in storage. It was first registered in this country in January 2013. We are advised that the ignition system is faulty, though the engine does run. An alternator has been fitted but the original dynamo (in need of an overhaul) is included in the sale. Sold strictly as viewed, '138 YUR' represents an ideal opportunity for the sidecar enthusiast to acquire a desirable BMW/Steib combination at modest cost, which should require relatively little work to put right. The machine is offered with Swansea V5C document.

£5,000 - 7,000
€6,000 - 8,300



401

Powered by an R100/7 motor 1967 BMW 980cc R50/2

Frame no. 1810573
Engine no. 6170446

Having concentrated on refining what were essentially pre-war designs, BMW was ready with a brace of new machines by 1955: the R50 and R69. Of 494cc and 594cc respectively, the newcomers inherited the updated flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts featuring an Earles-type leading-link front fork and swinging-arm rear suspension enclosing the driveshaft in the right leg - developments first seen on the works racers. In August 1960 an entirely new and much improved engine was announced, the '500' continuing thereafter as the R50/2 and the '600' became the R69S. This R50/2 combines the elegantly traditional good looks of 1960s BMWs with the power afforded by a more modern R100/7 engine dating from 1979, which with 59bhp on tap has more than double the maximum output of the original. Undertaken during 2006/2007 for previous owner Chris Bond by Bavarian Cream Restorations (Larry Junge) of Boring, Oregon, the conversion included fitting the front fork and twin-disc front brake from an R90S together with instruments, handlebar controls and mirrors from a modern BMW. Since acquiring the machine the current owner has spent some 1,700 on re-commissioning it and advises us that it is now running very well. Combining classic style with modern power, reliability and convenience, this unique BMW hybrid is offered with sundry restoration invoices, and US Certificate of Title.

£6,500 - 7,500
€7,700 - 8,900





402

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. Performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. 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 between 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 vendor's late father bought 'GL 6719' in December 1998. It is thought that the Triumph was restored by the immediately preceding owner. On file are various photographs taken in the course of restoration and a few invoices including one from S&T for chromium plating at a total cost of £564 (invoice dated 13.3.97). There are also sundry old tax discs and SORNs, while the last MoT expired in August 1999. Kept in storage since acquisition, the Tiger will require re-commissioning before returning to the road.

£9,000 - 12,000
€11,000 - 14,000



403

1955 Triumph 650cc Tiger T110

Registration no. NSU 622
 Frame no. 65781
 Engine no. T110 65781

Every Triumph enthusiast knows that the Bonneville owes its name to record-breaking successes on the eponymous salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a Tiger 110 equipped with twin carburettors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. The T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. An older restoration, this matching-numbers machine was re-registered in 1988 with the age-related registration 'NSU 622'. Two accompanying old-style continuation logbooks confirm that the original registration was 'VTE 281', while also on file is a receipt dated 6th October 1988 for the Triumph's purchase by the vendor's late father. In need of re-commissioning following long-term storage, the machine is offered with the aforementioned logbooks and old/current Swansea V5/V5C documents.

£4,000 - 5,000
€4,800 - 6,000

404

1958 Triumph 650cc Tiger T110

Registration no. 5442 NW
Frame no. 019922
Engine no. T110 019922

A similar Lot. First registered in September 1958, '5442 NW' has been owned by the vendor's late father since 14th May 1988 when it was purchased from Allan Jefferies of Shipley. On display in the Saddleworth Museum for many years, the machine will require re-commissioning following long-term storage. Accompanying documentation consists of an old-style logbook and old/current Swansea V5/V5C.

£4,000 - 5,000
€4,800 - 6,000



405

1959 Triumph 650cc Thunderbird

Registration no. TJU 349
Frame no. 028152
Engine no. 6T 028152

Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the banked Montlhéry circuit in France at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory, a quite outstanding achievement. When displayed at the Earls Court Show in October, the new 650cc twin featured the headlamp nacelle and fuel tank with luggage grid first seen on Triumphs the previous year. The Thunderbird remained in production in fundamentally its original form until 1962, though with progressively updated cycle parts, one of the most significant developments along the way being the introduction of a swinging arm frame for 1955. The example offered here will require re-commissioning following long-term storage. Prospective purchasers should be aware that the rear mudguard, fuel tank and seat are only loosely attached and there is no main stand fitted. The machine comes with (copy) old-style Swansea V5, V5C and is sold strictly as viewed.

£4,000 - 6,000
€4,800 - 7,100





406

1952 Triumph 500cc Tiger 100

Registration no. VYS 601
Frame no. 32513 (see text)
Engine no. T100C 32513 (see text)

The Tiger 100 sports version of Triumph's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the original's magdyno. A die-cast alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp. For Tiger owners who wished to go racing, Triumph offered a kit of performance parts that included high-compression pistons, 'hot' cams, up-rated valve springs, twin carburettors, megaphone exhausts, etc. For 1953 the kit was dropped but most of the parts found their way onto a new competition-orientated production model: the T100C, produced for that year only. According to the VMCC's records, Tiger 100 with frame/engine number '32513' was despatched from the factory on 10th September 1952 but there is no indication on the records that this was a T100C model. It should also be noted that both the frame and engine numbers appear to have been over-stamped. Originally supplied by W L Handley Ltd of Birmingham, 'VYS 601' has been owned by the vendor's late father since December 1996 and was last MoT'd/taxed for the road in 2005, since when it has been in storage. Offered in need of re-commissioning, the machine comes with purchase receipt, various old MoTs, tax discs and SORNs, and old/current Swansea V5/V5C documents. Also on file is what appears to be an engine specification sheet listing such items as E3134 cams, 'R' followers, lightened cam wheels, etc but it is not known whether the engine was actually built to this specification.

£3,500 - 4,500
€4,200 - 5,400



407

1956 Triumph 500cc Tiger 100

Registration no. TUE 721
Frame no. 75922
Engine no. T100 80003

The sports version of Edward Turner's trend-setting Speed Twin, the Tiger 100 was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's mag-dyno. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake (first seen on the 650cc Tiger 110) were fitted from 1954 onwards. A splayed-port cylinder head with twin carburettors became available from the start of the 1957 model year, and this would represent the ultimate development of the Tiger 100, which in mid-1959 was replaced by the new, unitary construction Tiger 100A. This motorcycle's accompanying Swansea V5 document states that it was first registered in July 1981 and has been 'assembled from parts'. Both the frame and engine date from 1956. An older restoration, the machine will require re-commissioning following long-term storage. An old MoT certificate (expired 1982) comes with it.

£3,500 - 4,500
€4,200 - 5,400

408

1959 Triumph 500cc Tiger 100 Project

Registration no. RFY 399
Frame no. 028483
Engine no. T100 028483

The sports version of Edward Turner's trend-setting Speed Twin, the Tiger 100 was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's mag-dyno. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake (first seen on the 650cc Tiger 110) were fitted from 1954 onwards. A splayed-port cylinder head with twin carburettors became available from the start of the 1957 model year, and this would represent the ultimate development of the Tiger 100, which in mid-1959 was replaced by the new, unitary construction Tiger 100A. Sold strictly as viewed, this incomplete Tiger 100 is an unfinished restoration project started by the vendor's late father. Included, but not fitted, are an incomplete Amal Monobloc carburettor, two rocker boxes, footrests, coil, horn, ammeter, brake pedal, newly painted fuel tank, exhaust pipes and rusty silencers. The last MoT expired in 1990 and the machine also comes with (copy) Swansea V5 and V5C. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding.

£2,500 - 3,500

€3,000 - 4,200



409

1961 Norton 600cc Dominator 99SS

Registration no. 529 UPG
Frame no. 97413
Engine no. 97413

Norton's 500 twin appeared in the racing singles' Featherbed frame in November 1951. Initially for export only, the Dominator Model 88 was the first production Norton to feature the lightweight, race-proven chassis. Introduced for 1956, the 596cc 99 was outwardly identical to its smaller brother. Though endowed with greater power and higher gearing which enabled it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. In April 1961 high-performance 'SS' versions of both Dommies were announced, incorporating enlarged and polished inlet ports, twin carburettors, the 650 Manxman camshaft and other internal improvements to the engine. Other noteworthy features included a Siamezed exhaust system, ball-ended control levers, a folding kickstart lever and flat handlebars. Although the Dominator 88SS was made until 1966, the 99SS was dropped, together with the 'cooking' 99, after little more than a year, making it one of the rarest of Norton twins. We are advised that the VMCC has confirmed that the Norton factory records list this Dominator 99 as supplied with 'S/Special equipment'. The machine also features the optional rev counter. '529 UPG' has been owned by the vendor's late father since March 1995 (purchase receipt on file) and was last MoT'd and taxed for the road in 2005. Offered with four expired MoTs/tax discs and old/current Swansea V5/V5C documents, the machine will require re-commissioning before returning to the road.

£4,200 - 4,800

€5,000 - 5,700





410

1959 Norton 600cc Dominator 99

Registration no. 189 FMB
Frame no. P14 77605
Engine no. P14 77605

Norton's 500 twin appeared in the racing singles' Featherbed frame in November 1951. Initially for export only, the Dominator Model 88 was the first production Norton to feature the lightweight, race-proven chassis. Introduced for 1956, the 596cc 99 was outwardly identical to its smaller brother. Though endowed with greater power and higher gearing which enabled it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. The model remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. A hand written note on file dated 27.6.95 from the fourth owner, one John Joseph Meade, provides strong evidence that '189 FMB' has not been used on the road since 1962. Mr Meade recounts how he bought the Norton in September 1979 and took two years to complete its restoration. It had not been used since the rebuild when he sold it to the vendor's late father in July 1995. The current odometer reading is only 2 miles, which - presumably - is the distance covered since the rebuild. Kept in storage since its acquisition in 1995, '189 FMB' will require re-commissioning following long term storage. The machine is offered with its original old-style logbook, first owner's notes and old/current Swansea V5/V5C documents.

£4,000 - 5,000
€4,800 - 6,000



411

First owned by Bill Beevers

1956 Norton 600cc Dominator 99

Registration no. WWJ 264
Frame no. 67197
Engine no. 67197

A similar Lot. Its accompanying original logbook shows that this Dominator 99 was first registered to Bill Beevers of Sheffield - 'The Rider Agent' - that most prolific of TT competitors who contested TTs in all the years they were held between 1935 and 1960. Also on file is a receipt dated 9th January 1993 when the Norton was acquired by the vendor's late father. The last MoT expired in March 1992. Offered in need of re-commissioning following long-term storage, 'WWJ 264' comes with the aforementioned logbook and old/current Swansea V5/V5C documents. It should be noted that the rear brake rod, prop stand and some timing gear components are present but not fitted. The timing case screws are only loosely threaded in with a few missing altogether. The seat is not fully attached and the lower right-hand shock absorber bolt is missing. It is possible that some other minor parts may be missing also. The machine is sold strictly as viewed.

£3,700 - 4,500
€4,400 - 5,400

412

1964 Norton 500cc Dominator 88

Registration no. 323 HFR
Frame no. 4101816
Engine no. 122SS/107051/P

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 handling and roadholding were found to be first class. The example offered here has been fitted with an engine taken from one of the high-performance Dominator 88SS models. Acquired by the vendor's late father in November 1989, '323 HFR' will require re-commissioning - including partial re-wiring - following long-term storage. The machine is offered with purchase receipt and two old MoTs (most recent expired 1989). It should be noted that both the frame and engine number are incorrectly recorded on the Swansea V5C. We understand that a new one has been applied for.

£3,400 - 4,400
€4,000 - 5,200



413

c.1961 Norton 600cc Dominator 99 (see text)

Registration no. JSV 277
Frame no. 122 95992
Engine no. 14R 92166

A similar Lot. Last taxed for the road in 2005, the machine offered here consists of a 1961 Dominator 88 frame and a 1960 Dominator 99 engine. 'JSV 277' is an age related number issued in August 1985. In need of re-commissioning following long-term storage, the machine is offered with three old MoTs (most recent expired June 2005), current and expired SORNs, and old/current Swansea V5/V5C documents.

£3,400 - 4,400
€4,000 - 5,200





414

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 AJS 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 AJS & 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' has been owned by the vendor's late father since 15th May 1991 according to an invoice from The Classic Motor Cycle Museum, Huddersfield. Offered in need of re-commissioning following long-term storage, the machine comes with old-style continuation logbook, (copy) Swansea V5 and V5C.

£3,500 - 4,500
€4,200 - 5,400



415

1969 BSA 740cc Rocket III

Registration no. PCD 836G
 Frame no. AC01527 A75R
 Engine no. AC01527 A75R

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in the UK in 1969. Differences between the Triumph Trident and BSA Rocket III were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was slightly inclined. BSA-Triumph had learned a lot about engine development from racing the 500 twins, and the Triples were the most powerful machines in their class. Dynamometer tested by the American publication *Motorcycle Buyer's Guide* in 1970, the Rocket III produced a maximum of 55.4bhp at the rear wheel, slightly down on its Triumph Trident sibling's 58.8 horsepower but 1.5bhp better than Honda's four-cylinder CB750. Meanwhile, back in the UK, *Bike* magazine wound their road test Rocket III up to a top speed of 128mph. This re-imported Rocket III was first registered in the UK in 1983 and comes with old/current Swansea V5/V5C documents. We are advised that the speedometer has been changed. The most recent MoT on file (issued July 2002) records the mileage total at that time as 21,434, while the current odometer reading is 1.6 miles. Acquired by the current owner in July 2005, the machine has been in a private collection and has not been used for some years due to the owner's ill health. Running recently, it nevertheless will require re-commissioning before returning to the road. Non-original handlebars and a stainless steel exhaust system to original pattern are the only notified deviations from factory specification.

£8,000 - 11,000
€9,500 - 13,000



416

500 kilometres since restoration

1955 BSA 499cc Gold Star Scrambler

Frame no. CB32 2975
Engine no. DB34 GS 341

Arguably the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of Clubman's racing in the 1950s while its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition. Indeed, throughout the 1950s the Gold Star scrambler was as dominant on the dirt as the Clubman's version was on the racetrack. Gold Star-mounted John Avery won the British Championship for BSA in 1952 while Jeff Smith took the title in '55, '56, '60 and '61, by which time the Goldie had effectively been superseded by the new B40-based scrambler. This genuine, matching-numbers BSA Gold Star scrambler was dispatched from the BSA factory to Denmark, arriving in August 1955 (see importation list and dynamometer test sheet on file) and for its first three years was ridden in scrambles by the Danish champion Boris Rasbro. Subsequently converted to road trim, the Goldie was purchased by the current vendor in 2005 and then restored by him. Only 500 kilometres (311 miles) have been covered since the rebuild's completion and the machine is described as in generally excellent condition, running superbly. This vehicle, having completed less than 6,000kms, may be deemed to fall in the NMT category under NOVA if the vehicle is registered in the UK. Please visit www.hmrc.gov.uk/nova/ for further information.

£8,000 - 10,000
€9,500 - 12,000



417

1953 Royal Enfield 500cc Bullet Scrambler

Frame no. JS 12808
Engine no. JS 12808

Enfield revived the Bullet name in 1948 for a sensational new 350 sports bike with swinging-arm rear suspension. After the prototypes' debut in the Colmore Cup trial, the Bullet went on to achieve its first major competition success in the ISDT later in the year. Royal Enfield's outstanding record in post-war trials owed much to its being first in the field with swinging-arm suspension, but arguably more to the talents of works rider Johnny Brittain, ably aided by the likes of Jack Stocker, Stan Holmes, Don Evans and younger brother Pat. The factory was much more interested in trials than scrambles but that didn't stop the works riders indulging in the latter whenever they could. In 1953 the first 500cc Bullets appeared in the hands of the works riders and were offered for sale to customers for the '54 season. A new frame, shared with trials and ISDT Bullets, was introduced for 1955 but the Scrambler was destined for a relatively short life, disappearing for the range at the end of 1956. This rare 500cc Bullet Scrambler was despatched new to the Danish importer, Wilhelm Nelleman, on 30th October 1953. Sympathetically restored by the vendor in 2008, it is described as in generally excellent condition - running very well - and offered with REOC dating certificate.

£2,500 - 2,800
€3,000 - 3,300





418

1925 Triumph Model P

Registration no. BF 6319
Frame no. 920622
Engine no. 216510

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills, sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. The first batch manufactured was not without its faults, but once these had been sorted the Model P was a runaway success. Output from Triumph's Priory Street works was soon running at an astonishing 1,000 machines per week, and the Model P's arrival undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives – models N, Q and QA - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake. This three-speed Model P had been totally dismantled and was in 'box of bits' form when it was acquired by the current owner in 2009. Fully restored by him over the course of 2012/2013, 'BF 6319' is presented in generally excellent condition, ready to ride. The machine is offered with VMCC dating certificate, current road fund licence and Swansea V5C document. A non-standard primary chain case is the only notified deviation from factory specification.

£7,000 - 8,000
€8,300 - 9,500



419

c.1923 BSA 4 1/4hp 'All Chain' Model H

Frame no. 35268
Engine no. 35268

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 Government-induced downturn in the arms market. BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - 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. Displayed at that year's Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3 1/2hp) sidevalve single, built initially with single-speed, belt-drive transmission and later on with a three-speed countershaft gearbox. Well engineered and equally well made, this first BSA proved an enormous success and changed little over the next few years, though for 1912 a two-speed hub gear was available together with an all chain drive model suitable for sidecar work. For 1914 the range was augmented a 557cc (4 1/4hp) long-stroke version featuring a strengthened frame and the new three-speed gearbox, which was designated Model K if fitted with chain-cum-belt transmission or Model H with fully enclosed all-chain drive. First registered in Denmark in March 1923, this wonderfully original 'time warp' BSA was discovered in a garage in 2004 and subsequently mechanically restored, the frame and cycle parts being left untouched. Since then the machine has participated in many 'Old Timer' rallies and is currently running well. Offered with old-style Danish registration papers.

£3,200 - 3,800
€3,800 - 4,500

420

1955 Ariel 998cc Square Four 4G Mk2

Registration no. WWL 570
Frame no. PS193
Engine no. GL163

Designed by Edward Turner, creator of the legendary 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 1. Introduced in 1953, the 'four pipe' Mk2 with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production ceased in 1959, along with that of all other Ariel four-strokes. This late example comes with Swansea V5C document and an old-style continuation logbook (issued March 1967) listing four owners between then and July 1969. 'WWL 570' has been stored in a warehouse, unused, since its purchase in 1971 and will require extensive re-commissioning or, more likely, full restoration before returning to the road. Sold strictly as viewed, the machine comes with sundry spares to include silencers (x2), handlebars, cables and a throttle twist grip.

£3,000 - 5,000
€3,600 - 6,000



421

One owner from new, delivery mileage only

c.1973 Healey 1000/4

Frame no. HEA102
Engine no. HLBT101

When the BSA Group axed Ariel's entire four-stroke range in 1959, it brought an end to production of the unique 'Square Four', which had been around in various versions since late 1930. As the supply of spares dwindled, Redditch-based 'Squariel' enthusiasts the Healey brothers – George and Tim – began manufacturing parts, a venture that became a full-time business in 1967. The Healeys wanted to offer an updated Square Four as a complete motorcycle, and seeking suitable cycle parts turned to Roger Slater, who had obtained the UK manufacturing rights to Fritz Egli's spine-type frame. Metal Profiles supplied the front fork and the large drum brakes were sourced from Italy. Later versions had disc brakes and cast alloy wheels. The Healeys claimed that their new 1000/4 produced 50bhp, some ten horsepower more than the old Square Four, and weighed 80lbs less, all of which added up to a measurable improvement in performance. Hand built in small numbers, the Healey 1000/4 was expensive to make and demand for such a machine was necessarily limited. Production petered out towards the end of the 1970s. This rare Healey 1000/4 was purchased new by the vendor's late father and has remained in storage, unused, since acquisition. The odometer reading is 204 miles, which is believed to be the test mileage routinely completed prior to delivery. Ripe for restoration, the machine is offered with correspondence, Healey brochure and manufacturer's warranty document.

£14,000 - 16,000
€17,000 - 19,000





422



423

422
c.1988 Moto Morini 344cc Kanguro

Registration no. E315 CGO
Frame no. 350X303160

Before the arrival of its family of 72-degree v-twin roadsters, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers. An entirely different approach was adopted for the v-twins: each cylinder's two valves were pushrod-operated by a single camshaft while the combustion chambers were located, not in the flat-faced cylinder heads, but in the piston crowns. Coupled to a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini with a top speed of around 100mph. Following the works prototypes' successes in the Paris-Dakar Rally and ISDE, Morini introduced its first off-road v-twin – the 500 Camel (or Sahara) – in 1981. A 350 version arrived the following year and soon became Morini's best-selling model in its home market. Early versions were characterised by round-tube frames and drum brakes while later ones had a square-tube chassis and disc brakes. We are advised that this original and un-restored Kanguro was running well when purchased two years ago. The machine is offered with Swansea V5C document and a new indicator to replace the broken one.

£900 - 1,100
€1,100 - 1,300

423
1986 Honda GL1200 Gold Wing Aspencade

Registration no. C795 HMC
Frame no. 1HFSC1423GA223368 Engine no. SC14E2628108
Imported into the UK from the USA in 1993, this original and un-restored Gold Wing is an example of the top-of-the-range Aspencade, a model incorporating just about every conceivable 'extra' as standard, including a radio/cassette and intercom. 'C795 HMC' was in the immediately preceding owner's possession for five years, visiting destinations as diverse as Morocco and Skegness. Finished in two-tone bronze, the machine is offered with Maryland Certificate of Title, numerous bills for parts, old/current Swansea V5/V5C documents and all MoTs dating back to 1993, the latter suggesting that the recorded mileage of 35,152 is genuine. A new rear tyre is included in the sale.

£1,600 - 2,000
€1,900 - 2,400



424



425

424
Property of a deceased's estate
2003 Honda ST1300-A2 Pan European

Registration no. KN52 UDU
Frame no. 52M003919 Engine no. 2006690

Introduced for 1990 as the ST1100, the Pan European (as it was marketed on this side of the Atlantic) was Honda's attempt to build a top-of-the-range touring motorcycle better suited to European requirements than the bulky Gold Wing. Indeed, the ST1100 was a joint venture designed by Honda Germany in collaboration with the factory in Japan. Honda already had plenty of experience of building V4 engines but the Pan European's was the first to be mounted transversely, an arrangement that facilitated the provision of shaft final drive, a feature deemed essential to compete with market leaders BMW. The motorcycle offered here is an example of the larger-engined ST1300 version, newly introduced for 2002, and comes equipped with the optional factory top box. Supplied with service history, the machine displays a total of 54,194 miles on the odometer and is presented in above average condition, running well. Offered with MoT to April 2014 and Swansea V5C, it nevertheless will require servicing and the usual safety checks following a period of inactivity.

£2,700 - 3,200
€3,200 - 3,800

425
Property of a deceased's estate
1998 Honda ST1100A-W Pan European

Registration no. S223 CBF
Frame no. 200777 Engine no. 2804436

This example currently displays a total of 43,586 miles on the odometer and is presented in above average cosmetic condition; however, the battery is flat, preventing the engine from being started, and thus its mechanical condition remains unknown. Offered with Swansea V5C registration document, the machine will require full re-commissioning and the usual safety checks before returning to the road and thus is sold strictly as viewed. It should be noted that a Datatool alarm is fitted.

£1,500 - 2,000
€1,800 - 2,400
No reserve



426



428



427



429

426

Property of a deceased's estate

1992 Honda ST1100-M Pan European

Registration no. J584 NLA

Frame no. 262101341 Engine no. 2102886

A similar Lot. This early Pan European currently displays a total of 89,863 miles on the odometer and is presented in above average cosmetic condition; however, the battery is flat, preventing the engine from being started, and thus its mechanical condition remains unknown. Offered with Swansea V5C registration document, the machine will require full re-commissioning and the usual safety checks before returning to the road and thus is sold strictly as viewed. It should be noted that a Datatool alarm is fitted and that the machine has been Datatag security marked.

£1,000 - 1,500

€1,200 - 1,800

No reserve

427

Property of a deceased's estate

1986 BMW 740cc K75

Registration no. D777 LKN

Frame no. 6215112 Engine no. 41864147

An all-new design that was supposed to replace BMW's traditional flat-twins, the four-cylinder K100 arrived for 1984 restating the virtues of solidity, comfort and exemplary build quality long associated with the marque. In 1985 the K100 spawned a 740cc three-cylinder K75 variant that featured a 120-degree crankshaft and a higher compression ratio. Weighing less than the K100 and with 75bhp on tap, the K75 was a lively performer and deservedly popular but did not receive the development that went into the four-cylinder models, which would later benefit from four valves per cylinder. The usual range of BMW model variants was produced up to the end of three-cylinder K-Series production in 1995. Currently displaying a total of 76,328 miles on the odometer, this K75 is presented in average condition, its engine starting readily. Offered with Swansea V5C, it will require servicing, re-commissioning and the usual safety checks following a period of inactivity, and thus is sold strictly as viewed.

£600 - 900

€720 - 1,100

No reserve

428

Property of a deceased's estate

1989 BMW 998cc K100RT

Registration no. G49 HNW

Frame no. 0094652 Engine no. 07872065

The K100 arrived for 1984. An 8-valve twin-cam unit displacing 998cc, the brick-like, four-cylinder motor was laid on its side, lowering the centre of gravity, and mounted fore-and-aft to facilitate the retention of BMW's characteristic shaft drive. Bosch electronic fuel injection was employed and the long-stroke four developed its maximum output of 90bhp at a relatively low 8,000rpm. Model designations were carried over from the large-capacity twins: the K100RS being the top-of-the line sports roadster and the K100RT the tourer. Currently displaying a total of 139,208 miles on the odometer, this K100RT has not been used for some time and will require extensive re-commissioning before returning to the road. The machine comes with Swansea V5C document and is sold strictly as viewed.

£500 - 800

€600 - 950

429

Property of a deceased's estate

1976 Honda CB750F Super Sport

Registration no. MRP 741P

Frame no. 1023634 Engine no. 2545712

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. Just how far ahead of the game it was may be gauged from the fact that the first significant face-lift did not arrive until 1975, in the form of the CB750F Super Sport, a café racer-styled variant with 4-into-1 exhaust and rear disc brake. Currently displaying a total of 68,895 miles on the odometer, this modified example is presented in above average cosmetic condition; however, the battery is flat, making it impossible to start the engine, and thus its mechanical condition remains unknown. Non-standard features include alloy wheel rims, a Motad exhaust and Koni rear suspension. Offered for re-commissioning and sold strictly as viewed, the machine comes with Swansea V5C registration document.

£700 - 1,000

€830 - 1,200



430

1973 MV Agusta 349cc

Frame no. 21301549
Engine no. 21301648

Introduced at the Milan Show in 1971, MV's first production 350 roadster was an over-bored version of the existing 250 model that had been around since 1967. Of unitary construction, the 349cc engine was a twin-cylinder, overhead-valve unit featuring geared primary drive and a five-speed transmission. Claimed maximum power was 32bhp and the top speed in excess of 90mph. Two versions were made: the touring 350GT and sports 350B, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled 'square case' equivalents for 1975. This 'racerised' 350 MV was restored approximately one year ago, the engine having been rebuilt two years previously. Noteworthy features include high-compression pistons, special camshaft, 30mm Dell-Orto carburetors and megaphone exhausts. The machine is described as in generally good condition and offered with Italian libretto and Certificato di Proprieta for export.

£2,000 - 3,000
€2,400 - 3,600
No reserve



431

1983 Kawasaki GPz550

Frame no. KZ550H-023533
Engine no. DE 033777

Derived from the Z500, Kawasaki's first offering in the '550' category was the GPz550 of 1981, which in typical Kawasaki fashion immediately set new performance standards for the class. That first twin-shock D1 model lasted for only a single season before being superseded by a revised H1 version boasting mono-shock (Uni-Trak in Kawasaki parlance) rear suspension. Another major revision occurred in 1983 and in this restyled form the GPz550 lasted in the range into 1988, despite the fact that its place as Kawasaki's top sports middleweight had been taken by the GPz600 a few years previously. Before then, in 1983, a touring version equipped with shaft drive – the Z550GT – had been added to the line-up and this immensely successful model would enjoy one of the longest production runs of any Kawasaki motorcycle, lasting into 2002. This GPz550 currently displays a believed genuine total of circa 33,000 kilometres (approximately 20,500 miles) on the odometer and is described as in generally good condition. Offered with Italian Estratto Cronologico and FMI Passport, the machine has not been used for the last four years and will require a full service prior to further use.

£900 - 1,200
€1,100 - 1,4000
No reserve

432

1955 Ariel 998cc Square Four MkII

Registration no. RGF 659 (see text)

Frame no. PS387

Engine no. GL372

Designed by Edward Turner, creator of the legendary 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' MkII with re-designed 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. An older restoration, this Square Four MkII is described as in generally good condition, its engine said to be in very good running order. Previously registered 'RGF 659' in the UK, the machine formed part of an Italian private collection from 1992 to 2012 and still carries its last tax disc. Offered with bill of sale.

£5,000 - 7,000

€5,900 - 8,300

No reserve



433

1939 Norton 490cc ES2

Frame no. 5-100544

Engine no. 91217

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 an alloy cylinder head (1955), alternator (1959) and the slim-line version of the Featherbed frame introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless. The late pre-war example offered here features the rare period options of plunger rear suspension and the large-capacity fuel tank. Forming part of a museum collection in Lugano, Switzerland until 2007, the Norton is described as in generally good condition and offered with Swiss registration documents. Import duty will be payable if the machine remains within the EU.

£8,000 - 10,000

€9,500 - 12,000





434
1929 Norton 490cc CS1

Frame no. 38782
 Engine no. CS39087



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the introduction of its first overhead-valve design in 1922, and the resulting Norton Model 18 was a big success on the road. On the racetrack however, Velocette had shown the way forward when its overhead-camshaft KTT romped away from the field in the 1926 Junior TT, and Norton responded with its own similar engine the following year. Designed by Walter Moore, the Norton motor retained the firm's traditional 79x100mm bore and stroke dimensions, employing bevel gears and a vertical shaft to drive the cams in KTT fashion.

The cycle parts too were new, a cradle frame and saddle tank appearing for the first time on the works CS1 racer, which scored a debut win in the 1927 Isle of Man Senior TT with Alec Bennett riding. The production version of the new CS1 duly appeared at the Motor Cycle Show later that same year and continued as Norton's top-of-the-range sports machine until the introduction of the International. Today this rare landmark model is one of the most sought after of all Norton motorcycles.

A 1930 model built in November 1929, this particular CS1 was purchased by the current vendor from its immediately preceding owner who had kept it in his private museum since the late 1970s. We are advised that the engine has been got running and seems in good order, although further re-commissioning will be required before the machine is fit for further use. All gears seem to engage. A small quantity of spares comes with the machine to include a Lucas dynamo and associated mounting plates together with the original 'George Dance' rubber knee grips. Accompanying documentation consists of a Swansea V5C and VMCC dating certificate, the latter stating that the engine was manufactured in 1928.

£13,500 - 15,500
€16,000 - 18,000

435

1981 Honda CB750F

Registration no. TEH 574W
Frame no. RC04-1000732

Having blazed the multi-cylinder trail in 1968 with the trend-setting CB750, Honda found itself upstaged by Kawasaki's Z1, which was not only larger at 903cc but boasted two overhead camshafts to the Honda's one. Honda's riposte, the 16-valve CB900F, did not arrive until 1979, by which time Kawasaki had moved on to the Z1000. Unlike Kawasaki, Honda had not turned its back on the 750 class and offered a CB750F alongside the larger CB. Bike magazine wrung a top speed of 119.6mph out of their test CB750F back in 1981 yet still managed to average 45 miles per gallon overall. This CB750F was imported from Japan by DK Motorcycles in 1996. Unused for the last five years, it was running very well when placed in dry storage. Sold to reduce the owner's collection and create garage space, the machine is offered with SORN and old/current Swansea V5/V5C documents. A total of 33,054 kilometres (approximately 20,500 miles) is displayed on the odometer.

£500 - 700

€590 - 950

No reserve



436

1985 Suzuki GSX750ES

Registration no. C630 TPY
Frame no. GR72A000000114423
Engine no. R70300120817

Suzuki's first multi-cylinder four-stroke, the GS750, arrived in 1976 and within a few years there were GS models of varying engine capacities. The next phase of development saw the range updated to four-valves-per-cylinder 'GSX' specification in 1980. Moving further away from its two-stroke origins, Suzuki abandoned the GS's built-up roller-bearing crankshaft in favour of a more conventional forged item with plain bearings. The GSX's cycle parts were state-of-the-art, if conventional, comprising a tubular steel frame, telescopic forks, twin-shock rear suspension, alloy wheels and triple disc brakes. Suzuki claimed a top speed of 120mph with the quarter-mile despatched in 12.5 seconds. We are advised that this GSX750ES was running perfectly when placed in dry storage in December 2010, since when it has not been used. Sold to reduce the owner's collection and create garage space, the machine comes with owner's handbook and an alternative (higher) screen, and is offered with SORN and old/current Swansea V5/V5C documents. A total of 19,917 miles is displayed on the odometer.

£800 - 1,200

€950 - 1,400

No reserve



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1939 Triumph 498cc Tiger 100
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£17,250



1961 BSA 499cc Gold Star Scrambler
Sold April 2013, Stafford, £18,975

The Spring Stafford Sale

The Classic Motorcycle
Mechanics Show, Stafford
Sunday 27 April 2014

We are consigning entries for our Spring Stafford Sale. For details of how to take part or to discuss, in confidence, any aspect of buying or selling collectors' motorcycles at our auction sales please contact the London office, your nearest representative or email an image and summary of your machine(s) to motorcycles@bonhams.com

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Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

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Valued Polygon clients



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. *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 (only available on lots with a low estimate greater than £500)

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* of *Lots*:

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* 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 *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 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*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

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;

Bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques 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, notes or travellers cheques;

Sterling travellers cheques: you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using travellers cheques;

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 4RY
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.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Union Pay cards: these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are subject to a 2% surcharge.

Credit cards: Visa and Mastercard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, 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

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

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

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

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 and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

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

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*, 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 *bailee* 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> .				
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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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>):			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
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
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	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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> .
7.1.5	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	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:	9.5	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> .
7.1.6	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;	8.1.1	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	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
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;	8.1.2	deliver the <i>Lot</i> to a person other than you; 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.
7.1.8	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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; 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> .
7.1.9	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	The discretion referred to in paragraph 8.1:		
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;	8.2.1	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	OUR LIABILITY
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> .	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.	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> .
		9	FORGERIES	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:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	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
		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 have (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 for 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 "indemnify" 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."

Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

19th Century Paintings

UK
Charles O' Brien
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U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
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Aboriginal Art

Greer Adams
+61 2 8412 2222

African and Oceanic Art

UK
Philip Keith
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U.S.A
Fred Baklar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

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David Williams
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U.S.A
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
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U.S.A
Frank Maraschiello
+1 212 644 9059

Australian Art

Litsa Veldekis
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Australian Colonial Furniture and Australiana

James HENDY
+61 2 8412 2222

Books, Maps & Manuscripts

UK
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U.S.A
Christina Geiger
+1 212 644 9094

British & European Glass

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Simon Cottle
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U.S.A.
Suzy Pai
+1 415 503 3343

British & European Porcelain & Pottery

UK
John Sandon
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U.S.A
Peter Scott
+1 415 503 3326

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

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+44 8700 27361
U.S.A.
Hadjji Rahimpour
+1 415 503 3392

Chinese & Asian Art

UK
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+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010

Clocks

UK
James Stratton
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U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

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John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

UK
Gareth Williams
+44 20 7468 5879
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

UK
Stephanie Connell
+44 20 7393 3844
U.S.A
Catherine Williamson
+1 323 436 5442

Ethnographic Art

Jim Haas
+1 415 503 3294

Football Sporting Memorabilia

Dan Davies
+44 1244 353118

Furniture & Works of Art

UK
Fergus Lyons
+44 20 7468 8221
U.S.A
Jeffrey Smith
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
Deborah Allan
+44 20 7468 8276
U.S.A
Tanya Wells
+1 917 206 1685

Islamic & Indian Art

Alice Bailey
+44 20 7468 8268

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A
Jeff Olson
+1 212 461 6516

Jewellery

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U.S.A
Susan Abeles
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AUSTRALIA
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Marine Art

UK
Veronique Scorer
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U.S.A
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
+44 20 7393 3872

Modern, Contemporary & Latin American Art

U.S.A
Alexis Chompaisal
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Modern Design

Gareth Williams
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Motor Cars

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Tim Schofield
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Motorcycle Index

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340	c.1927	AJS 2½hp 'Shuttleworth Snap'	422	c.1988	Moto Morini 344cc Kanguro
339	c.1928	AJS 346cc R7/K6 Special	430	1973	MV Agusta 349cc
338	c.1959	AJS 7R 350cc Racing Motorcycle	354	2000	MV Agusta 750cc F4
420	1955	Ariel 998cc Square Four 4G Mk2	313	1984	MZ TS125
432	1955	Ariel 998cc Square Four MkII	434	1929	Norton 490cc CS1
366	1960	Ariel 247cc Arrow	433	1939	Norton 490cc ES2
365	1963	Ariel 247cc Leader	391	c.1950	Norton 490cc 500T Trials
325	1929	Ascot-Pullin 496cc Sports Utility	411	1956	Norton 600cc Dominator 99
373	c.1973	Benelli Tornado 650S	333	1958	Norton 350cc Model 40 International
353	2002	Benelli 898cc Tornado Tre Limited Edition	410	1959	Norton 600cc Dominator 99
400	1951	BMW 500cc R51/2 & Steib LS200 Motorcycle Combination	413	c.1961	Norton 600cc Dominator 99
401	1967	BMW 980cc R50/2	409	1961	Norton 600cc Dominator 995S
311	1978	BMW 798cc R80/7	376	1962	Norton 500cc Manx Racing Motorcycle
427	1986	BMW 740cc K75	412	1964	Norton 500cc Dominator 88
428	1989	BMW 998cc K100RT	337	c.1966	Norton 350cc Model 40 Manx Racing Motorcycle
395	1939	Brough Superior 982cc S580 Project	369	1967	Norton 750cc Café Racer
345	1940	Brough Superior 990cc S580 Special	399	1973	Norton 745cc Commando Roadster
386	1923	BSA 770cc Model E	351	1998	Norton 500cc Molnar Manx Racing Motorcycle 'FW01'
419	c.1923	BSA 4¼hp 'All Chain' Model H	352	2003	Norton 500cc Molnar Manx Racing Motorcycle 'E077'
361	1954	BSA DBD34 499cc Gold Star	370	c.1961	Norton-Honda CB750 Special
416	1955	BSA 499cc Gold Star Scrambler	378	c.1956	NSU 247cc 'Sportmax' Replica Racing Motorcycle
319	1959	BSA 499cc Gold Star	327	1922	OEC-Blackburne Twin
363	1960	BSA 650cc A10 'Golden Flash'	328	c.1930	OEC-Austin 747cc Four
364	1961	BSA 497cc A7	316	1967	Phillips 249cc 'Mk1' Four-cylinder Racing Motorcycle
362	1961	BSA 497cc Shooting Star	342	1926	Royal Enfield 2¼hp Standard
318	1962	BSA 646cc Rocket Gold Star	315	c.1947	Royal Enfield-JAP 350/500cc Racing Motorcycle
415	1969	BSA Rocket 3, 1969 BSA 740cc Rocket III	314	1949	Royal Enfield 250cc Racing Motorcycle
393	1981	Bultaco 350cc Sherpa Trials	417	1953	Royal Enfield 500cc Bullet Scrambler
317		Cotton-JAP 250cc Racing Motorcycle	379	1925	Rudge 500cc 4-Valve 4-Speed
389	2000	Derbi 80cc GPR50	380	1928	Rudge 499cc Special
372	1961	Ducati 175 TS	381	1936	Rudge 499cc Special
371		Ducati 250cc Racing Motorcycle	382	1937	Rudge 245cc Rapid Sports
332	1923	Dunelt 499cc	350	1964	Scott 344cc Prototype Racing Motorcycle
390	c.1988	Garelli 125cc Grand Prix Racing Motorcycle	349	c.1997	Seeley 500cc G50 Mk2 Replica Racing Motorcycle
392	1971	Greeves 249cc Griffon Enduro	341	c.1923	Sunbeam 347cc Model 1
397	1973	Harley-Davidson FLH 1200 Electra-Glide	374	1972	Suzuki GT750
396	1980/1986	Harris Magnum II Laverda Mirage 1200	436	1985	Suzuki GSX750ES
421	c.1973	Healey 1000/4	383	1913	Triumph 3½hp TT Model
355	1970	Honda 350cc RC171 Grand Prix Replica	384	1915	Triumph 4hp Type D TT Model
378A	c.1964	Honda CB160 RC162 Replica Racing Motorcycle	418	1925	Triumph 494cc Model P
358	1973	Honda CB500F	385	1927	Triumph 494cc Model N
429	1976	Honda CB750F Super Sport	310	1938	Triumph 598cc Model 6S Motorcycle Combination Project
312	1977	Honda GL1000 Gold Wing Motorcycle Combination	402	1939	Triumph 500cc Tiger 100
357	1978	Honda CB750F	406	1952	Triumph 500cc Tiger 100
435	1981	Honda CB750F	403	1955	Triumph 650cc Tiger T110
356	1981	Honda CBX1000	407	1956	Triumph 500cc Tiger 100
423	1986	Honda GL1200 Gold Wing Aspencade	404	1958	Triumph 650cc Tiger T110
426	1992	Honda ST1100-M Pan European	408	1959	Triumph 500cc Tiger 100 Project
425	1998	Honda ST1100A-W Pan European	405	1959	Triumph 650cc Thunderbird
424	2003	Honda ST1300-A2 Pan European	367	1966	Triumph T120R Bonneville
330	c.1924	Husqvarna 5hp Model 150	368	1970	Triumph 740cc Trident T150
331	c.1934	Husqvarna 990cc Model 120 SV	321	c.2000	Triumph TT600 Racing Motorcycle
329	1928	Indian 750cc 101 Scout	320	2004	Triumph 790cc Bonneville T100
388	1941	Indian Scout 741	309	c.1936	Velocette 249cc GTP Project
377	c.1953	Jawa 500cc Racing Motorcycle	308	1950	Velocette 349cc MAC
375	1974	Kawasaki 500cc H1-RW Grand Prix Racing Motorcycle	387	1954	Velocette 495cc MSS
398	1975	Kawasaki 748cc H2C	360	1958	Velocette 499cc Venom
322	1987	Kawasaki GPX750R Superbike	307	1967	Velocette 499cc Venom Thruxton
431	1983	Kawasaki GPz550	394	1938	Vincent-HRD 498cc Series-A Meteor Project
343	1921	Levis 211cc Popular	326	1947	Vincent-HRD 998cc Rapide Series B
335	1961	Lilac 250cc LS-18 Improved	344	1951	Vincent 998cc Black Shadow
334	1964	Marusho ST 500	359	1951	Vincent 998cc Rapide Series C
414	1961	Matchless 650cc G12 CSR	324	c.1973	Yamaha 525cc Three-Cylinder Racing Motorcycle
348		Mondial 175cc Bialbero Racing Motorcycle	323	1974	Yamaha TZ750A Racing Motorcycle
347		Mondial 249cc Bialbero Grand Prix Racing Motorcycle	336	1975	Yamaha RD400
346		Moto Morini 250cc Bialbero Grand Prix Racing Motorcycle			

The Michael Buttinger Collection Index

Lot No	Year	Sale Item Description	Lot No	Year	Sale Item Description
304	c.1963	Fuji 123cc Rabbit Model S-301	266	1995	Honda QR50 Child's Motorcycle
224	1956	Honda 125cc Model JC Benly	251	1998	Honda 49cc Julio Motor Scooter
225	1958	Honda 125cc Model JC Benly	252	2004	Honda Dylan 125cc Paddock Scooter
227	1959	Honda 125cc C90 Benly	258	c.2005	Honda 49cc Z50J5 Special 'Monkey Bike'
208	c.1959	Honda 247cc C71 Dream	265	c.2006	Honda 49cc Ape
209	c.1959	Honda 247cc C71 Dream	257	c.2006	Honda 49cc Z50J5 Gorilla 'Monkey Bike'
212	1960	Honda 247cc C71 Dream	235	2007	Honda CBR1000RR Fireblade Superstock Racing
228	1960	Honda 125cc CS92 Benly Sports	261	c.2007	Honda 49cc Z50J7 40th Anniversary 'Monkey Bike'
210	1960	Honda 247cc CS71 Dream Sports	259	c.2007	Honda 49cc Z50J7 'Monkey Bike'
230	c.1961	Honda 125cc C92 Benly	260	c.2007	Honda 49cc Z50J7 'Monkey Bike'
232	c.1962	Honda 125cc CR93 Racing Motorcycle	262	c.2009	Honda 49cc Z50J9 Limited 'Monkey Bike'
242	1962	Honda 49cc C240 Port Cub Project	264	2012	Honda 49cc Z50 'Monkey Bike'
231	1963	Honda 169cc M85 Juno Scooter	263	2013	Honda 49cc Z50 'Monkey Bike'
216	c.1963	Honda 49cc C114 Sports Cub	268		Honda Monkey Custom Bike
229	c.1964	Honda 125cc C92 Benly	267		Honda ST50 Dax Custom Bike
249	c.1964	Honda 305cc CB77 Super Hawk	287	c.1963	Kawasaki 125cc B8
226	c.1964	Honda 125cc CYB92 Benly	288	c.1966	Kawasaki 175cc F2TR Street Scrambler
233	c.1964	Honda 305cc CYB77 Production Racing Motorcycle	285	c.1973	Kawasaki 903cc Z1
213	c.1965	Honda CB160	286	c.1974	Kawasaki 903cc Z1A
214	c.1965	Honda CB160	255	c.2012	Kepspeed KP36 150cc Monkey Bike
244	c.1965	Honda CM90 Project	253	c.1985	Kinetic Honda 79cc NH80 Lead Scooter
245	c.1965	Honda 305cc CYP77 Police Motorcycle	297	c.1960	Suzuki 48cc Selped MA50
247	1966	Honda CB450 'Black Bomber'	298	c.1961	Suzuki 48cc Selped MA50
220	1966	Honda 247cc CL72 Street Scrambler	300	c.1961	Suzuki Colleda 125cc Seltwin
211	c.1966	Honda 247cc C72 Dream	303	c.1962	Suzuki Colleda TA250 Twin Ace
243	c.1966	Honda 49cc C100 Super Cub 'Rally' Project	302	c.1965	Suzuki 247cc T10
248	c.1967	Honda CB450K4 Police Motorcycle	301	c.1966	Suzuki 247cc T10
215	c.1968	Honda CD175	289	c.1968	Suzuki 196cc T200 Invader
222	c.1968	Honda CL450 Street Scrambler	290	c.1976	Suzuki 497cc RE5
246	1969	Honda CB750 Police Motorcycle	299	c.1976	Suzuki RV125 Van Van
221	1969	Honda CL450 Street Scrambler	293	1982	Suzuki GS650 Katana
223	c.1969	Honda CL450K1 Scrambler	294	1982	Suzuki GS650 Katana
241	c.1970	Honda CB450K4 Project	291	c.1982	Suzuki GSX1100 Katana
218	c.1970	Honda PC50 'Little Honda' Moped	292	1985	Suzuki GSX-R750
217	c.1970	Honda P550 Sports Moped	295	1986	Suzuki GSX400X Impulse
272	c.1970	Honda SS125	296	1986	Suzuki GSX400X Impulse
240	c.1971	Honda CB250K4	274	1956	Yamaha 123cc YA-2
239	c.1973	Honda CB350F	275	c.1963	Yamaha 246cc YDS2
219	c.1975	Honda PC50 Moped	279	1964	Yamaha 246cc YDS3
236	c.1980	Honda GL1000 Gold Wing	282	1965	Yamaha 123cc YA3
238	1981	Honda CB750 Bol d'Or	278	1965	Yamaha 246cc YDS3
237	1982	Honda CBX1000	277	1966	Yamaha 246cc YDS3
271	c.1983	Honda VF750F Interceptor	273	1966	Yamaha 246cc YDS3C 'Big Bear' Street Scrambler
269	c.1984	Honda XLV750R Africa Twin	280	1968	Yamaha 246cc YDS5
270	c.1984	Honda XLV750R Africa Twin Project	281	1968	Yamaha 347cc YR1
254	c.1985	Honda NH80 Lead	276	c.1972	Yamaha TA125 Racing Motorcycle
250	c.1990	Honda GB500 Tourist Trophy	283	c.1974	Yamaha 49cc F51
256	c.1992	Honda Honda 49cc Z50J Baja 'Monkey Bike'	284	c.1987	Yamaha YSR50
234	c.1992	Honda NR750			



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