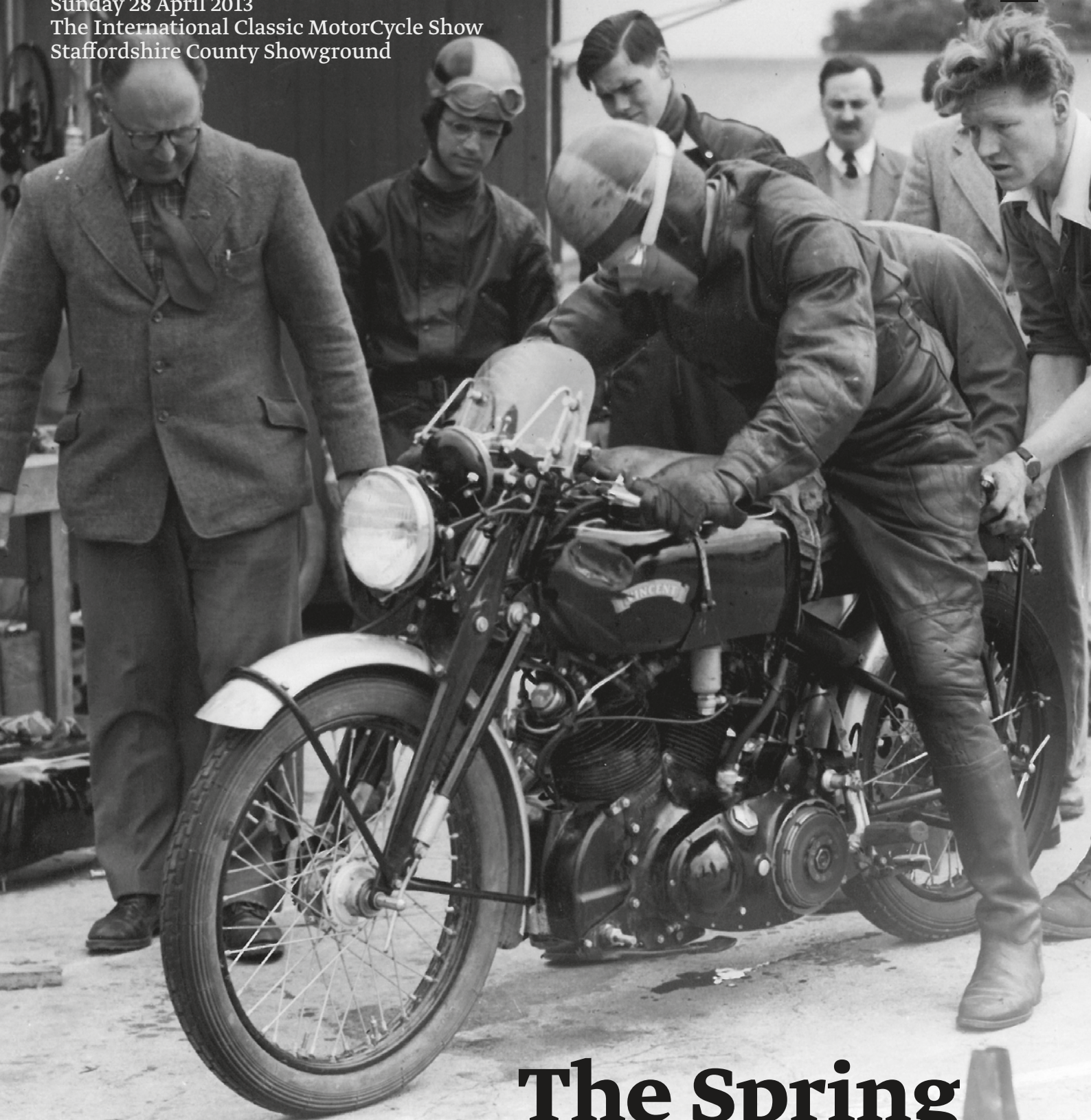


Important Pioneer, Vintage & Collectors'  
Motorcycles and Related Memorabilia  
Sunday 28 April 2013  
The International Classic MotorCycle Show  
Staffordshire County Showground

Bonhams

1793



**The Spring  
Stafford Sale**











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

Sunday 28 April 2013

at 10.30am & 12pm

The International Classic MotorCycle Show  
Staffordshire County Showground

## Bonhams

101 New Bond Street  
London W1S 1SR  
**bonhams.com**

## Viewing

Saturday 27 April  
10am to 5.30pm  
Sunday 28 April  
from 9am

## Sale times

Memorabilia & Spares 10.30am  
Motorcycles 12pm

## Live online bidding is available for this sale

Please email [bids@bonhams.com](mailto: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](http://www.bonhams.com)

Please note that bids should be submitted no later than Friday 26 April. 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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+44 (0) 8700 273 616  
+44 (0) 8700 273 625 fax  
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[james.stensel@bonhams.com](mailto:james.stensel@bonhams.com)

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+44 (0) 8700 273 625 fax  
[bill.to@bonhams.com](mailto:bill.to@bonhams.com)

## Enquiries on view and sale days

+44 (0) 8700 270 090  
+44 (0) 8700 270 089 fax

**Catalogue:** £20 + p&p

## 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:** 21135

## Illustrations

Front cover: Lot 291  
Back cover: Lot 74  
Inside front cover: Lot 348  
Inside back cover: Lot 402

Admission to The International Classic MotorCycle Show is not included in the price of the catalogue.



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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,  
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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 International Classic MotorCycle Show is not included in the price of the catalogue. Tickets can be purchased in advance via [www.classicbikeshows.com](http://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](http://www.hagertyinsurance.co.uk)



# 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 Laurel Johnson (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](http://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

## Motorcycle Specialists

London  
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ben.walker@bonhams.com

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+44 (0) 8700 273 625 fax  
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+44 (0) 1507 481 110 fax  
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## Automobilia Specialist

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## Automobilia Administrator

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+44 (0) 20 7447 7430 fax

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helen.buckingham@bonhams.com

Julian Roup  
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+44 (0) 20 7468 8209 fax  
julian.roup@bonhams.com

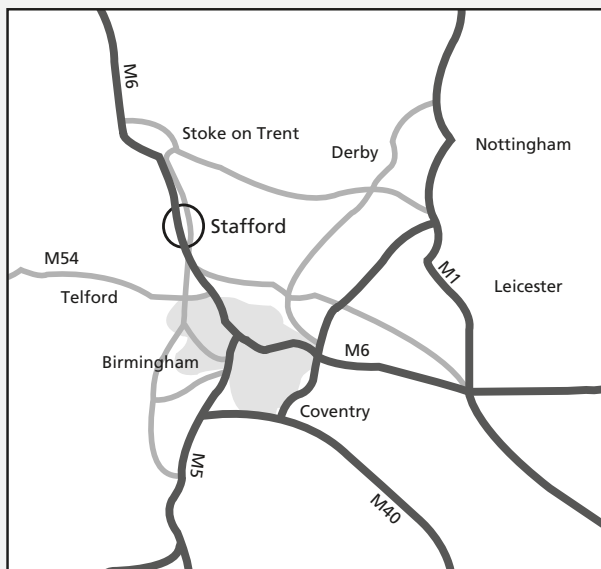
## Recommended Transporters

**Motorcycles**  
Polygon Transport  
+44 (0) 2380 871 555  
polygon@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 3 May, 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 ◇ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

All lots marked with a ◇◇◇ 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

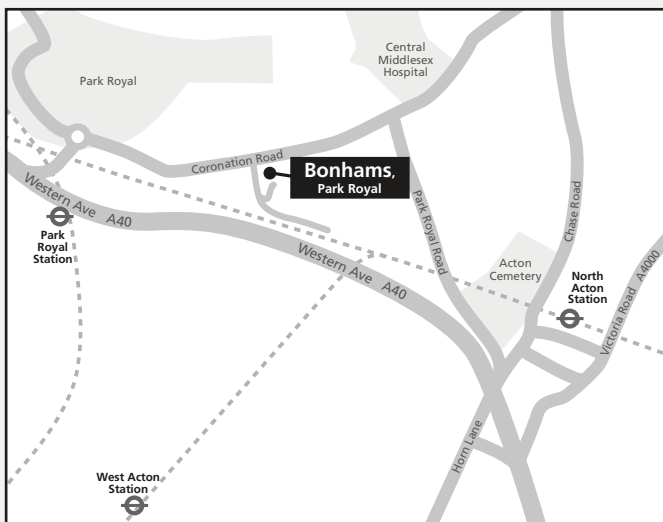
**Vehicle Removal charges to local store**  
£69 + VAT per motorcycle  
£115 + VAT per motorcycle combination

**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**  
**10.30am**  
**Lots 1 - 105**

Images of each  
lot can be found at:  
[www.bonhams.com/21135](http://www.bonhams.com/21135)







## Spares & Accessories

1

**Four pre-War motorcycle lamps,** comprising a veteran Reimann acetylene lamp with extendable mounting bracket, Powell & Hanmer Chieftain, Lucas No.326 and a Lucas No.344 tail lamp.

(4)

£100 - 200

€120 - 240

2

**Two pairs of Hesketh 150mph clock units,** each in good restorable condition.

(2)

£100 - 120

€120 - 140

3

**A Vincent Black Shadow 150mph speedometer, by Smiths,** black dial with white numerals, reconditioned, 13cm diameter, with trip cable.

£500 - 700

€590 - 820

4

**A New Hudson 500cc OHV engine, circa 1932,**

No.M1915, approximately 84mm bore, 90mm stroke, seemingly complete with internals, reported as turning, weld repair to drive-side crankcase, inspection advised.

£100 - 200

€120 - 240

5

**A Triumph 750 Tiger rolling chassis,** with 'oil-in-frame' (No. TR7 RV DN 70215), fitted with forks, tank, front and rear wheels, rear mudguard, saddle, and with handlebars.

£300 - 500

€350 - 590

6

**A Triumph 6T engine,** dismantled, including engine case (No. 6T 50611) and cover, crank fitted with con-rods, barrel with pistons, head with valves and springs, and rocker covers, for restoration, inspection advised.

(Qty)

£500 - 700

€590 - 820

7

**A Triumph 6T engine,** dismantled, including engine case (No. 6T 29506) crank and con-rods, barrel with pistons, two heads, one with valves, and four rocker covers, for restoration, inspection advised.

(Qty)

£500 - 700

€590 - 820

8

**A quantity of modern flyscreens,** together with crash-bars, luggage racks, chain-guards, and associated spares.

(Qty)

£40 - 60

€50 - 70

9

**A selection of Vincent Comet spares,** including silencer, barrel (damaged), spokes, sprockets, brake-plate, foot-peg, and sundry items.

(Qty)

£60 - 100

€70 - 120

10

**Engine parts for a 1928 AJS 350cc K5,** comprising cylinder barrel and piston, crank-shaft with con-rod, cylinder head with valves and two cycle brackets.

(Qty)

£100 - 200

€120 - 240

11

**Assorted post-War AJS and Matchless spares,**

including a 4-speed AMC gearbox for 350cc 1955 onwards models, requiring kick-starter spring, a crank-case half, two wheel hubs, four fly-wheels, six engine sprockets, two con-rods, one complete with big end, other lower engine parts and other spares, inspection advised.

(Qty)

£150 - 250

€180 - 290

12

**A quantity of assorted Triumph spares,** including a pre-unit gearbox believed Thunderbird (stamped 101312), a restored twin-barrel for the same, twin lead front shoe, a pair of Bonneville silencers, an incomplete Lucas Competition K2F and BTH KC2 magneto, two Smiths 120mph speedometers, carburettor parts, and a quantity of other assorted spares.

(Qty)

£200 - 300

€240 - 350

13

**A pre-War Amal twin-float racing carburettor,**

cast bronze main body, stamped 'T10 RN A', together with associated parts.

(Qty)

£200 - 300

€240 - 350

14

**Assorted pre-War Rudge spares,**

mainly mid-1930s, comprising two gear-box cases, an oil tank, foot-brake lever, a centre stand, two pairs of foot-rests and two exhaust clamps.

(11)

£200 - 300

€240 - 350

15

**Assorted Vincent spares,**

a quantity of useful parts and accessories including various Specailloid pistons, valves, Miller ammeter, advance/retard gears and other items.

(Qty)

£200 - 300

€240 - 350



30

16

**A selection of magnetos and dynamos,** a quantity of spares and near complete units including Lucas KC1-G4, K1F and others.

(Qty)

£200 - 300

€240 - 350

17

**A quantity of carburettors and spares,** including Amal 276 examples and others, some suitable for Vincent and Velocette motorcycles.

(Qty)

£200 - 300

€240 - 350

18

**An Amal T5GP1 B carburettor,** 13/8", further stamped 19SC, and complete with float and cable.

£200 - 300

€240 - 350

19

**A quantity of assorted Velocette engine spares,**

for various rigid frame and swinging arm models, including crank-cases, cylinder heads, iron and alloy barrels, and other parts for KSS Mkl, MAC, MOV, and Viper, and an Avon touring fairing with fittings.

(Qty)

£300 - 400

€350 - 470

20

**A Velocette 350cc MAC engine and two Velocette gearboxes,**

the engine No. MAC23658, fitted with alloy head and barrel, together with an iron head with barrel for the same, and two circa 1950 gearboxes, inspection advised, a MAC brake drum and an unidentified exhaust whistle, possibly for motorcar.

£350 - 450

€410 - 530

21

**A quantity of Velocette KSS spares**

including matching crankcases (No. KSS 8156), crank, barrel, head, girder forks, front brake-plate, chaincases, engine brackets, front and rear mudguards and stays, front and pillion saddle, headlamp, stand, and sundry parts.

(Qty)

£400 - 700

€470 - 820





34



35



33

22

Assorted Ducati exhaust and other parts, including various Termignoni exhaust units and parts, a rear 3-spoke wheel, painted red, a seat, and other items including carbon fibre body panels.

(Qty)

£500 - 700

€590 - 820

23

A pair of Borrani WM2 19" wheel rims, both marked 'Record', one marked 1.85-19/40, used.

(2)

£200 - 300

€240 - 350

24

A Moto Rhony X 'flat' petrol tank, with filler cap and frame mounting brackets, with remains of original red and blue paint.

£50 - 100

€60 - 120

25

A Hobart Coventry petrol tank, diamond-shaped, complete with petrol and oil caps, and part of hand operated oil-pump unit, with original black paint and remains of decals, 61cm long.

£100 - 150

€120 - 180

26

A Monopole petrol tank, with remains of olive green paint and decals, complete with petrol cap, oil cap with sight-glass and fitted with part of hand-operated oil pump unit, approximately 55cm long.

£100 - 150

€120 - 180

27

Four Triumph mudguards, one pair in light blue, used.

(4)

£120 - 150

€140 - 180



36

28

An unidentified petrol tank, in black, lacking filler cap, with holes for parcel-rack mounting.

£150 - 200

€180 - 240

29

A BSA Super Rocket petrol tank, in chromed and red livery, complete with filler cap, badges and knee grips, decal, and outlet taps.

£200 - 300

€240 - 350

30

A 1920s AJS petrol tank, in good restorable condition.

£200 - 250

€240 - 290

31

Four petrol tanks for Triumph and Triton, comprising two for Triumph and two for Triton, fitted with filler caps, used condition.

(4)

£200 - 400

€240 - 470

32

A Triumph TSX 750 petrol tank, in black, lacking cap, with fuel tap and decals, some flaking to paintwork, together with a pair of Triumph TSX mudguards, in maroon with gold-coloured lining.

(3)

£300 - 400

€350 - 470

33

A Triumph Thunderbird petrol tank, in light blue, complete with cap, and fitted with badges, brightwork trim and knee-grips, together with a 'helmet-type' Thunderbird rear mudguard, in light blue with black lining.

(2)

£300 - 400

€350 - 470

34

A Triumph 'Silver Jubilee' petrol tank, 1977, in grey, blue with red trim, fitted with badges and knee-grips, and complete with filler cap and fuel taps, together with a pair of associated wheel rims with red, white and blue painted lining.

(3)

£300 - 400

€350 - 470

35

A Triumph Bonneville T140 'Royal Wedding' petrol tank, 1981, US specification, limited edition of 250, chromed with blue livery and gold-coloured trim, lacking cap but with 'Royal Wedding 1981' rubber plug.

£300 - 400

€350 - 470

36

A Brough Superior SS80 petrol tank, in black with gold-colored lining and remains of decals, lacking caps.

£600 - 800

€710 - 940



45

37♦♦♦

#### A Motoliner motorcycle frame straightening jig,

manufactured by Samefa of Sweden, steel frame construction, suitable for testing and re-alignment of vintage, racing and road motorcycle frames, fitted with casters, together with associated tools and equipment including steering head angle meter and rear wheel alignment tools, six frame clamps, swing arm adapters and spanner, hydraulic ram and fittings, and several assorted data sheets for older models, inspection advised.

(Qty)

£1,500 - 2,000

€1,800 - 2,300

Bidders are advised that industrial equipment should be thoroughly checked and tested before use.

## Books & Literature

38♦

#### Assorted motorcycle literature,

including five 1970s Isle of Man TT race programmes, Jim Reynolds: History of Norton; Mac McDiarmid: Triumph The Legend; Hailwood & MacCauley: Hailwood; and other mainly racing related titles and magazines including On Two Wheels and assorted video cassettes.

(Qty)

£80 - 120

€90 - 140

39•

#### Assorted motorcycle books,

including Mick Woollett: Norton; Erwin Tragatsch: The Illustrated Encyclopedia of Motorcycles; Roy Bacon: British Motorcycles of the 40's & 50's; Geoff Brazendale: The Sidecar - A History; and other motorcycling related books.

(Qty)

£100 - 150

€120 - 180

40•

#### Literature relating to Isle of Man TT and other racing,

including various TT and other race programmes from 1970s-80s, Ted Mellors Continental Circus; racing titles by G S Davidson: The Story of the Manx, TT Tales, The Story of the TT; Racing Reminiscences, The TT Races - Behind the Scenes, Racing Through the Century; and others, Motor Cycling Year Books 1951-1955, and assorted books relating to pre and post-War TT and motorcycle sport.

(Qty)

£150 - 200

€180 - 240

41•

#### The MotorCycle; bound Volume VIII, 1910,

in blue publisher's bindings, covering the dates Jan-June 1910, together with three AA publications comprising Golden Milestone - 50 Years of the AA, a 1909 AA handbook, The AA - A History of the Automobile Association 1905-1980, and an RAC Jubilee Book 1897-1947.

(6)

£100 - 150

€120 - 180

42•

#### The MotorCycle; bound Volume III, 1905,

bound with leather spine, a complete run of issues for the year, without covers or advertisements, minor damage to spine.

£200 - 300

€240 - 350

43♦♦♦

#### Bound motorcycling periodicals,

including The Classic MotorCycle: 13 volumes 2000-2012; Classic Bike: 11 volumes 2000-2010; believed complete runs, with covers and majority in publisher's bindings, two volumes of Old Bike for 1994 and 1997, and other assorted loose magazines.

(Qty)

£60 - 100

€70 - 120

44•

#### Motor Cycle Sport; nine bound Volumes, 5 and 19 to 25,

comprising Volume 5 (1964), and Volumes 19-25 (1978-1984), seven in black cloth bindings but volumes 19 and 20 in vinyl bindings, together with a 1934 Senior TT Race official programme, copies of Noel B Pope: Full Chat; Ronald H Clark: Some Adventures of Samson Cogg; and a quantity of South Eastern Gazette issues 1936-1938.

(Qty)

£80 - 120

€90 - 140

45•

#### A 1920 Brough Motor Cycles range brochure and advance catalogue for 1915,

the catalogue with olive card covers, 15 numbered pages, featuring illustrations for 496cc WSS, WT, 686cc Model G and combination W E Brough models, some staining in places, the 1915 advance fold-out catalogue featuring HTT, HS and HB models, some staining and wear to folds.

(2)

£100 - 150

€120 - 180

46•

#### Assorted motorcycle sales brochures,

including a Norton The Road-Holder range brochure for 1939, a 1907-1908 Mestre & Blatge of Paris Cycles & Automobiles accessories catalogue, other post-War brochures for BSA, Triumph, Moto Bianchi, and Bultaco.

(20)

£100 - 200

€120 - 240

47•

#### A 1912 Premier Motor Cycles range brochure,

cream card covers, 48 pages, containing illustrations, specifications and other engine and technical details for 3½, 2½ and 3¾hp and combination models, 4to, some staining to covers detached and some pages loose, together with an 11th November 1913 issue of MotorCycling.

(2)

£150 - 200

€180 - 240

48•

#### A Brough Superior range brochure for 1937,

black embossed card covers with light vertical crease, 12 pages, with illustrations, specifications and details for SS100, SS80 Special, SS80 De Luxe Special, 11.50 Special, and Alpine Grand Sports Cruiser combination, 8vo.

£100 - 150

€120 - 180

49•

**A Brough Superior range brochure for 1938,** black embossed card covers with light vertical crease, 12 pages, with illustrations, specifications and details for SS100, SS80 Special, SS80 De Luxe Special, 11.50 Special, and Alpine Grand Sports Cruiser combination, 8vo, together with the remains of a mid-1930s 4-page fold-out leaflet for various models (distressed, torn and pages separated), and two framed and glazed factory wall-charts of a technical nature.

(6)

£100 - 150

€120 - 180

50•

**Assorted motorcycle technical literature,** majority post-War, including handbooks, workshop and instruction manuals, parts lists, Pitmans books and other maintenance literature for Norton, Velocette, Triumph, BSA, Royal Enfield, Sunbeam, Villiers, Panther, and others, majority workshop worn.

(Qty)

£100 - 200

€120 - 240

51•

**A rare Vincent HRD series 'A' instruction book,** for 1935 and Series 'A' models, soiled and loose covers, otherwise complete and original, 28pp.

£300 - 400

€350 - 470

52•

**Two motorcycle race programmes signed by various riders,** comprising a 1958 Aintree 'Century' International programme, signed throughout by Mike Hailwood, Bob MacIntyre, Derek Minter, John Hartle, Rob Fitton, Ray Fay, Roni Neussner, Alistair King, Bob Anderson and Alan Holmes, and a 1982 Oulton Park ACU British Motorcycle Championship programme signed by Joey Dunlop, Ron Haslem, Roger Marshall, Alan Carter, Mick Grant, Keith Heuwen, Bob Smith, Wayne Gardner and Kork Ballington, some signed on their respective images, collected by the vendor at the events.

(2)

£250 - 350

€290 - 410

53•

**A collection of Ulster Grand Prix race programmes from 1922 to 1980s,** from the inaugural event in 1922, comprising pre-War programmes for 1922-1931 (missing 1926 and 1928), 1932 (lacking cover) 1935-1939 (missing 1937), continuing post-War 1947, 1948, 1954-1961 (missing 1957), 1964-1966, and eleven assorted programmes from 1971-1985, some earlier examples worn and some duplicates, together with programmes for 1927 Ulster MCC Speed Event and 1949 North-West '200', other literature relating to Irish motorcycle racing, two hard-bound RAC Ulster TT motor racing programmes for 1953 and 1954, and a quantity of various issues of Ulster Automobile Club Monthly Review from 1933-1950 including some Christmas issues.

(Qty)

£500 - 600

€590 - 710

## Art, Posters & Prints

54

**Two tribute prints for Carl Fogarty and Neil Hodgson, after Stuart McIntyre,** each a montage of images of the World Champion riders, the larger 79 x 62cm, each framed and glazed.

(2)

£40 - 60

€50 - 70

55

**'T E Lawrence's 1932 Brough Superior SS100', a signed limited edition print after Christopher Marshall,** numbered 12/125, after an original pencil illustration depicting a profile view of the machine, signed by the artist, 40 x 70cm, mounted, framed and glazed, together with four books comprising Richard Knowles: Two Superiors - Lawrence & Brough, limited edition of 300, relating to T E Lawrence and his relationship with the marque; an author signed copy of Ronald H Clark: Brough Superior - The Rolls-Royce of Motor Cycles; Peter Miller: Brough Superior - The Complete Story; and C E Allen: Brough Superior From 1923.

(5)

£200 - 300

€240 - 350

56

**An 'Easy Rider' limited edition re-release film poster, sponsored by Harley-Davidson,** US single sheet, numbered 53/54 to reverse, featuring image of Peter Fonda as Wyatt on his Harley Davidson against a Stars & Stripes background, issued for the 1999 40th Anniversary screening, 61 x 45cm.

£500 - 600

€590 - 710

57

**An 'Easy Rider' US film poster, 1969,** US single sheet poster for the film starring Peter Fonda, Jack Nicholson and Dennis Hopper, featuring image of Fonda as Wyatt against a yellow ground, 133 x 68cm, folded, some loss to fold-marks in two places.

£500 - 600

€590 - 710



56



57





59



68

58  
Three 1960s motorcycle event posters, comprising two Bemsee Meeting Silverstone posters for Club and Trophy events, one for a 50cc race at the Harvey Hadden Stadium, Nottingham, each 50 x 36cm, some loss to corners, together with a 1988 Ray Petty Race Day poster at Brands Hatch, each framed and glazed.  
(4)  
£100 - 200  
€120 - 240

59  
An 'Angeli Della Violenza' ('Hells Angels 1970') Italian film poster, large format 2-sheet colour poster for the Italian release, featuring dramatic action images of riders on their motorcycles, measuring 195 x 139cm overall, folded.  
(2)  
£500 - 700  
€590 - 820



63

60  
Three motorcycle-themed film posters, US single sheet posters, comprising 'Hell's Angel's '69', 'Run, Angel, Run!', 1969, and 'The Girl on a Motorcycle', 1968, each featuring images of motorcycles, each 56 x 71cm.  
(3)  
£500 - 600  
€590 - 710

61  
Three Italian motorcycle-themed film posters, insert posters, comprising 'Easy Rider', 1969, 'California 436' ('You and Me'), 1979, and 'Paradiso Nero' ('Scream Free!'), 1970, featuring images of motorcycle scenes, each with single horizontal fold, 69 x 33cm.  
(3)  
£500 - 600  
€590 - 710

62  
Five motorcycle-themed film posters, comprising US single sheet posters for 'Hell's Angels '69', 'The Savage', 1968, and 'The Girl on a Motorcycle', 1968, each 56 x 71cm, US insert posters for 'Viva Knievel!', 1977, and 'Little Faus and Big Halsy', 1970, both 91 x 35cm, all featuring images of motorcycles, together with a set of eight lobby cards and seven monochrome photographic stills for 'Evel Knievel', 1971.  
(20)  
£500 - 600  
€590 - 710

63  
Derek Sparkes, 'Pride of Brescia', signed, oil on canvas, depicting Giacomo Agostini at speed on his 500cc 3-cylinder MV Agusta at the 1967 TT, 46 x 61cm.  
£200 - 300  
€240 - 350



66

64◇◇

Tony Upson, '1930 Brough Superior SS100 Grand Alpine Sport', signed, acrylic on board, a profile study of the machine, 90 x 200cm.

£500 - 700

€590 - 820

65◇◇

Tony Upson, 'Ducati 250 Mach 1', signed, acrylic on board, large original artwork, a study of the motorcycle with female rider, within a black painted wooden frame, 122 x 200cm overall.

£500 - 700

€590 - 820

66◇

Tony Upson, 'Steve McQueen', signed, pencil on draughting film, a monochrome portrait study of the iconic actor in his motorcycle helmet and gloves, 80 x 50cm, mounted, framed and Perspex glazed.

£300 - 400

€350 - 470

67◇

A 'Brough Superior' commemorative garage display plaque, modern, oval plaque with raised laurel-wreath resin surround, celebrating the machines produced at the Hadyn Road factory in Nottingham, 60 x 120cm.

£300 - 400

€350 - 470

68◇

A 'Bradbury Motor Cycles' enamel sign, by Chromo of Wolverhampton, in white on blue enamel, some chips in places, 141 x 163cm.

£200 - 300

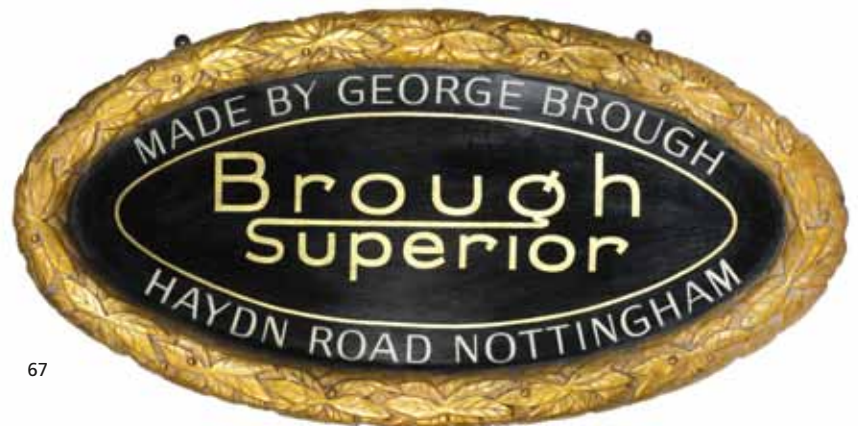
€240 - 350



64

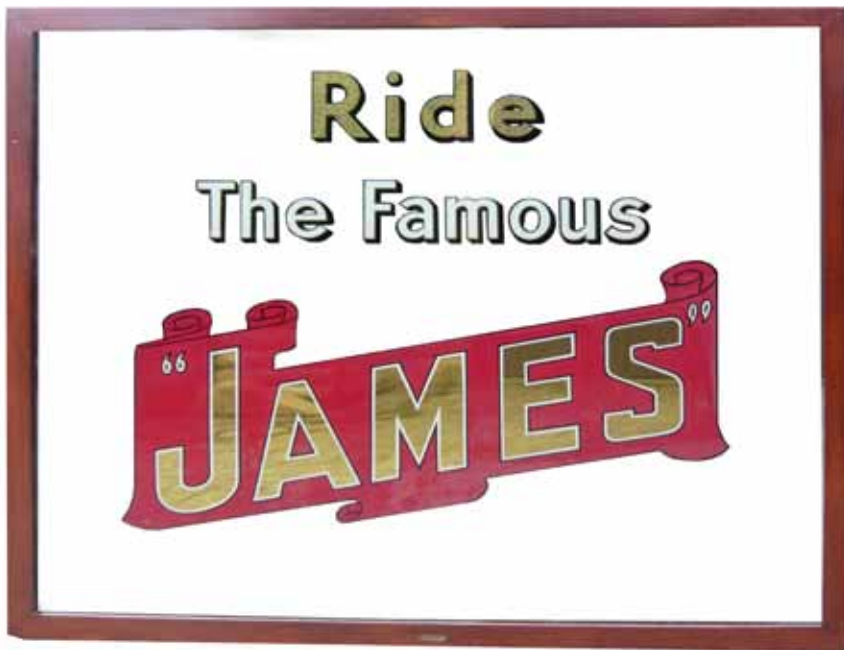


65



67





69

71

**A Lewis Leathers motorcycle jacket,** black leather, believed 'Bronx' style, with Isle of Man patch to left breast, and 'H G J Johnson's Cafe' and '59 Club' patches to right arm, pinned with various lapel badges including TT, together with another black leather jacket and a pair of black leather trousers 32" waist.

(3)

£200 - 300

€240 - 350

72

**A 1910 MCC Exeter Trail gold finisher's medal,** awarded to Arthur J Moorhouse, the 9ct gold medal by Mappin & Webb, Birmingham, hallmarked 1910, the obverse struck with relief design of the two cities, the reverse engraved with rider and race details 'London-Exeter-London Dec 26-27 1910 Motor Cycle A. Moorhouse', weight approximately 12.5gms, awarded to amateur TT rider Moorhouse on his Indian Twin, who was tragically killed at the Brooklands track in 1912.

£150 - 250

€180 - 290

73

**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 1½hp 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 - 700

€590 - 820



73



(obverse)



(reverse)

69

**A rare 'Ride The Famous James' advertising mirror,** circa 1930, by The Plate Glass and SM Cyl. Co Ltd., Dublin, large mirror with gilt-backed lettering and featuring the 'James' scroll design, within a wooden frame bearing original maker's plaque, 114 x 137cm.

£500 - 700

€590 - 820

## Miscellaneous Items

70

**Two sets of Lewis riding leathers,** each one-piece black leather, comprising one set size 38" chest, and one set size 34" chest with white stripes to sides, offered together with a set of Protec II leather racing jacket and trousers in black, blue white and orange, and two pairs of used motorcycle boots.

(Qty)

£100 - 200

€120 - 240

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.





76



75

73A

George Reynolds' Motor Cycling Club lapel badge, Club Handbook and signed 1910 ACU Brooklands Annual Race Meeting programme, the lapel badge by Thomas Fattorini, Birmingham, with blue enamelling, in the form of a single-cylinder motorcycle engine, lacking pin, together with the race programme for the September 24th event, with race details, signed in pencil to the cover by Reynolds and annotated within with results and times in pencil, 8vo, and his Motor Cycling Club Handbook, with red hard covers. (3)

£200 - 400

€240 - 470

George Reynolds was, along with A V Ebbelwhite, time-keeper at the Brooklands Race Track, and oversaw most of the Brooklands Speed Record attempts during the 1920s-30s.

74

The Aintree Racecourse motorcycle race painted advertising sign, believed to have been displayed on the Liverpool/ Preston road to advertise upcoming races in the late 1950s, specially commissioned in 1955 by the Late Mirabel Topham, the then owner of Aintree, the large painted wooden board with artwork by A M Barton, signed by the artist and depicting Derek Minter on the Norton at the Melling Road crossing, some weathering, in a white wooden frame, measuring approximately 122 x 183cm, presented to the vendor by the Late Jimmy Bidwell-Topham, Mirabel's successor at Aintree, in recognition of services founding the Aintree Motor Cycle Racing Club.

£400 - 600

€470 - 710

75

The Isle of Man TT startline horns, pre-War to 1947/48, consisting of a set of four Lucas long trumpet electric horns with gauzes, bolted with brackets to right-angled steel poles, and complete with wiring, understood to have been fitted to the main stands and used pre-War and immediate post-War at the Isle of Man TT startline to signal pre-race line-up and other warnings for TT riders, and according to information received were removed in 1947-48, measuring 116cm long overall, and with fitted wooden crate.

£500 - 600

€590 - 710



74

76

A "Minimoto" 49cc miniature motorcycle, Minimoto of 'pocket bike' racing has become increasingly popular since its inception in the late 1980s. Although these miniature Grand Prix-styled motorcycles may look like toys, they nevertheless have proved to be the ideal training ground for many of today's star riders, the incomparable Valentino Rossi among them. China is the major supplier of such machines, which perhaps explains why this Yamaha YZF-inspired example carries decals saying 'Marlboro' on one side and 'Marldoro' on the other! Originally acquired new in 2005 and has not been used; indeed it only came out of its box for the photographs. There are no documents with this Lot.

£500 - 600

€590 - 710



73A



Prospective purchasers should be aware that it is illegal to ride a Minimoto on UK roads.

## The following two lots are offered for sale for the benefit of the TT Riders Association Benevolent Fund.

77

An 'Auto Cycle Union Repairer' double-sided enamel sign, in green on white enamel, 51 x 51cm.  
£80 - 120  
€90 - 140

78

A Jorge Lorenzo signed motorcycle visor, Nolan X-802 tinted visor, signed in silver-coloured marker by the 2012 MotoGP Champion.  
£80 - 120  
€90 - 140

## The following 23 lots are from the Yori Kanda Collection

79

Assorted motorcycle race programmes and ephemera, from the late 1970s onwards, including Isle of Man TT, British Grand Prix, European, Transatlantic and other events, including Brands Hatch and Donington, together with a quantity of race and motorcycle sport publicity material and ephemera, and assorted motorcycle posters relating to mainly post-War road, and race machines, including Triumph, BSA, Honda, Suzuki, Kawasaki, Jawa, commemorative events and other subjects.  
(Qty)  
£100 - 200  
€120 - 240

80

Assorted mainly Japanese tin-plate motorcycle toys, mainly 1960s-70s, including two boxed Japanese Grand Prix Racer clockwork toys with track, a small Schuco friction toy, and other clockwork and friction tinplate motorcycles of various sizes and origins including German and British.  
(18)  
£200 - 300  
€240 - 350

81

Seven pudding basin helmets, including two modern Everoak helmets, two modern 'Corker' helmets by J Compton, Sons & Webb, each white and with peaks, two by Slazenger, and another helmet, together with two clip-on peaks, one suede and one leather pair of gloves, a pair of brown leather mittens and a pair of modern Baruffaldi goggles.  
(Qty)  
£80 - 120  
€90 - 140

82♦♦

A quantity of press packs and ephemera relating to Italian motorcycles, from the 1980s onwards, relating to various models for MV Augusta, Ducati, Moto Guzzi, Aprilia, Benelli, Cagiva, and Garelli, including publicity photographs and other press material.  
(Qty)  
£150 - 200  
€180 - 240

83♦♦

A quantity of press packs and ephemera relating to Japanese motorcycles, from the 1980s onwards, relating to various models for Honda, Kawasaki, Yamaha, and Suzuki, including publicity photographs and other press material.  
(Qty)  
£200 - 300  
€240 - 350

84

Assorted motorcycle spares, including two unidentified Japanese n/o/s barrels for 124cc machines believed Honda CR93, two Amal T10 carburettors (GP2s), a 1932 Lucas No 143 Calcia Club headlamp, a 'Stop' tail lamp, n/o/s BMW clutch plate and carburettor floats, and other sundry items.  
(Qty)  
£100 - 200  
€120 - 240

85♦

A quantity of motorcycle jackets, caps and clothing, assorted types, including two Belstaff jackets, other jackets for Gilera, Honda, Suzuki, Yamaha, Ducati, Aprilia, Vespa, together with assorted baseball caps, T-shirts, sweatshirts and ties for various marques, some medium size and in used condition.  
(Qty)  
£150 - 200  
€180 - 240

86

A lot of assorted motorcycling collectables, including enamel lapel and pin badges for Ariel, MV Agusta, Calthorpe, British Motorcycle Racing Club, Manet, Tatra, Praga, Jawa, Velorex, Autopal, other assorted badges, cased wristwatches including Gilera and Moto Guzzi, a boxed Seiko digital stopwatch, two novelty tea-pots by Parrington, pewter deskpiece models, key-fobs, six framed 'Moto Storiche in Grand Prix' commemorative ceramic tiles, each 30 x 30cm, and other assorted items.  
(Qty)  
£150 - 200  
€180 - 240

87♦♦

A large collection of boxed die-cast scale motorcycle models, various scales, including Maisto, Majorette, Mercury, Schuco, Ixo, NewRay, and others, covering a wide range of post-War road and race machines and scooters, together with assorted boxed un-constructed plastic kits of race machines, including Tamiya, and other assorted motorcycle toys, together with a 'mototurbo' child's pedal motorcycle, (a lot).  
(Qty)  
£200 - 300  
€240 - 350

88♦♦

Motocourse; 1976/77 to 2008/09, a complete run of 33 annuals, together with a limited edition of Motocourse: 50 Years of Moto Grand Prix; a duplicate Motocourse annual 1993/94, and a Motorcycle Year annual 1976/77, each with dust-jackets.  
(36)  
£500 - 700  
€590 - 820

89♦♦

A quantity of assorted motorcycle books, including Guggenheim Museum: The Art of the Motorcycle; Erwin Tragatsch: The Illustrated Encyclopedia of Motorcycles; Ward & Caddell: Great British Bikes; Mike Clay: Cafe Racers; Bob Currie: Motor Cycling in the 1930s; David Ansell: Military Motor Cycles; Arthur Judge: Modern Motor Cycles, Volumes I-III; and other books relating to various subjects.  
(Qty)  
£180 - 240  
€210 - 280

**90♦****A quantity of books relating to motorcycle riders and racing,**

including Tommy Robb: From TT to Tokyo; Phil Read: Prince of Speed; (both signed and dedicated by the authors), FIM 1904-2004 - 100 Years of Motorcycling; Sallon: Motorcycling Personalities Past and Present; and other biographical titles for various riders including Sheene, Dunlop, Duke, Surtees, and other assorted books relating to various motorcycle sport subjects, many with dust-jackets.

(Qty)

**£200 - 300****€240 - 350****91•**

**Books relating to Japanese motorcycles,** including Jeff Clew: Suzuki; Ted Macauley: The Yamaha Legend; Mark Haycock: Honda CB750 - The Complete Story; Roy Bacon: Kawasaki Sunrise to Z1; various books and service manuals for Honda, Yamaha and Suzuki, and other titles relating to racing motorcycle technical subjects, many with dust-jackets and in good order.

(Qty)

**£150 - 200****€180 - 240****92•****Assorted Japanese text motorcycle literature,**

including Mick Woollett: Honda racers in the Golden Age; Kunimitsu Takahashi - The 30th Anniversary of His Racing; and other assorted books and literature relating to various motorcycling and motoring subjects including Honda.

(Qty)

**£60 - 100****€70 - 120****93•****A quantity of German text motorcycle books,**

including Ulrich Kubisch; Zundapp - Aufstieg und Niedergang; Winni Scheibe: Die Legende Fridel Munch und seine Motorräder; Frank-Albert Illg: Kreidler Florett; (each signed and dedicated by the author), Seper, Krackowizer & Brusatti: Österreichische Kraftfahrzeuge; Stefan Knittel: BMW Motorräder; Manfred Woll: IFA/ MZ - Renngeschichte 1949-1961; and other assorted titles relating to various motorcycle subjects, majority with dust-jackets and in good order.

(Qty)

**£150 - 200****€180 - 240****94•****A quantity of French text motorcycle books,**

including Salvat & Ganneau: Motos Peugeot 1898-1998 - 100 Ans d'Histoire; Jacques Bussillet: Mike Hailwood et la Honda-6, and Agostini et les MV3; (each signed and dedicated by the author), Eric James: Motobecane - Souvenirs d'un Ingenieur; and other assorted titles relating to various motorcycling subjects, many with dust-jackets and in good order.

(Qty)

**£150 - 200****€180 - 240****95♦****Books relating to Italian and other marques,**

including Mario Colombo: Moto Guzzi; Giorgio Sarti: Bimota 25 Years of Excellence; Bianchi & Masetti: Motociclismo Tells the Story of Ducati; (each signed and dedicated by the author), Colombo & Patrignani: Moto MV Augusta; Marco Masetti: Ducati - A Motorbike, a Myth, a Museum; Mick Walker: BMW A Racing Story; Harry V Sucher: The Iron Redskin; Stephen Wright: American Racer 1900-1939; and other books relating to European and American marques, majority with dust-jackets and in good order.

(Qty)

**£200 - 300****€240 - 350****96♦****Assorted Italian text motorcycle books,**

relating to Italian marques including Riccardo Crippa: Rumi La Moto del L'Artista; Luigi & Gianni Rivola: Storia del Motociclismo; (both signed and dedicated by the author), Brizio Pignacca: Moto Gilera; Mario Colombo: Moto Guzzi; Sandro Colombo: Gilera Quattro - Tecnica e Storia; Colombo & Patrignani: Moto MV; Enrico Ruffini: Moto G.D; and other assorted titles including some signed examples, majority with dust-jackets and in good order.

(Qty)

**£200 - 300****€240 - 350****97•****Assorted press packs for mainly British motorcycles,**

from the 1980s onwards, mainly for Triumph but including Norton, BSA, Hesketh, Matchless, and Harley Davidson.

(Qty)

**£80 - 120****€90 - 140****98♦♦****A large quantity of press packs and publicity material relating to various marques including BMW,**

from the 1980s onwards, for various models for BMW, and mainly European motorcycles and scooters including MZ, Zundapp, MBK, Gilera, Bimota, Motobecane, CZ, Jawa, KTM, Laverda, Vespa, Piaggio, assorted show guides, and related motorcycling spares, products and equipment, (a lot).

(Qty)

**£250 - 350****€290 - 410****99•**

**Books relating to British motorcycles,** including Bob Holliday: The Story of BSA Motor Cycles (signed with dedication by the author), Ivan Rhodes: Velocette 'Technical Excellence Exemplified'; Mick Walker: Manx Norton; Norman Vanhouse: BSA Competition History; Jeff Clew: The Douglas Motorcycle 'The Best Twin'; Robert Cordon-Champ: The Sunbeam Motorcycle and other titles relating to various marques including Norton, majority with dust-jackets and in good order.

(Qty)

**£200 - 300****€240 - 350****100****Yori Kanda's leather motorcycle wear,**

including a Kushitani 'Magura Moto Cross Champion' jacket in orange and black, with 'Yori' leather stitched lettering to right breast, together with associated trousers, a Team Fury International red leather waistcoat, with Panther leather patch logo to back, another jacket with 'Yori' embroidered to inside pocket, and other leather trousers and waterproof wear including Kushitani.

(9)

**£150 - 250****€180 - 290****101****Two sets of Yori Kanda's motorcycle leathers,**

comprising a set of Nankai leathers in black, white and blue, with 'yori' leather stitched lettering to left breast, and Top Rider branding to legs, and a set of Goto 'GO:10' leathers in black, with silver and gold coloured trim.

(2)

**£150 - 200****€180 - 240**





104



105



103



102

The following four Lots are offered from the family of the Late John "The Paint" Moffatt, the renowned race motorcycle and helmet livery artist.

**102**  
Kork Ballington's 1981 season race helmet,  
by Nolan, in green and white design with blue trim, Nolan branding to front and sides, with British Standard, '56', and other stickers to rear, fitted with Bob Heath visor, believed worn by Ballington during the 1981 season, offered together with a poster of him on the Kawasaki KR500, 1981, 73 x 103cm.

(2)  
£500 - 700  
€590 - 820

**103**  
Randy Mamola's 1982 season race helmet,  
by Nolan, in red and black design, with 'Randy' script in yellow to back, and American Motorcycle Association sticker, fitted with visor, believed worn by Mamola during the 1982 season on the Suzuki.  
£700 - 900  
€820 - 1,100

**104**  
Barry Sheene's Team Akai Yamaha race helmet, circa 1980, believed to be a 'one-off' design by 'John The Paint' in black with 'gold wings' design, with trademark 'Duck' logo to front, AKAI branding to face-guard, and 'Barry Sheene' flame-burst script to rear with "John The Paint" hand-painted lettering underneath, ACU approved sticker to left side, and fitted with agv visor, with faded hand written dedication "To John + Terry with.....BARRY" by Sheene to right side, offered together with a January 1980 press pack containing press releases relating to John Moffatt's work with Team Akai Texaco in sponsorship with Sheene and later works with Suzuki GP Team in 1986, publicity photographs of Sheene with the Akai Yamaha, a signed Mike Hailwood photograph, and other ephemera.

(Qty)  
£1,800 - 2,400  
€2,100 - 2,800

**105**  
Barry Sheene's Akai Yamaha race helmet, 1981-82, in black with gold-coloured lining, with trademark Duck logo to front, number '7' to both sides, and 'Barry Sheene' flameburst script to rear, with AKAI branding to face-guard, agv decals to sides and rear, ACU 'approved sticker to left side', also with "John The Paint" hand-painted lettering to lower right side of helmet, fitted with Bob Heath clear visor, believed worn by Barry at the 1981 AGV Nations Cup and 50th Anniversary Race, at Donington on the Yamaha YZR500, and the Transatlantic Trophy at Mallory Park on the TZ500.  
£1,800 - 2,400  
€2,100 - 2,800

## End of Section

106 - 200  
No lots

We are now consigning motorcycle spares and related memorabilia for our 2013 sales.

For further details please contact  
Adrian Papiro  
+44 (0) 8700 273 621  
adrian.papiro@bonhams.com

# Motorcycles

12pm  
Lots 201 - 439

Images of each  
lot can be found at:  
[www.bonhams.com/21135](http://www.bonhams.com/21135)





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# The Kanda Collection

Tokyo-born Yoritatsu (Yori) Kanda, 74, is a highly respected member of motorcycling's international press corps. He originally moved to England in the mid-1970s, settling happily in Sussex from where he began reporting Grands Prix, motorcycle shows, machine and aftermarket press launches; building in the process an extensive knowledge of technical matters, brand histories, race and industry politics, production technologies and so on, subjects about which he has written frequently. As well as contributing to the major Japanese publications he has filed countless articles for important European magazines.

Tragically in 2007, while attending a bike launch in Italy, he suffered a serious accident. In addition to a fortnight's concussion, his injuries included five fractured vertebrae. Following 18 months in specialist care, Yori returned to his home in Eastbourne but sadly is now resident in a nursing home.

Among numerous books authored for the Japanese market is his History of Japanese Racing Motorcycles, which included the first ever photographs of 1960s-period racing machines, fully stripped, for enthusiasts to examine and enjoy. Undoubtedly his greatest journalistic coup was persuading Messrs Kawashima, Hasegawa, and Shimizu (senior directors respectively of Honda, Yamaha and Suzuki) to meet together in one room for an on-the-record discussion! Another typical Yori 'scoop' came in September 1967 when he managed a sneak shot of former MZ factory rider Ernst Degner - already notorious for joining Suzuki after defecting from East Germany while leading the World Championship on an MZ - who was secretly testing a 125 Kawasaki at the Fuji circuit. The picture would turn out to be a sensation, as Degner crashed heavily a few laps later, sustaining injuries that ended the German rider's career.

Like so many journalists, Yori is both collector and hoarder. Seemingly reluctant to dispose of any information issued by a manufacturer, he has amassed over the last 40 years an extraordinary quantity of factory Press Kits ex-BMW, Ducati, Harley-Davidson, Honda, etc plus Triumph from 1990 onwards. More importantly though, he has also accumulated one of the most comprehensive and discerning collections of motorcycle books to have been offered on the open market. Given his passion it is no surprise the Kanda Collection includes seven motorcycles - trials, scrambles, racing, classic and street - from five different nations no less. Understandably, Yori has had insufficient time to complete their refurbishment.



Yori Kanda and Bob Currie



201

## c.1964 Honda 125cc CR93 Racing Motorcycle

Frame no. CR93-3100178

Engine no. CR93E-3100267

'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 this 'barn find' CR93, which is offered for restoration and sold strictly as viewed. The machine comes complete with fairing and a spare exhaust system. No reserve.

**£8,000 - 14,000**

**€9,400 - 16,000**

**No Reserve**







**202**

### **1968 BMW 245cc R27**

Registration no. MON 2F

Frame no. 386315

Engine no. 386315

BMW's first new post-war model was a 'single', the 247cc R24, which arrived in 1948 looking pretty much like the pre-war R23 but producing an additional 2bhp. In mid-1950 the R24 was superseded by the R25, which featured plunger rear suspension but was otherwise very similar. An improved R25/2 version was introduced during 1951 and by 1956 BMW's 'one-lunger' had evolved into the R26. In what would turn out to be its penultimate form, BMW's quarter-litre luxury lightweight boasted a more powerful engine than its R25 predecessor, an Earles-type leading-link front fork and a larger fuel tank among numerous improvements. The range's final development - the R27 - arrived in 1960 substantially unchanged but for the adoption of a rubber-mounted engine. Built to the same exemplary standards as the Bavarian company's famous horizontally-opposed twins, the traditional BMW single was much missed after its demise in the late 1960s. First registered in May 1968, this BMW R27 was acquired by its late owner in April 1982. It is not known when 'MON 2F' last ran, though the engine turns over and the motorcycle's overall good condition suggests that re-commissioning rather than restoration may be all that is required. The machine comes with old-style Swansea V5 document and is sold strictly as viewed.

**£1,500 - 2,000**

**€1,800 - 2,300**

**No Reserve**



**203**

### **1972 Moto Guzzi 749cc V7 Sport Project**

Registration no. KGK 871K

Frame no. VK11427

Engine no. VK30343

An engine design that originated in the early post-war years, Moto Guzzi's venerable 90-degree v-twin is still around today powering the company's latest generation of motorcycles. Conceived to power a lightweight military three-wheeler this remarkable engine first appeared in a motorcycle in December 1965 when the 703cc V7 was displayed at the International Milan Show. The work of Giulio Carcano, the man behind Guzzi's spectacular V8-engined Grand Prix racer, the V7 was the biggest and fastest roadster ever to come out of the factory at Mandello del Lario. After Carcano retired, his successor Lino Tonti was charged with creating the first true sports version, the V7 Sport, which arrived in 1971. In creating the V7 Sport, Tonti moved the electrical generator from atop the crankcase to the crankshaft nose, thus enabling a much lower frame to be used. In marque expert Mick Walker's words, the result was 'an amazing transformation of a formerly staid, overweight package.' In addition, the newcomer featured a 749cc engine to qualify for 750-class racing, a five-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52bhp available at the rear wheel, the magnificent V7 Sport was good for 120mph. This incomplete V7 Sport was acquired by its late owner in July 1984 and currently displays a total of 42,663 miles on the odometer. Offered for restoration and sold strictly as viewed, the machine comes with old-style Swansea V5 document, restored petrol tank and toolboxes.

**£300 - 500**

**€350 - 590**

**No Reserve**





204



206



205



207

**204**

**c.1958 AJS 348cc Model 16M**

Frame no. 016117 Engine no. 50/16M 12855

Despite the absence of any history the Ajay is presented in competition trim, although a down-swept silencer and non-original dual-seat suggest it wasn't latterly used in trials. While the engine number is circa 1950 the VMCC Machine Register lists the frame for 1956, by when all AMC models had rear suspension. Before the advent of BSA's C15T, AJS and Matchless 350 singles were the staple diet for aspiring off-roaders; reputedly handling better -- and with greater ground clearance -- than BSA's B32. In this instance all the major parts are recognisably AMC, but that the fuel tank sports a pre-war Matchless badge only adds to the cocktail! The condition of this barn-find warhorse is probably best described in canine terminology; i.e. a 'Rescue Bike'...and long overdue for some TLC!

**£400 - 600**

**€470 - 710**

**No Reserve**

**205**

**c.1980 Montesa Cota 349 Trials Motorcycle**

Frame no. 51M 18202

Founded in the mid-1940s in Barcelona, Montesa entered road racing in the early 1950s but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and Cota trials being the equal of any of their contemporaries. In the UK, six-time British trials champion Malcolm Rathmell did much to promote Montesa after he joined as development rider in 1974, winning the Scott Trial in 1975 and 1976. The original 250cc Cota was succeeded by the Rathmell-developed Cota 348 in 1974. The Cota 349 followed in 1979 and was ridden by Rathmell to win that year's Scottish Six Days and Scott trials, while Ulf Karlson took the World Trials Championship on one in 1980. State-of-the-art in its day, the Montesa 349 featured a six-speed gearbox, magnesium engine cases, Motoplat ignition and an under-seat fuel tank. Its engine seized, this 'barn find' Montesa 349 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

**£200 - 300**

**€240 - 350**

**No Reserve**

**206**

**c.1974 Honda XR75**

Frame no. XR75 1615429 Engine no. XR75E 1315412

Honda's long line of successful off-road models commenced in 1972 with the launch of the SL250 trail bike, though the nomenclature soon changed to the more familiar XL250. At that time Honda was Japan's biggest motorcycle manufacturer (it still is, of course) but the smallest producer of off-road models. Honda was soon building the XR range of four-stroke off-road models in a variety of capacities, including smaller versions intended for schoolboy competition or for use as paddock bikes. The XR75 was introduced in 1973 and received its first major updates, including a more powerful engine and longer-travel suspension, for 1976. Nothing is known of the history of this example, which is offered for restoration and sold strictly as viewed.

**£150 - 250**

**€180 - 290**

**No Reserve**

**207**

**c.1985 Yamaha RD350F 'YPVS'**

Registration no. B569 BGT

Frame no. 31K 053516 Engine no. 31K 053516

The original RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the 'YPVS' acronym standing for 'Yamaha Power Valve System'. Yamaha slotted this heavily revised engine into a new frame equipped with linkage-operated mono-shock rear suspension while the rear drum brake was replaced by a disc. After little more than a year the LCII was replaced by the mechanically similar RD350F (faired) and RD350N (naked) models. This 'barn find' RD350F was first registered to Mitsui Machinery Sales UK Ltd (the official Yamaha importer) so might have been a press bike. Acquired by the late owner on 5th March 1986, 'B569 BGT' is offered for restoration and sold strictly as viewed. The machine displays a credible 13,376 miles on the odometer and appears remarkably original and complete apart from a missing side panel. Offered with Swansea V5, it represents an exciting opportunity to acquire a rare, unmolested example of an increasingly collectible Japanese classic, ripe for restoration.

**£300 - 500**

**€350 - 590**

**No Reserve**



## Various properties



208



210



209



211

**208**

### **1969 BSA 172cc D14 Bantam**

Registration no. HDY 635G

Frame no. PC12606 Engine no. PC12606

This BSA Bantam D14 was purchased by the current vendor from one Karl Gratton in January 2004 (receipt on file). 'HDY 635G' had already been restored by a previous owner (during the late 1990s) and since acquisition has been kept - unused - as part of the owner's private collection. The Bantam was in good working order when purchased in 2004 and should require only relatively gentle re-commissioning before returning to the road. Sensibly updated with a Mikuni carburettor, the machine is described as in generally good condition and offered with Swansea V5 document and a quantity of old MoT certificates (most recent expired July 1997).

**£600 - 800**

**€710 - 940**

**209**

### **1964 BSA 75cc Beagle**

Registration no. BHP 240B

Frame no. K1-2620 Engine no. K1-2729

Announced in the autumn of 1962 and intended as a replacement for the D1 Bantam, the flyweight Beagle commenced production the following year. Designed by Triumph's Edward Turner and powered by a 75cc single-cylinder four-stroke engine (as used in the Ariel Pixie scooter in 49cc form) the Beagle could cruise at 40mph and return 150 miles to the gallon.

Unfortunately for BSA, competition from Honda's faster, more reliable and better-equipped step-thru models meant that sales were disappointing and the Beagle was withdrawn in 1965. This example's accompanying original logbook reveals that it was sold new via Coventry Motor Mart Ltd, while the three private owners listed are all in the Coventry area. 'BHP 240B' was acquired by the current owner in September 1984 and since then has formed part of his private collection, unused. Offered for reconditioning/restoration, the machine is offered with the aforementioned logbook and Swansea V5 document.

**£250 - 350**

**€290 - 410**

**No Reserve**

**210**

### **1969 BSA 172cc D14 Bantam**

Frame no. NC 03804 Engine no. NC 03804

The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models - Supreme, Sports and Bushman - used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This Bantam D14 has remained unused within the vendor's private collection since its acquisition in 1981 and is offered for restoration. The machine comes with Swansea V5 registration document and is sold strictly as viewed.

**£250 - 350**

**€290 - 410**

**No Reserve**

**211**

### **1968 BSA 172cc D14 Bantam**

Registration no. PKJ 15G

Frame no. 12025 Engine no. 12025

The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models - Supreme, Sports and Bushman - used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This Bantam D14 was last taxed for the road in 1982 and is offered for restoration. The machine comes with Swansea V5C registration document and is sold strictly as viewed.

**£150 - 250**

**€180 - 290**

**No Reserve**



212



214



213



215

**212**

#### **1980 Yamaha SR500**

Registration no. FYH 287V

Frame no. 2J40 104250 Engine no. 2J4 104250

Among Japanese manufacturers, Yamaha pioneered the big-single dirt bike when it introduced the XT500 in the late 1970s. Its 500cc, four-stroke, single-overhead-cam motor was far too good to be restricted to the dirt however, and soon found its way into a roadster: the SR500. More civilised than the traditional British big single yet almost as characterful, the SR500 was neither sports bike nor tourer but nevertheless a competent lightweight all-rounder capable of bettering 90mph (rider flat on the tank) while 60-plus miles per gallon was achievable if ridden more sedately. This classic Japanese 'thumper' was purchased by the vendor in April 1998 and since then has been kept as part of his private collection. Not used since acquisition, 'FYH 287V' will require restoration before returning to the road and thus is sold strictly as viewed. A potentially most rewarding project, the machine is offered with purchase receipt, expired MoT (1991) and (part) old-style Swansea V5.

**£700 - 1,000**

**€820 - 1,200**

**213**

#### **1981 Honda CD200T Benly**

Registration no. YGJ 921W

Frame no. JHMMA012100087 Engine no. MAC1E2100088

The Honda CD200 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 CD200 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy production run of over 20 years proved the rightness of the basic concept. This CD200 was purchased by the current vendor in November 1997 (receipt on file) and is only being sold in order to thin out his private collection. In good working order when purchased, 'YGJ 921W' was last MoT'd to February 2001 and should require only relatively gentle re-commissioning before further use. The machine is offered with its original Owner's Manual, sundry invoices, Swansea V5 document and a quantity of expired MoT certificates. A total of 15,205 miles is currently displayed on the odometer.

**£500 - 700**

**€590 - 820**

**214**

#### **c.1963 Honda 49cc C110D Sports Cub Project**

Frame no. C110D 373152 Engine no. 113505

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. An example of the C110D, which came with a low exhaust like the successor C114, the machine offered here has been fitted with the (non-standard) 'semi-automatic' engine from a step-thru model. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£300 - 500**

**€350 - 590**

**No Reserve**

**215**

#### **1966 Honda 305cc CB77**

Registration no. GWW 78D

Frame no. 1023453 Engine no. 1023468

With its overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the Honda CB77 boasted a specification unmatched by any of its rivals and is today one of the most sought after of early Japanese classics. This CB77 was bought last year from DK Motorcycles, which had imported it from the USA. Repainted in top quality enamel, the machine has been sympathetically re-commissioned and has a wonderful patina. Parts replaced include the battery, control cables, seat cover, inlet pipes, tyres and tubes. Described as 'inch perfect and correct', it is said to run excellently and is in generally very good condition, only let down slightly by the exhausts and silencers. Retaining the very rare original tank badges, the machine comes complete with toolkit, US title deed, dating certificate, purchase invoice, current road fund licence, MoT to July 2013 and Swansea V5C document.

**£2,000 - 2,500**

**€2,300 - 2,900**





216



218



217



219

**216**

#### **1951 Bown 98cc Mark 1F**

Registration no. HFY 405

Frame no. 716.22382 Engine no. BM.38

A marque active in the early 1920s, Bown was revived as the name for a revised version of the Aberdale autocycle in 1950. Like most of its independent contemporaries, Wales-based Bown relied on Villiers engines and soon added a lightweight motorcycle powered by the 98cc 1F unit to its range followed by a 122cc model with the 10D engine. Production of Villiers-engined machines appears to have ceased in the mid-1950s, Bown relying on Austrian Fichtel & Sachs power units thereafter. This rare Bown's accompanying original logbook reveals that it was sold new to one William Smethurst of Southport, Lancashire, enjoying a succession of owners in the Southport area into the mid-1960s. The current owner bought 'HFY 405' from the last owner listed (Norman Iveson) in November 1983 (receipt on file) since when it has remained, unused, within his private collection. Presented in original, un-restored condition, the machine comes with aforementioned logbook and Swansea V5 document.

**£500 - 700**

**€590 - 820**

**217**

#### **1965 James 149cc M16 Cadet**

Registration no. GGW 48C

Frame no. HM15-122 Engine no. V15T-11534

James's first post-war '125' was the ML, a 122cc Villiers 9D-engined machine derived from a successful military design. It was superseded in 1948 by a new model, similar to the 98cc Comet but using heavier cycle parts and the 10D engine. For 1950 the 122cc machine was named 'Cadet' and by the time the M16 model offered here was made, featured the 149cc AMC engine and revised cycle parts incorporating a telescopic front fork, swinging-arm rear suspension and full-width hubs. One of the last made before the end of James motorcycle production in 1966, this un-restored M16 Cadet was first owned by one John Raymond Walters of London SE1 and was acquired by the current vendor in November 1983 (receipt on file). Kept, unused, as part of the owner's private collection, 'GGW 48C' will require re-commissioning before returning to the road. The machine is offered with its original old-style logbook and Swansea V5 document.

**£150 - 250**

**€180 - 290**

**No Reserve**

**218**

#### **1965 Triumph 200cc Tiger Cub**

Registration no. EHH 751C

Frame no. T20 3408 Engine no. T20 3408

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts (as the Bantam Cub) before being dropped in 1970. The model remains a favourite with today's collectors, many of whom would have commenced their riding career on a Cub, and is well served by an extensive network of parts suppliers and other specialists. This particular Tiger Cub was in running condition when purchased by the current vendor in September 1983, since when it has remained unused as part of his private collection. Offered for restoration, the machine comes with registration correspondence and Swansea V5 document.

**£350 - 450**

**€410 - 530**

**No Reserve**

**219**

#### **1959 Triumph 200cc T20 Tiger Cub**

Registration no. DSX 701

Frame no. T 56392 Engine no. T20 56392

Triumph had produced small machines pre-war, but it was only in 1953 that they re-entered this market with the T15 150cc 'Terrier', a plunger-sprung lightweight with a new ohv engine unit. Felt to be only partially successful, this was up-engined in 1954 as the start of the well-regarded T20 'Tiger Cub' series. Over time, the 'Cub' was developed into a well-mannered road machine, with a much improved, swinging-arm, chassis from late 1956. Interest in the model remains strong today with excellent spares back-up. This T20 example is in good condition and should only require the normal checks and re-commissioning following museum collection display. It is complete with a 'blue' V5, some papers and a Triumph MCC dating certificate.

**£1,400 - 1,800**

**€1,600 - 2,100**



**220**

### **1976 Honda CB400F**

Frame no. CB400F1049172

Engine no. CB400FE1046270

Now regarded as a 1970s classic, the Honda CB400F appeared in 1974. Described as 'the poor boy's musclebike', it offered a four-cylinder, overhead-camshaft engine in a 250-sized package and performed better than many 500s. With a stylish four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400 'represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke, and an awful lot of people are biased towards four-strokes; it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?' Manufactured in 1976 and registered in Holland in August 1995, this example is described by the vendor as in generally good condition and offered with Netherlands registration papers. A total of 37,543 kilometres (approximately 23,300 miles) is currently displayed on the odometer.

**£1,300 - 1,700**

**€1,500 - 2,000**



**221**

### **1971 Honda 450cc CB 450**

Registration no. TBK 289J

Frame no. CB450E 50113255

Engine no. CB450E 50113269

Honda's reputation for producing trouble-free medium-weight twins was firmly established in the Sixties; quite literally the mid-range models they produced for a decade or more provided highly satisfactory transport for thousands of riders over millions of miles! Conservatively styled, and ultra reliable, the family of CB 250/360/450s carved an affectionate niche in every market around the globe in which they were sold. Equipped with a front disc brake, electric starter, and with high quality bright-work the specifications could not be faulted. The CB 450 was purchased by the owner of the Ariel, Lot 288, in October 2010, for use as a runabout. Finished in olive green metallic paintwork the machine appears not to have suffered any mechanical abuse during its previous ownerships, about which nothing is known. Believed to have been imported at some point from the USA the late owner used this cleanly presented Honda for short journeys and shopping trips etc, for barely a year. The indicated mileage shows 11,321 miles. The machine is currently registered, and MOT'd until September 2013.

**£1,200 - 1,600**

**€1,400 - 1,900**





**222**

## **1979 Honda CBX1000Z**

Registration no. UEY 423T (see text)

Frame no. CB1 2005372

Engine no. CB1E 2005542

'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.



Imported into the UK and first registered here in 1997 as 'CBX 6T', this example of an increasingly collectible classic has also been registered as 'AMX 2T' and 'UEY 423T' (the accompanying Swansea V5C document relates to the latter number). The machine was purchased by Aled Jenkins in 2001 having previously belonged to one Andrew Roch of Bristol and before him to Michael Pollard of Wells, Somerset. Additional documentation consists of sundry invoices, DVLA correspondence, SORN paperwork, copies of old Swansea V5 documents and a substantial quantity of MoT certificates, the most recent of which was issued in July 2011 at 6,993 miles (the current odometer reading is 7,095 miles).

**£6,700 - 7,200**

**€7,900 - 8,500**

**No Reserve**





223

**Number '01' of the series, 9 miles from new  
1999 Honda CBR1200XX Super Blackbird  
Limited Edition**

Registration no. T50 SBB  
Frame no. JH2SC35A8WM109883  
Engine no. SC35E3004968

'World-beating build quality, unique braking system and the fastest bike in the world...' – Bike magazine.

Knocking Kawasaki's ZZ-R1100 off its 'King of Speed' throne, the Honda CBR1100XX Super Blackbird arrived in 1996 and helped to establish a new category of motorcycle: the 'hyperbike'. In fact, the Blackbird wasn't that much faster than the ZZ-R1100, recording a top speed of 177mph against the Kawasaki's 174 in Bike's 1997 test, although it proved to have significantly better handling and stability. 'For real riding on real roads the balance of tyre grip, suspension and ground clearance was just about perfect,' declared Britain's No.1 motorcycle magazine. As a pillion mount the Blackbird was considered the best on test, only the linked brakes spoiling the package in the opinion of some of the testers. (De-linking kits have since become available). The Blackbird remained substantially unaltered until production ended in 2007, the adoption of fuel injection in 1999 being the only significant upgrade. Celebrating Honda's 50 years as a motorcycle manufacturer, Honda Britain released a series of enhanced, limited edition models in 1998, the Blackbird upgrade being entrusted to V&M Racing. V&M bored out and tuned the engine (this example comes with a dynamometer printout recording a maximum of 183.1bhp!) while the chassis was improved by fitting a Penske shock absorber and LSL rear-set footrests for increased ground clearance. Out of a planned build of 50 only 25-or-so were made, each of which cost £15,595 (around 50% more than the stock item).



Number '01' of the series, the CBR1200XX offered here was registered as 'T190 LLD' by Honda Motor Europe Motorcycle Division in March 1999 and acquired later that same month by first owner Cecil Galliford, who changed the registration to 'T50 SBB'. It is not known when the late Aled Jenkins acquired the machine, though there is a V&M invoice on file made out to Aled and dated 27th April 2001. Currently displaying a total of only 9 miles on the odometer, the machine is offered with DVLA correspondence, various magazine articles, CBR1200XX factory brochure, Swansea V5 document and two old MoTs (most recent expired March 2007).

**£7,000 - 8,000**

**€8,200 - 9,400**

**No Reserve**





224

*1,180 miles from new*

### 1999 Honda CBR1200XX Super Blackbird 50th Anniversary Limited Edition

Registration no. T2 TON

Frame no. JH25C35A1WM110020

Engine no. SC35E3005106

'World-beating build quality, unique braking system and the fastest bike in the world...' – Bike magazine.

Knocking Kawasaki's ZZ-R1100 off its 'King of Speed' throne, the Honda CBR1100XX Super Blackbird arrived in 1996 and helped to establish a new category of motorcycle: the 'hyperbike'. In fact, the Blackbird wasn't that much faster than the ZZ-R1100, recording a top speed of 177mph against the Kawasaki's 174 in Bike's 1997 test, although it proved to have significantly better handling and stability. 'For real riding on real roads the balance of tyre grip, suspension and ground clearance was just about perfect,' declared Britain's No.1 motorcycle magazine. As a pillion mount the Blackbird was considered the best on test, only the linked brakes spoiling the package in the opinion of some of the testers. (De-linking kits have since become available). The Blackbird remained substantially unaltered until production ended in 2007, the adoption of fuel injection in 1999 being the only significant upgrade. Celebrating Honda's 50 years as a motorcycle manufacturer, Honda Britain released a series of enhanced, limited edition models in 1998, the Blackbird upgrade being entrusted to V&M Racing.



V&M bored out and tuned the engine (this example comes with a dynamometer printout recording a maximum of 183.1bhp!) while the chassis was improved by fitting a Penske shock absorber and LSL rear-set footrests for increased ground clearance. Out of a planned build of 50 only 25-or-so were made, each of which cost £15,595 (around 50% more than the stock item).

First registered 'T187 LLD' by Honda Motor Europe Motorcycle Division in London, the example offered here is number '16' of the series. Aled Jenkins (its first private owner) acquired the machine in May 2000 and had the registration changed to 'T2 TON', a reference to the theoretically possible maximum speed of 200mph. Currently displaying a total of only 1,180 miles on the odometer and last taxed to 31st March 2007, the machine is offered with sundry invoices, V&M service information sheet, various magazine articles, Swansea V5 document and CBR1200XX factory brochures (one signed by Jack Valentine and Steve Mellor of V&M).

**£4,000 - 4,500**

**€4,700 - 5,300**

**No Reserve**



**225**

### **2007 Voxan 996cc Street Scrambler**

Registration no. YX07 EZF  
 Frame no. VN4SS080271000273  
 Engine no. V2A082170273

Vincent, Hesketh, Buell and Voxan have one thing in common: all built highly desirable, limited edition, v-twin sports motorcycles and all ended up out of business. Voxan was founded in Issoire, France in 1995 by Jacques Gardette, whose ambition was to create a high-profile French motorcycle company, perhaps inspired by what John Bloor had achieved with the revitalised Triumph in the UK. The Voxan's unique, 72-degree, 8-valve, water-cooled, 996cc v-twin engine was built by Sodemo Moteurs, one of French motor sport's most prominent tuning companies. Its chassis was the work of well known designer Alain Chevallier whose Yamaha-engined machines had won several Grands Prix during the 1970s and 1980s, so all the right ingredients were in the mix. Sadly, the Voxan's magnificent engine was hamstrung by France's absurd 100bhp limit for motorcycles, but it certainly looked the part. Voxan's first prototype was shown in 1997, with production proper commencing in 1999, by which time French aerospace company Dassault Aviation had stepped in to provide the necessary funding.



The first, limited edition Classic roadster was followed by Café Racer and Street Scrambler models before the company, already in financial difficulty, was sold to new owners in June 2002. Production restarted the following year but in December 2009 Voxan was forced into liquidation again and acquired by Monaco-based Venturi Automobiles, which sees the company's future as a producer of electric motorcycles. Venturi's press release made it clear that there would be no more v-twin Voxans, referring to them as 'collectors' pieces'. This Voxan Street Scrambler was acquired by the vendor's deceased partner at date unknown. It was purchased as a 'Category D' (damaged/repairable) insurance write-off and is recorded as such by the DVLA. The nearside side panel is missing and the offside lever blade has a broken end. Nothing is known about the mechanical condition of the machine, which will require re-commissioning and the usual safety checks before submission for the MoT test. Offered with Swansea V5C document.

**£2,000 - 3,000**

**€2,300 - 3,500**





226



228



227



229

**226**

#### **2002 Yamaha 599cc YZF-R6 Racing Motorcycle**

Registration no. YD02 EXP

Frame no. JYARJ036000012474 Engine no. J502E0057985  
Introduced in 1998, the R6 has undergone a process of continual revision and updating and is still in production today. Improvements introduced over the years include fuel injection, 'upside-down' forks, radial front brakes and a 'ride by wire' throttle, all of which have been aimed at keeping the R6 abreast of its rivals and, of equal importance, competitive in the World Supersport Championship. This R6 was acquired by the vendor in August 2007 and has been used for club-level racing in the 600 Stock Class. Recent work has seen the carburetors re-jetted and tuned by Race-Tec of Runcorn, and the engine coolant replaced with de-ionised water. Noteworthy features include an Öhlins steering damper, Harris adjustable rear-sets, R&G crash protection, Pazzo adjustable control levers, sports exhaust can, braided brake lines, 'wavy' brake discs, Renthal drive sprocket, race bodywork and Metzeler Race-Tec tyres. The machine is offered with SORN and Swansea V5C document. A quantity of spares is available via separate negotiation with vendor.

**£1,500 - 1,800**

**€1,800 - 2,100**

**227**

#### **1987 Yamaha FZR1000 Genesis**

Frame no. 2GH-001950 Engine no. 3GN-0106783

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed Deltabox aluminium twin-spar frame. With a claimed maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and, equally importantly, had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model and these days is relatively rare. An affordable, fast and comfortable modern classic, this Genesis is described by the vendor as in generally very good condition and offered with Netherlands registration papers. It should be noted that the engine is not original to the frame.

**£700 - 1,100**

**€820 - 1,300**

**228**

#### **1982 Suzuki GS850G**

Frame no. GS850-132084

Engine no. GS850G-139363

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Suzuki's offering - the GS750 - arriving in 1976. Within a short time there was also a 1,000cc version - the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sports bike' crown, and was soon followed by the first of the shaft-driven, G-series sports-tourers: the GS850G. Suzuki's first shaft-driven motorcycle, the refined GS850G was much liked by motorcycling press and public alike, being capable of attaining a top speed of 115mph while averaging around 40 miles to the gallon when ridden less enthusiastically. This tidy example was acquired by the current vendor in 2003 and treated to minor cosmetic refurbishment, since when it has been on showroom display. Offered with NL registration document, and displaying a total of 42,000 kilometres on the odometer.

**£1,200 - 1,600**

**€1,400 - 1,900**

**229**

#### **1992 Kawasaki 750cc Zephyr**

Frame no. ZR750C020259

Engine no. KZ750EE157864

With the growing popularity of nostalgia-inspired 'retro' styled motorcycles, it was entirely predictable that Kawasaki would reprise its iconic Z1/900/1000 range in the form of the Zephyr. Having kicked off with 550cc and 750cc models, the Zephyr line-up expanded in 1992 to include an 1,100cc version, and all three kept to the traditional 'UJM' formula of an air-cooled, across-the-frame, four-cylinder engine carried in a tubular steel frame with twin-shock rear suspension. This 750 Zephyr currently displays a total of 30,154 kilometres (approximately 18,700 miles) on the odometer and is presented in generally very good condition cosmetically, while its engine is said to run sweetly. The machine is offered with Netherlands registration papers.

**£1,300 - 1,600**

**€1,500 - 1,900**



**230**

### **1971 BMW 599cc R60/5**

Registration no. AWW 337K

Frame no. 2939778

Engine no. 2939778

The long-awaited replacements for BMW's long-running Earles-forked flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame, innovations first seen on the Bavarian company's ISDT machines. The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '5' models came in three capacities, the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R60/5 produced a claimed 46bhp, which was good enough to propel the 419lbs machine to a top speed of 103mph. Built to the Bavarian manufacturer's traditional standards of excellence, this un-restored R60/5 was MoT'd and in running condition when purchased by the current owner in November 2000, since when it has remained, unused, within his private collection. The machine comes with expired MoT certificate (April 2001) and Swansea V5 registration document. Careful re-commissioning and the customary safety checks are advised before returning it to the road.

**£1,800 - 2,400**

**€2,100 - 2,800**



**231**

### **1969 Triumph 250cc TR25W Trophy**

Registration no. AAN 190G

Frame no. NC7446 TR25W

Engine no. NC7446 TR25W

An unashamed exercise in 'badge engineering', the Triumph TR25W Trophy was basically the BSA B25 Starfire in a new set of clothes. There were a number of cosmetic changes to identify the new model as a Triumph, while those of greater engineering significance included an alteration in gearing, adoption of larger wheel sizes and fitting of an upswept exhaust system to suit the Trophy's intended role as a trail bike. Introduced in 1968, the Trophy continued with relatively minor changes until BSA-Triumph's major revamp of its range in 1970 brought with it a new 'oil bearing' frame, conical hubs and a change of name to 'Blazer', with Street Scrambler and Trail versions available also. This TR25W was purchased by the current owner in January 2009 (receipt on file) and then re-commissioned by Vehicle Restoration Services of Maidstone, Kent. Kept as part of his private collection and not used since acquisition, 'AAN 190G' should require only relatively gentle re-commissioning before returning to the road. The machine is offered with VRS invoice (for £772), expired MoT certificate (February 2010), Swansea V5 document and interesting email correspondence from the original owner.

**£2,000 - 2,500**

**€2,300 - 2,900**





232



234



233



235

## 232

### 1981 BMW 980cc R100RS

Registration no. PKN 859W

Frame no. 6075834 Engine no. 6075834

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS superbike. Although styled like a super-sports machine, the R100RS was actually more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. This R100RS has had only two owners from new: the current one since May 1987. Always reliable, 'PKN 859W' was used up to 1997 and since then has formed part of the vendor's private collection, which is now being downsized. Boasting lightened flywheels and said to be very fast, the machine would make a very worthwhile restoration project and is offered with insurance paperwork, Swansea V5 document and a quantity of MoT certificates (most recent expired May 1997).

**£850 - 1,000**

**€1,000 - 1,200**

## 233

### 1978 BMW 980cc R100S & Squire Sidecar

Registration no. WVN 510S

Frame no. 6065200 Engine no. 6065200

BMW made variations of their trademark boxer twins until the late '70s when their four-cylinder engines made an appearance. It was assumed that the sporty twins which were then introduced were an 'end-of-line' but this proved incorrect, the new 980cc R100S inaugurating a powerful series which has outlasted the fours. This sound example of the R100S, little-used of late, has been well-maintained, including the fitting of electronic ignition, and is coupled to an excellent example of a Squire single-seater sidecar, a fast and well-mannered combination. Equipped with a full pannier / top-box set, as well as sidecar seat-belts, it comes with the original cockpit fairing, a spare screen and tonneau, history file and V5C.

**£1,500 - 2,500**

**€1,800 - 2,900**

## 234

### 1974 Triumph 490cc TR5T Trophy Trail

Registration no. DXE 263N

Frame no. HJ 57034 Engine no. HJ 57034

Also known as the 'Adventurer', the Trophy Trail was introduced in November 1972. The workers' occupation of Triumph's Meriden factory in the autumn of 1973 halted production, which did not resume fully until March 1975. The 500cc models were dropped once the backlog of machines impounded at the factory had been cleared, but before then a number had been released in the preceding autumn, which explains why this TR5T, manufactured in July 1973, was not first registered until September 1974. Acquired by the late John Logan Thompson in 1991, 'DXE 263N' was purchased by the current vendor at Bonhams' sale of the Thompson Collection at Stafford in October 2005 (Lot 396). Dry stored since acquisition, the machine has been re-commissioned (new battery and spark plugs) and MoT'd prior to sale but otherwise is described as in un-restored original condition. The engine is said to run sweetly and all electrics work properly. Accompanying documentation consists of an expired MoT certificate (1992), copy old Swansea V5, current V5C and MoT to March 2014.

**£3,000 - 4,000**

**€3,500 - 4,700**

## 235

### 16 miles from new

### 1977 Triumph 744cc T140 'Silver Jubilee' Bonneville

Registration no. XGH 119S

Frame no. JP 84529J Engine no. JP 84529J

To celebrate the Silver Jubilee of H.M. The Queen in 1977 Triumph produced a commemorative edition Bonneville which was essentially a standard production model with red, white and blue livery on a silver finish, with coach-lined cycle parts and a chrome plated timing cover and primary chaincase. Red Arrow tyres were standard, as were Girling gas rear units. A limited edition machine, one thousand were built for the home market, one thousand for the USA and four hundred for the rest of the world. This machine, was delivered new to a hotelier in Dover and in the present private ownership has been maintained in very good order and to original specification. It is offered with a Swansea registration document and current MOT certificate.

**£4,750 - 5,250**

**€5,600 - 6,200**





236



238



237



239

**236**

#### **1974 Triumph Trident T150V**

Frame no. T150V EJ72034 Engine no. T150V EJ72034

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc 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 III were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was inclined forwards. Only the Trident survived the Group's collapse in 1972, continuing as the T150V (with five-speed gearbox) and later the T160 (using the BSA-type, inclined 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. Restored in 2006, this T150V currently displays a total of 3,726 miles on the odometer and is described by the vendor as in generally excellent, running condition. The machine is offered with Netherlands registration papers.

**£5,000 - 6,000**

**€5,900 - 7,000**

**237**

#### **1971 BSA 654cc Thunderbolt**

Frame no. CE02692 A65 Engine no. AE04444 A65T

For 1965, BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, joining the twin-carburettor Lightning, and both continued after the range was given a major makeover for the 1971 season. In this, its final incarnation, BSA's 650 gained a new oil-bearing frame, Ceriani-style front forks with exposed stanchions, and conical wheel hubs. As ever, the single-carburettor Thunderbolt was preferred by many riders, being more economical, easier to keep in tune and only marginally less powerful than its twin-carb equivalent. Restored in 2006, this example of BSA's swansong 650 currently displays a total of 6,094 miles on the odometer and is said to be in 'as new' condition. The machine is offered with Netherlands registration papers. It should be noted that the engine, although of the same year, is not original to the frame.

**£3,500 - 4,500**

**€4,100 - 5,300**

**238**

#### **1960 Royal Enfield 495cc Meteor Minor Sports**

Registration no. 489 XUR

Frame no. 6378 Engine no. EA35033

Launched in 1948, Royal Enfield's twin underwent a radical revision in 1958. Dubbed the Meteor Minor, the newcomer featured shorter-stroke engine dimensions, replaceable big-end shells, 17" wheels and bigger brakes. The Sports model was equipped with a different inlet camshaft that boosted peak power to 33bhp at 6,500rpm, a 3bhp/250rpm improvement over the standard/Deluxe models. This Meteor Minor Sports was purchased at Bonhams' sale of the Professor Ehn Collection in June 2008 (Lot 245). Acquired by Professor Ehn in 1977, the Enfield was ridden regularly by him before being placed in the Museum in 1980. Since acquisition by the vendor, the machine has been upgraded with 12-volt electrics, a new battery and halogen lighting, and been fitted with a new silencer and front tyre. Described as in generally good condition, '489 XUR' is offered with Austrian Einzelgenehmigung, VMCC dating certificate, current MoT/tax and Swansea V5C document.

**£1,800 - 2,200**

**€2,100 - 2,600**

**239**

#### **1953 Royal Enfield 693cc Meteor**

Registration no. VWL 188

Frame no. T7/1741 Engine no. W7 1708

Royal Enfield's twin followed orthodox lines, though the use of separate barrels and 'heads, and the oil tank's incorporation within the crankcase was unusual. Just like BSA and Triumph, Enfield went on to enlarge its twin, eclipsing its rivals with the (nominally) 700cc Meteor for 1953, Britain's largest vertical twin at that time. The crankcase remained fundamentally unchanged but the bore/stroke dimensions and engine top-end were those of the 350 Bullet, doubled up and restyled. This Meteor was purchased at Netley Marsh autojumble in 2010 as a restoration project and restored by the vendor in 2012, when work carried out included an engine overhaul, a repaint and fitting a new magneto. Running recently but not ridden on the road, the machine is described as in generally excellent condition, with particularly nice brightwork. Offered with old-style logbook and Swansea V5.

**£2,000 - 2,400**

**€2,300 - 2,800**





240



242



241



243

#### 240 c.1944 Royal Enfield 346cc Model CO

Registration no. 3092 TE 14 (France)

Frame no. M22267A

In 1936 Royal Enfield began introducing a revised range featuring vertical engines, the first of which were the overhead-valve models G (350cc) and J (500cc). Later in the year the line-up expanded to include the basically similar 250cc overhead-valve S2 and 350cc sidevalve Model C. In 1940 the 'WD' (War Department) military Model C commenced delivery to UK armed forces and approximately 17,600 had been produced before the model was superseded by the overhead-valve WD/CO in 1942. By the war's end more than 29,000 WD/C and WD/CO models had been supplied to Allied forces, some 2,800-or-so going to the RAF. This example carries two 'Établissement Général du Matériel du Mans' plaques indicating that it was used by the French Armed Forces and rebuilt in July 1950. The machine is offered with French Carte Grise de collection and various documents relating to its purchase in 2000.

**£4,400 - 5,800**

**€3,500 - 4,100**

#### 241 c.1939 BSA 500cc M20

Frame no. WM20 5045

Engine no. ZM20 7475

The creation of one of the British motorcycle industry's most prolific and talented designers - Val Page - BSA's new single-cylinder range debuted in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. Indeed, this particular example's 'W' frame number prefix indicates that it was originally supplied for military use. There is no registration document with this Lot.

**£3,300 - 3,800**

**€2,600 - 3,300**

#### 242 1957 Lambretta LD125

Registration no. 8369 SL 61 (France)

Frame no. 156270

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. In the UK, Italian scooters were adopted as favoured transport by the 'Mods', becoming one of the enduring style icons of the 1960s. Predecessor of the Li and TV series, the LD arrived in 125cc form in 1951 and became available with a 150cc engine three years later. The LD 125's air-cooled two-stroke single-cylinder engine produced 4.8bhp giving the model a top speed of around 45mph. LD production continued until the end of the 1950s. This original and un-restored LD125 displays a total of only 8,651 kilometres on the odometer. The machine is offered with (copy) instruction manual and a photocopy Certificat d'immatriculation.

**£3,400 - 4,300**

**€3,100 - 3,500**

#### 243 1989 Peugeot SX Scooter

Frame no. to be advised

In 1926, Peugeot separated the two-wheeler side of its business from car manufacture, creating the Nouvelle Société des Cycles Peugeot, which grouped together all its motorcycle and bicycle brands. A wide range of machines of all sizes was manufactured between the wars, but after WW2 the firm concentrated mainly on the manufacture of two-stroke lightweights, mopeds and scooters. Today, Peugeot is a major manufacturer of scooters, the sporting Speedfight range being particularly popular with style-conscious younger riders. Introduced in 1982, the SX and SC models are notable as Peugeot's first to feature plastic bodywork. Versions with 50cc and 80cc engines were made, though it is not known what size engine this French-registered example has. The machine is sold strictly as viewed.

No reserve.

**£350 - 550**

**€410 - 650**



244



246



245



247

**244**

#### **c.1931 Terrot 347cc Type HSST Racing Motorcycle**

Registration no. 722 VG 61 (France)

Frame no. 123106

At the Paris Salon in the autumn of 1925, Terrot introduced the 347cc Model H, which replaced the Model G and was rated at 4CV for taxation purposes. The first examples were still equipped with British-made JAP engines and Terrot's old-fashioned, horizontal-spring forks but by the year's end a more modern version had appeared, featuring Terrot's own sidevalve engine, Druid forks and Pilgrim oil pump. Sidevalve-engined standard and touring, and overhead-valve sports versions were offered, all of which were also available in 'Confort' (luxury) form at extra cost. The motorcycle offered here is an overhead-valve HSST sports model that has been modified for racing. Presented in 'barn find' condition, the machine is offered for restoration and comes with French Carte Grise normale.

**£3,800 - 5,500**

**€3,500 - 4,200**

**245**

#### **1955 Magnat Debon 250cc SSD**

Registration no. 5155 VG 61 (France)

Frame no. 437727 MOD Engine no. M234756

Originally founded in 1893 by Joseph Magnat and Luis Debon in Lyon as a bicycle manufacturing company which moved into motorcycles Magnat Debon, later based in Grenoble, were financially controlled by the Dijon-based Terrot concern from 1923. Although at first the two makes remained distinct from each other, as the century progressed the two converged with Magnat Debon increasingly becoming a 'sous-marque' of the parent company, using Terrot components. By the 1950s the makes were almost identical, differences being mainly in colour scheme and badging, the Terrot OSSD forming the base for both. Mechanically, the firm's 'square' OHV 250 was a reliable and sporting ride and is a sought-after model. This example, to original specification, has a current Carte Grise and should respond well to re-commissioning and the usual safety checks.

**£2,400 - 2,800**

**€2,000 - 2,300**

**246**

#### **1955 Jonghi 248cc H54T**

Registration no. 1024 TC 61 (France)

Frame no. 4356 Engine no. 4356

Previously known as 'Prester-Jonghi', Jonghi displayed a 125cc four-stroke single at the Paris Salon in 1948 but the bulk of the company's post-war production was of two-stroke models such as the H54T offered here (the 'Prester' name had been dropped after WW2). Introduced in 1954, the H54T was a twin-port single derived from Jonghi's first post-war 250, the Model H of 1951, and was broadly similar apart from its telescopic front fork, which replaced the H's trailing-link type. A maximum power output of 9bhp and a top speed of around 60mph were claimed. Its sales hit by a widespread switch to small, cheap cars such as the Citroën 2CV, Motos Jonghi ceased production in 1957. The machine is offered with French Carte Grise de collection and a copy of the Certificat de Cession d'un Vehicle dated November 2000.

**£1,500 - 1,800**

**€1,400 - 1,800**

**247**

#### **c.1960 Terrot 123cc Ténor**

Registration no. 1472 VH 61 (France)

Frame no. 501828 ET Engine no. ET125 676306

Faced with declining sales in the important market sector for machines of up to 125cc (which could be ridden without a licence), Terrot revamped its '125' range for 1956, introducing the types EDL and EDV, both of which featured swinging-arm rear suspension. At the end of 1957 the 125cc range was further revised, with all models using a new twin-downtube cradle frame. There were now three offerings in the 125cc class: the basic Tenace, semi-enclosed Fleuron and sporting Ténor. All used the same four-stroke, overhead-valve engine, though with different power outputs, the most powerful and fastest being the Ténor, which had a top speed of 100km/h (62mph). Sadly, these new models were not enough to save Terrot, which was taken over by Peugeot in 1960. This un-restored example of one of Terrot's last motorcycles is offered without documents.

**£1,400 - 1,700**

**€940 - 1,400**





248



249

**248**  
**c.1944 Norton 490cc Model 16H Military**

Frame no. W91116

Engine no. W93521

Introduced in 1921, the 490cc sidevalve-engined Model 16H would be continuously up-dated for the next 30-plus years. The 16H saw service with the Allies throughout WW2, forming the majority of the 100,000-or-so Nortons supplied to British and Commonwealth armed forces. Machines were modified to meet the needs of their particular sphere of operations and the 16H proved well suited to military work, being relatively simple in construction and easily maintained while possessing better-than-average ground clearance and good all-round performance. This example was bought from Athens' Hassani military airport (later the Ellenikon civilian airport) at the end of WW2. Restored in 2007 with the assistance of Vassilios Papaioanou and presented in running order, it benefits from recent servicing and is described as in generally very good condition. There are no documents with this Lot.

**£4,000 - 5,000**

**€4,700 - 5,900**

**249**  
**c.1942 Ariel 346cc W/NG**

Frame no. XG37008

Engine no. GBH26849

For the 1936 season the Standard versions of Ariel's Val Page-designed singles were dropped and two new overhead-valve De Luxe models introduced: the 250cc LG and 350cc NG, complementing the sporting Red Hunters. When WW2 broke out, existing stocks of Ariel motorcycles (and those of other makes) were requisitioned for allocation to the British Armed Forces, pending the development of a military version of the 350cc single, designated 'W/NG', which first appeared in 1940 and was manufactured throughout the war. This example was bought from Athens' Hassani military airport (later the Ellenikon civilian airport) at the end of WW2. Restored in 2007 with the assistance of Vassilios Papaioanou and presented in running order, it benefits from recent servicing and is described as in generally very good condition. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,500 - 4,700**



250



251

**250**  
**1929 Ariel Model 250cc LF de Luxe**

Registration no. UV 5601

Frame no. L 7035

Engine no. L6953

Ariel were based at Selly Oak in Birmingham in 1929 and had perhaps the most distinguished designers in the industry, namely Val Page, Edward Turner and Bert Hopwood, each of whom would become famous. Ariel were at the top of their game, with their Square Four imminent, when Val Page penned the twin-port, overhead-valve LF, using the chassis of Ariel's side-valve LB and creating, in effect, a lightweight Red Hunter. UV 5601 is in excellent condition, having been rebuilt to standard form between 2011 and 2013, and is in excellent running order, a super lightweight for events such as the Banbury Run. It is complete with a V5C for its London number, a history file and the relevant copy handbooks.

**£3,000 - 3,500**

**€3,500 - 4,100**

**251**  
**1927 Douglas 347cc EW**

Registration no. EH 9569

Frame no. F.4535

Engine no. E17219

Bristol-based Douglas built their reputation on their reliable and easily-handled flat-twin, providing many thousands of machines for the Great War. In 1925, they introduced the EW range, still low-slung but with modern styling and three-speed transmission operated by a lever working through the petrol tank. Instantly popular, the EW stayed in the range for several years with many examples soldiering on into the 1960s. This original example was, when catalogued, in the final stages of a complete rebuild, and is for sale only because of a house move. EH 9569 comes with a history file including correspondence with its one previous owner, a V5C for its Staffordshire number, Douglas OC certificate and RF.60 log-book.

**£4,000 - 4,750**

**€4,700 - 5,600**



**252**

## **1925 Rudge 499cc 4 Valve, 4 Speed**

Registration no. NW 6186  
Engine no. 51745

Dating from the first year of four-valve Rudge production, this Vintage-era '500' was first registered on 28th February 1924 as a motorcycle/sidecar combination, the 'chair' being removed at the end of 1948. The engine was changed at some time prior to 1978 and from that date the Rudge resided in the Blackpool area until it changed hands at the VMCC's Founders' Day Rally in 1995. The Maglita and gearbox were overhauled in 1996 and that same year this machine won the 'Most Original' award at the Rudge Enthusiasts Club's Annual Rally. Shortly afterwards it suffered some fire damage and in 1997 Granville Motorcycles of Swadlincote carried out a restoration to concours standard. The current vendor acquired 'NW 6186' in May 2000 and for the next four years used it for VMCC events, winning the 'Most Technical Interest' award at the VMCC's Isle of Man Rally in 2001 and successfully completing the 2002 and 2003 Banbury Runs. Dry stored between 2004 and 2011, the machine was re-commissioned in 2012 and is MoT'd/taxed until November 2013. Accompanying documentation includes an old-style continuation logbook (1947), a quantity of expired tax discs and MoT certificates, sundry restoration invoices, assorted correspondence and old/current Swansea V5/V5C documents. Instruction manuals, parts lists and original magazine articles are included in the sale also.

**£6,000 - 8,000**  
**€7,000 - 9,400**



**253**

## **1928 Triumph 277cc Model W Deluxe**

Registration no. SV 7057  
Frame no. 614180  
Engine no. 4047071MT

While the mainstay of Triumph's range throughout the mid-to-late 1920s was the ubiquitous 3½hp Model P and its many derivatives, there were some interesting offerings in other capacities. The little two-stroke Junior had gone in 1925 but before then it had been joined by the LS, an advanced 350cc sidevalve of unitary construction. Sales of the latter were sluggish however, prompting a switch from such expensive products to simpler and cheaper alternatives. The first of these was the Model P, which arrived in 1925, and the second the 277cc Model W, which was as big an engine as Triumph could build while keeping the resulting machine within the favourable taxation class that limited weight to 220lbs. Introduced for 1927, the Model W changed little for the next couple of years, becoming the WS in 1930 when it adopted the fashionable saddle tank, and was dropped when the 1931 range was announced. This Model W was purchased by the current vendor in May 1998 and used on various VMCC events up to 2002, including the Festival of 1000 Bikes and Banbury Run. Dry stored between 2002 and 2011, 'SV 7057' was re-commissioned in 2012 and is MoT'd to 11th November 2013 and taxed to the end of October. Representing an ideal opportunity to acquire an affordable entry-level Banbury bike, the machine is offered with (copy) instruction book and Swansea V5C.

**£2,200 - 2,800**  
**€2,600 - 3,300**





## 254

# 1903 Kerry 308cc Lightweight

Registration no. D 66

Frame no. 19

Engine no. 1423-S



The East London Rubber Company chose the 'Kerry' name for motorcycles manufactured on its behalf by the Belgian Sarolea concern, using re-branded Kelecom and FN engines, from 1902 to 1906 before merging its motorcycle interests with those of Abingdon-Ecco (formerly Coxeter & Sons) in 1907. Production of 'Kerry-Abingdon' machines commenced soon after at Abingdon's Birmingham works using their own engines. The firm also produced proprietary engines, adopting the initials 'AKD' after Abingdon Tools merged with King Dick Spanners in 1925.

The first Kerrys had an atmospheric inlet valve, mechanical exhaust valve, battery/coil ignition and FN-Longuemare carburettor. The 70x80mm bore/stroke engine was rated at 2¼hp and mounted inclined forwards in a loop frame. Other noteworthy features included mudguards and brakes both front and rear, and a valve lifter. Workmanship and finish were described as first class throughout, with the machine priced at 38 guineas. By 1904 Kerry was advertising a nominally 400cc engine plus a 500cc version for racing. The engine in the standard motorcycle was now vertical while a clutch, chain drive, two-speed transmission and a sidecar were announced as extra cost options for the 1905 season.

This 1903 machine carries the registration number 'D 66' signifying that it is the 66th motor vehicle registered in Kent. The accompanying old-style logbook (issued 1949) erroneously records the date of original registration as 1st January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases like 'D 66', were only registered for the first time after the Act's passing).





One of only a half-dozen surviving Kerry motorcycles, this 110-year old Veteran was owned by Alf Botterill from 1952 until his recent death and is offered for sale by his family. It was left to him by his close friend and fellow motorcycle enthusiast, Derek Garrett. Sadly, Derek was killed in a motorcycle accident in his mid-twenties and Alf promised his friend that he would take care of the Kerry and keep it running.

Alf Botterill was a regular entrant to the Sunbeam Motor Cycle Club's Pioneer Run until 1994 when the physical demands of riding the Kerry, particularly uphill, became too much for him. With all his rides there was always a huge sense of satisfaction mixed with relief on reaching Madeira Drive in one piece. Alf's most successful ride saw him win the trophy for finishing closest to the target time. In the 1960s and '70s he also rode the Kerry in the Sittingbourne Rally through the Kent countryside.

Restored in the 1950s/1960s, 'D 66' comes with a wonderful file of Pioneer Run programmes, results sheets and copies of period photographs depicting Alf and the Kerry, as well as its Sunbeam MCC Pioneer Certificate, Sittingbourne Rally entry list, SORN paperwork, VMCC correspondence, expired MoT (1970) and Swansea V5C document.

Now that Alf's promise to his friend has been discharged, his family is keen to ensure that the Kerry is returned to use so that the engine's wonderful throbbing sound will be heard again.

**£5,000 - 7,000**

**€5,900 - 8,200**



Below: Alf Botterill leaving County Hall at the start of the 1955 Pioneer Run. And, above, arriving on Madeira Drive at the finish.







**255**

## 1914 Wolf 269cc Model B

Registration no. BF 5681

Frame no. 12965

Engine no. 1515

One of countless marques originating in Wolverhampton, Wolf was closely linked with Wulfruna, Wearwell and Stevens. In 1910, the successful collaboration between Wearwell and Stevens was abruptly terminated by the former's collapse after an accountancy fraud was revealed. Nevertheless, Managing Director William Clarke was determined to resume production and purchased another manufacturer, Wulfruna Cycles, in 1911. New premises were acquired in Brickkiln Street and Wolf motorcycles reintroduced alongside 'Wulfruna'-badged models. The company concentrated on its 'Wolf' brand name from the early 1920s onwards, changing ownership and relocating to Colliery Road in 1928, and continued in production until 1939. 'Britain's Lightest, Best & Cheapest Motorcycles', Wolf relied exclusively on proprietary engines and the example offered here is powered by the ubiquitous 269cc Villiers. Dating from 1914, the latter is not original to the machine, which may have started life with a 2½hp JAP engine (Bonhams sold a JAP-powered Model B in October 2005). Circa 2005 the Wolf was undergoing restoration by VMCC member Mr David E Lowe, who died before the rebuild was finished, and subsequently passed to the current owner. Benefiting from recent repainting and re-plating as required, 'BF 5681' comes with Sunbeam MCC Pioneer Certificate, VMCC dating certificate, expired MoT (2012), current road fund licence and Swansea VSC document. An opportunity to acquire an ultra-rare piece of Wolverhampton's motorcycling heritage.

**£6,500 - 7,500**

**€7,600 - 8,800**



**256**

## 1911 Rudge 499cc 'Brooklands' Racing Motorcycle

Frame no. 632922

Engine no. 1504

Formed in 1894, Rudge-Whitworth built its first motorcycle in 1910 using an engine of its own design: a 499cc single with inlet-over-exhaust valve gear. The new 3½hp model proved outstandingly successful; in 1911 Victor Surridge's became the first 500cc machine to exceed 60 miles in one hour, while Rudge-mounted Cyril Pullin won the Isle of Man Senior TT for the Coventry manufacturer in 1914. Prior to this landmark achievement, Rudge had jumped the gun somewhat with the introduction of a 'TT' model in the spring of 1911, before any of its machines had competed in the Isle of Man! Rudge continued to set world records at Brooklands, establishing new one-hour and two-hour marks in 1912 at more than 65 miles and 122 miles respectively. The Edwardian-era Rudge offered here has been restored as a replica of that raced by David C Bolton at Brooklands and the Isle of Man TT in 1912. (A photograph of Bolton and his Rudge – taken from the Brooklands Archive – is reproduced in Peter Hartley's book, 'The Story of Rudge Motorcycles'). Accompanying documentation includes a Sunbeam MCC Pioneer Certificate and a letter from marque specialist, Bryan Reynolds (author of 'Don't trudge it, Rudge it') stating that the engine is original to the frame and that the machine left the factory equipped with an NSU two-speed gear.

**£10,000 - 14,000**

**€12,000 - 16,000**

257

## 1913 Excelsior 61ci Model 7C Twin

Registration no. BF 5971

Frame no. 39398

Engine no. 39390

The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single-cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. 1911 was a landmark year in Excelsior's history, for the firm was acquired by bicycle maker Ignaz Schwinn and introduced its first v-twin model that year. In 1913 the 61ci (1,000cc) twin was offered with all-chain drive while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two innovations introduced for the following season. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight. Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917.

'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when blue became the norm. In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

This Excelsior Model 7C was imported into Europe from the USA, where it had been owned by a Mr David Dallam since at least 1999, and was purchased by the current vendor in 2009. Since acquisition it has formed part of the owner's significant private collection and been kept in heated storage. The Excelsior successfully completed the 2011 and 2012 Pioneer Runs, and is described as in generally excellent 'untouched' condition, with strong engine and serviceable transmission, though there is some play in the latter's controls. An imposing motorcycle from any angle, this magnificent early American v-twin is offered with Maryland Certificate of Title; Sunbeam MCC Pioneer Certificate; starting instructions; Swansea VSC document; road fund licence to 31st December 2013; and photocopies of an Excelsior parts list, operating instructions and other literature.

**£35,000 - 45,000**

**€41,000 - 53,000**





258

## 1913 Rex 896cc V-twin

Registration no. BF 5525

Frame no. 23276

Engine no. 10852



An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 and was soon active in all types of competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished second in the twin-cylinder class. Rex experimented with 350cc two-stroke and shaft-driven v-twin models prior to WWI, and continued manufacturing its own power units until the early 1920s, after which proprietary engines became the norm. By this time neighbours Coventry Acme had been taken over and in the next few years the ranges were rationalised, the 'Rex-Acme' name being adopted in 1921.

In 1923 the firm signed rising star Walter Handley, a move that would set Rex-Acme on the road to racing success. Handley had won the 250cc Belgian and Ulster Grands Prix by the end of his debut season, and in 1925 became the first rider to win two TTs in one week: the 350 Junior and 175 Ultra-Lightweight.

Handley's second place in the Senior was Rex-Acme's best TT result in 1926, but the marque returned to the winner's rostrum the following year when Handley won the Lightweight event. With some justification the firm incorporated the 'Three Legs of Man' into its tank badge. The 1927 win was to prove Rex-Acme's swansong TT victory, for despite all its racetrack successes, both in the Isle of Man and at Brooklands, the firm became a casualty of the Depression, and although there was a brief revival, was gone for good by 1933.

Dating from the firm's heyday, this example is powered by Rex's own v-twin engine. Fully restored three years ago, the machine has seen only limited use since, taking part in two Pioneer Runs and two other club runs. Benefiting from recent improvements to its epicyclic gears, this Edwardian-era Rex is described as in generally excellent condition and offered with Sunbeam MCC Pioneer Certificate, recently expired MoT/tax (February 2013) and Swansea V5 document.

**£18,000 - 22,000**

**€21,000 - 26,000**



259

## 1905 Peugeot 3½hp V-Twin

Frame no. 9382

Engine no. 12242



Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transportation in the early 1880s when it added cycle manufacture to its portfolio. The world's oldest surviving motor manufacturer, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine.

Also one of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression: first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. The first Peugeot bicycle was manufactured in 1882; at this time the firm was known as Peugeot Frères but, as more family members joined, changed its name to Les Fils de Peugeot Frères in 1889.

Peugeot's first motorcycle – the 'Motobicyclette' – was introduced at the Paris Salon of 1901. Its 1½hp engine was supplied by the Swiss firm of Zürcher and Lüthi (also known as ZL or Zédel) and mounted on the front down-tube ahead of the pedals. Around 1903 Peugeot began manufacturing its own engines, which were mounted within the frame in the Werner position, thus improving weight distribution and handling, though assistance for the engine by means of bicycle pedals would remain a feature for some years to come. That same year, a team of five 3½hp Peugeots competed in the Paris-Madrid race.

Truffault swinging-arm suspension was adopted on some Peugeot models for 1904, making them among the world's most advanced, and the following year the firm introduced its own v-twin engine. Using one of these Peugeot motors, Norton-mounted Rem Fowler won the inaugural Isle of Man TT race in 1907, and the French make featured prominently in the first ever motorcycle race to be held at Brooklands when, on Easter Monday 1908, a brace of Peugeot-powered NLGs finished 1st and 2nd.

Restored circa 2009, this Edwardian-era Peugeot features magneto ignition and the Truffault leading-link front fork, both of which were extra-cost options. The machine was purchased in September 2011 (sales invoice on file) having previously belonged to one Jean Marie Latapie of Naujan-et-Postiac, France. Recent work includes fitting new piston rings and engine bearings (the engine needs running in) and renewing the drive belt. Accompanying documentation consists of French Carte Grise, VMCC dating certificate and a letter from marque expert Sylvain Berland stating that the motorcycle is 'totally correct for a 1905 model'. We understand that a Sunbeam MCC Pioneer Certificate has been applied for.

**£18,000 - 22,000**

**€21,000 - 26,000**







**260**

### 1957 BSA 650cc Golden Flash

Registration no. 633 KME

Frame no. BA7 8840

Engine no. BA10 11817

Introduced late in 1949, BSA's A10 650cc twin closely followed the basic pattern established by the 500cc A7 while contriving to be almost entirely different in detail. The existing parallel-twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction. Like the A7, the A10 was available with either a rigid frame or plunger rear suspension. Fitted at first only to export models, the 4.25-gallon fuel tank became available on the home market after one year, as did the striking metallic beige finish of the 'Golden Flash' version. By the end of the succeeding decade, BSA's rugged 650cc twin had undergone considerable development. On the cycle parts front, the introduction of a swinging-arm frame in 1954 had resulted in the original bolt-up gearbox's replacement by a conventional separate item, while the engine had benefited from numerous improvements including an increase in compression ratio for 1958 and the standardisation of the sports models' high-lift camshaft for 1959. This Golden Flash was in good running condition when it was purchased for restoration in 1982. Since then, '633 KME' has remained untouched within the owner's private collection, as he has not found time to rebuild it. An excellent candidate for restoration, the machine is offered with old-style Swansea V5 document.

**£2,000 - 3,000**

**€2,300 - 3,500**



**261**

### 1972 BSA 500cc B50SS Gold Star

Registration no. KPF 510K

Frame no. JE 15655

Engine no. JE 15655

BSA-Triumph's revamped range for 1971 included five BSA singles, all sporting the new oil-bearing frame, Ceriani-style front fork and conical-hub brakes. The two 250s continued to use the B25 engine in virtually unchanged form while the larger B50 models were now a full 500cc, their immediate predecessors having been 441cc. Although similar in overall layout to the quarter-litre unit, the new 500 motor boasted a needle-roller big-end - rather than plain - and a third (drive side) main bearing. In both capacities there was a Victor trail model and an 'SS' - Street Scrambler - the latter featuring the larger, 8" front brake. The famous Gold Star name was revived for the duo, to the chagrin of motorcycling traditionalists. Despite adequate performance and excellent handling, the newcomers were swamped by the tide of financial failure which soon overtook BSA-Triumph, the 250s disappearing in August 1971 and the 500s the following year. This B50SS had just been rebuilt and MoT'd by the immediately preceding owner when it was purchased by the vendor in November 2001. Kept as part of the owner's private collection and not used since acquisition, 'KPF 510K' should require only relatively gentle re-commissioning and a new battery prior to further use. This appreciating modern classic is offered with expired MoT certificate (September 2002) and Swansea V5 document.

**£2,000 - 3,000**

**€2,300 - 3,500**



262



263

## 262

### c.1950 Triumph 349cc 3T

Frame no. 11067N

Engine no. 11067N

Triumph's first 350cc vertical twin had been built for military purposes in wartime and would form the basis for a civilian version when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin but featured rocker boxes incorporated into the cylinder head casting and a built-up crankshaft with one piece connecting rods like the military 3TW. The running gear was essentially that of the Speed Twin and featured Triumph's new telescopic front fork. Lower geared than its 500cc sibling, the 3T was nevertheless capable of reaching 75mph and could return around 80mpg. This 3T was purchased at Netley Marsh autojumble in 2010 as a restoration project and restored by the vendor in 2012, when work carried out included an engine overhaul, a repaint and fitting a new magneto. Running recently but not ridden on the road, the machine is described as in generally very good condition. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,500 - 4,700**

**No Reserve**

## 263

### 1957 Norton 350cc Model 50

Registration no. FFA 442

Frame no. 72217 M13 Engine no. M13 72217

Introduced in 1933, the single-cylinder Model 50 was Norton's first production overhead-valve machine in the 350 class. Norton's sporting 350 single was built in several versions and continuously developed during a production run lasting until 1963, post-war innovations including the adoption of the AMC gearbox in 1956 and a switch to superior alternator electrics and the peerless 'Featherbed' frame for 1959. This Model 50 was in a completely dismantled state when purchased by the current owner at Bonhams' Oxford sale in June 2009 (Lot 237). The machine was restored by the vendor in 2010 when work carried out included an engine overhaul, a repaint and replacing various parts deemed beyond repair. Described as in generally excellent condition, with particularly nice brightwork, 'FFA 442' is offered with old-style logbook (1965) and some expired tax discs.

**£1,800 - 2,200**

**€2,100 - 2,600**

**No Reserve**



264



265

## 264

### 1947 Velocette 347cc MAC

Registration no. HXT 784

Frame no. MAC1006 Engine no. MAC1006

By 1946, Velocette were retreating from the cost of making their KSS ohc model and filled the gap in the range by tweaking their short-lived, post-war MOV 250 into the almost identical MAC by increasing the stroke. First marketed in 1946, by 1947 the model was Velocette's only 350, apart from the racing KTT. Fitted with the innovative Dowty 'Oleomatic' tele-forks and a then-standard rigid back-end, this well-liked machine saw Velocette into the 1950s. 'HXT 784' is a matching-number example in sound condition from long-term ownership and will offer an inexpensive introduction to the undoubted pleasures of Velocette ownership, with the backing of the Velocette Club's activities if so desired and an excellent spares availability.

**£1,900 - 2,500**

**€2,200 - 2,900**

## 265

### 1951 Velocette 347cc MAC

Registration no. MAL 142

Frame no. 9519 Engine no. 15906

Introduced in 1946 as a more powerful version of the MOV 250, the extra 100cc of the MAC made the compact Velocette into an extremely pleasant mount, the light weight and general handleability producing plenty of customers for the always-struggling makers. Revised in 1950 with a new crankcase and Velocette's own 'teles' in place of the Dowty units, the layout was further changed in 1953 with a sprung rear-end. 'MAL 142' has been a pleasure for its mature owner who regrets that 'the bike seems heavier now'. It has remained on the road in his ownership – though the regulator now needs adjustment – and comes with a spare engine and other components, a spares list and instruction book. This could be an excellent introduction to the Velocette make.

**£2,000 - 2,500**

**€2,300 - 2,900**





266

**266**

***Property of a deceased's estate***

**1965 Ariel 247cc Leader**

Registration no. EDG 42C

Engine no. T34230-B

Launched in 1958, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. The Leader was powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, and also broke with tradition in employing a fabricated steel beam frame instead of tubes, and a trailing-link front fork. Detachable enclosure panels extended forwards to meet the leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. This un-restored and highly original Leader comes with all optional extras: panniers, bumper bar, indicators, parking light, 8-day clock, rear carrier and side stand; only the screen is non-original. Last MoT'd to 2008 and subsequently SORN'd, 'EDG 42C' is offered with expired MoTs (x2), SORNs and Swansea V5/V5C documents.

**£2,000 - 2,500**

**€2,300 - 2,900**

Photo credit: Nick Haskell



267

**267**

**1969 CZ 175cc Model 450 & Pav Trailer**

Registration no. TTC 48H

Frame no. 10/92655

Engine no. to be advised

First registered in 1970, this rare CZ has been owned by the current (third) owner since 1980 and was restored by him in 2003 with no expense spared. Used initially as a spare bike and winter 'hack', the CZ had been off the road for several years before undergoing restoration, a photographic record of which is on file. Numerous new-old-stock parts were obtained from specialist Alan Cleaver in New Zealand, where CZ's Czeta scooter was manufactured under licence, while the modern Pacco carburettor was used on the built-in-India Yezdi version. The Pav trailer was purchased from Dresden in Germany and after completion the CZ (at that time fitted with a 250cc engine) was tested for a feature in The Classic MotorCycle magazine (October 2006 edition, copy available). The restored original 175cc engine has since been refitted. A 'Best in Show' award winner at the Jawa/CZ club's rally, 'TTC 48H' has covered only a few miles since restoration and is described as in excellent condition, running faultlessly. The machine is offered with sundry restoration invoices and Swansea V5 document.

**£1,500 - 2,000**

**€1,800 - 2,300**



268

**268**

**1957 Lambretta LD125/57**

Frame no. 137965

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. In the UK, Italian scooters were adopted as favoured transport by the 'Mods', becoming one of the enduring style icons of the 1960s. Predecessor of the Li and TV series, the LD arrived in 125cc form in 1951 and became available with a 150cc engine three years later. The LD 125's air-cooled two-stroke single-cylinder engine produced 4.8bhp giving the model a top speed of around 45mph. LD production continued until the end of the 1950s. The machine offered here is one of the restyled LD 125/57 models, though lacking its handlebar cowl. French registered but offered without documents, it currently displays a total of 18,380 kilometres (approximately 11,400 miles) on the odometer and is described as in generally good condition.

**£1,600 - 2,000**

**€1,900 - 2,300**



269



271



270



272

**269**

**1968 Moto Morini 49cc Corsarino**

Frame no. 19981

Moto Morini founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke and then a similar-sized sohc four-stroke single. Within a few years the range would consist of four-strokes only. One of the smallest machines in Moto Morini's range at the time of its introduction in 1963, the overhead-valve-engined Corsarino (little racer) was intended to give youngsters an introduction to 'real' motorcycling. The diminutive Corsarino proved popular despite being relatively expensive, the fact that it was a four-stroke in a market sector dominated by two-strokes no doubt enhancing its appeal. Early models had a three-speed gearbox with twist-grip change, later versions a four-speed foot-change 'box'. This recently restored example is described as in generally very good condition and comes with its original Italian libretto.

**£1,500 - 2,000**

**€1,800 - 2,300**

**No Reserve**

**270**

**One owner; 25 kilometres from new**

**1975 Motograziella 47cc Moped**

Registration no. KGH 155N

Frame no. 22815 Engine no. 7081910

Intended for owners of yachts, caravans and motorhomes, the Motograziella was a Sachs-powered folding moped manufactured by Carnielli di Vittorio Veneto, Italy from the mid-1960s until the company closed in the 1980s. Carnielli had been founded in the 1920s by Teodoro Carnielli and first came to prominence as manufacturer of Bottechia bicycles (named after Ottavio Bottechia, Italy's first winner of the Tour de France). Carnielli began making motorcycles in the early 1930s, concentrating after WW2 on two-stroke lightweights and the Vittoria scooter. This Motograziella was purchased new by the lady vendor's father (a doctor) and has covered only 25 kilometres from new. Believed last ridden in the 1980s, it will require re-commissioning, at the very least, before further use. The machine is offered with two expired MoTs (most recent 1985), its original Swansea V5 document and the original owner's crash helmet.

**£500 - 700**

**€590 - 820**

**271**

**1990 Ducati 748cc Paso**

Frame no. ZDM750P 750592 Engine no. P750.708

Introduced for 1986, the 750 Paso was one of the first models to emerge following Ducati's take-over by the Castiglioni family's Cagiva concern. The Paso retained the same basic desmodromic v-twin engine architecture that had first appeared on the Pantah 500SL in 1979 but added water cooling to the package. Hidden beneath all-enveloping bodywork - designed by Massimo Tamburini, late of Bimota - was a new square-tube frame. Another unusual feature was the twin-choke Weber carburettor, chosen for its emissions friendliness, while 16" wheels reflected the current trend. Suspension was by Marzocchi at the front and Öhlins at the rear, with brakes supplied by Brembo. This example of an Italian sports-tourer that can only become increasingly collectible currently displays a total of 39,409 kilometres on the odometer and is described by the vendor as in generally very good condition. The machine is offered with Netherlands registration papers.

**£1,200 - 1,500**

**€1,400 - 1,800**

**272**

**1997 Ducati 600SS**

Registration no. R650 JGK

Frame no. ZDM600S-003818 Engine no. 014122

Alongside its eight-valve, water-cooled, v-twin 1990s superbike - the 916 - Ducati offered a range of sports models powered by derivatives of the four-valve, air-cooled twin that had been around since 1978. Cheaper to run and insure than a superbike, the 'SS' range came in three versions powered by engines of 600cc, 750cc and 900cc, all of which shared the same trellis-type frame as the 916 and similarly sexy styling. Relatively light (380lbs) and nimble, the 600SS was no sluggard despite being the 'baby' of the group, boasting a top speed of more than 120mph. Nothing is known of the history of this 600SS other than that recorded on the accompanying Swansea V5C document, which states that the current registered keeper acquired it on 30th March 2010 and that there have been three former keepers. The machine has been fully serviced recently and is described as in generally good condition.

**£500 - 800**

**€500 - 940**

**No Reserve**





273



275



274



276

**273**

**1974 Harley-Davidson 998cc Sportster**

Registration no. XGU 395M

Frame no. 3A34289H4

Engine no. 3A34289H4

Although retaining all their traditional characteristics, the Harley-Davidsons of the 1970s began to incorporate some of the technological developments that had become accepted as the norm on European and Japanese machines. Disc brakes and electronic ignition became commonplace and by the decade's end the convenience of electric starting had been extended to the Sportster, the kick-starter becoming an option. Previously registered/used overseas, this iron-engined, pre-Evolution Sportster was acquired in June 2011 by the vendor from a friend of his, who had owned it for 17 years. Accompanying expired MoTs show that only 5,371 miles were covered between June 1995 and May 2012. Since acquisition, 'XGU 395M' has been repainted and benefited from a partial gearbox rebuild and new wheel rims, spokes, tyres, battery, etc. Currently SORN'd, the machine is described as in generally good condition and offered with sundry invoices, current MoT and Swansea V5C.

**£2,500 - 3,500**

**€2,900 - 4,100**

**274**

**c.1980 MBA 125cc Racing Motorcycle**

MBA (initially Morbidelli Benelli Armi and later Motori Benelli Armi) was founded towards the end of 1975 to manufacture production versions of Morbidelli's successful 125cc and 250cc Grand Prix racers. Jorg Möller, previously with Kreidler, had joined Morbidelli as chief engineer in 1974 and rewarded his employers with their first World Championship in '75. Paolo Pileri took the 125cc title that year and again in 1976. A further three 125cc riders' World Championships and one in the 250cc class had been added by the end of the 1980 season. By this time Morbidelli's joint venture with Benelli was well under way and more than half of the 125cc grid at Grands Prix would be mounted on MBA machinery, a situation that continued well into the 1980s. Nothing is known about the history of this example, which has been used for club racing at national level. The machine is offered for restoration and sold strictly as viewed.

**£1,000 - 2,000**

**€1,200 - 2,300**

**275**

**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.

**£800 - 1,200**

**€940 - 1,400**

**276**

**c.1963 Royal Enfield 248cc 'Works Replica' Trials Re-creation**

Frame no. 20504

Engine no. GT 10982

This machine's owner served his motorcycle mechanic's apprenticeship in the 1960s at a Royal Enfield main dealership. The proprietor was a well-known trials competitor who won many awards riding a factory-supplied 350 Bullet and later on using a 250 Works Replica. On his retirement in 2010, the vendor began building this machine, which is a re-creation of a 250 Works Replica like his boss used to ride. The machine was purchased in Ireland and the rebuild completed in February 2013. New parts fitted include the fuel tank, seat, Amal Monobloc carburettor, Smiths speedometer, rear wheel rim and tyre, stainless spokes, alloy mudguards, handlebars, control levers, cables, electrical wiring, ignition coil, battery, drive chain, sprockets, filters and gaskets, gearbox seals and wheel bearings. Departures from factory specification include the engine, which is a higher-specification Crusader GT unit, and the Royal Enfield QD rear hub with removable aluminium sprocket.

**£2,000 - 3,000**

**€2,300 - 3,500**



277

### ***Property of a deceased's estate***

### **1961 Matchless 348cc Model G3C Trials**

Registration no. YCE 580

Frame no. C9708

Engine no. 61/G3C 2215

Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. Important steps in the evolution of AMC's trials models included revised steering geometry, an alloy cylinder barrel and 'head, and a lightweight all-welded frame. Introduced for the 1954 season, the latter remained rigid at the rear despite evidence that a 'springer' worked better. In the event, AMC's first attempt at a sprung frame was not an unqualified success, but the much-revised chassis of 1958 worked much better and was further improved by a switch to shorter rear dampers in 1961. Although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed '350', as did the vast majority of customers.



This Matchless G3C trials was supplied new via Hallens Ltd of Cambridge and purchased by the vendor's deceased father around 1969/70. Although used initially for trials, the increasing demands of family life saw the Matchless consigned to the back of the garage in 1972. The machine remained in storage until 2011 when it was despatched for restoration to Wylde & Son Ltd of Leeds, who renewed the paint and brightwork, rebuilt the wheels and reconditioned the competition magneto among other works (invoice on file). Since the restoration's completion, 'YCE 580' has not been used, but has been kept in dry storage and started occasionally. The machine is offered with the aforementioned restoration invoice, its original old-style logbook, DVLA correspondence and Swansea V5C document. Following minimal re-commissioning, it should be ready to return to use with a fortunate new owner.

**£3,000 - 4,000**

**€3,500 - 4,700**



278

## ***The ex-works, Jeff Smith, Jim Sandiford*** **1960 BSA 343cc C15/B40 Trials**

Registration no. 776 BOP

Frame no. C15S 2580

Engine no. B40 3294

One of the foremost trials riders of his generation, the late Jim Sandiford was born into a motorcycling family - his father was a keen sidecar trials competitor and motor dealer - and entered his first trial as a teenager, riding a James. When his father retired, the pair formed James Sandiford (Motorcycles) Ltd and took on a BSA agency. After some successful outings as a BSA-mounted privateer in 1959, Jim was offered a works C15, 'MEN 500', and by 1961 had progressed sufficiently to be loaned a factory BSA for that year's ISDT, winning a Gold Medal, the first of ten. Jim was soon offered his own, '776 BOP', which had been fitted with a 343cc B40 engine and ridden previously by Jeff Smith. (Jeff is pictured aboard '776 BOP' on page 93 of Don Morley's book, 'Classic British Trials Bikes'). Most of his works colleagues preferred the 247cc C15 engine but Jim got on better with the '350'. When BSA axed its works team at the end of 1965, Jim switched to Greeves and continued to be a first-choice selection for Britain's ISDT team, winning the last of his Gold Medals in the 1973 event in the USA.

Some years later, in the late 1970s, Jim tracked down his old works BSA '776 BOP' and managed to buy it, though the machine was well worn and needed full restoration. Its accompanying original logbook lists only two private owners between 'The Birmingham Small Arms Co Ltd' and Jim Sandiford, though Jim's entry is not stamped and there was at least one other owner, Michael Mennell of Knutsford, Cheshire, whose name appears on the accompanying old-style Swansea V5 as owner immediately preceding Jim. The first of the aforementioned two owners - Thomas ('Tommy') Sandham - is author of 'The Castrol Book of the Scottish Six Days Trial' while the second is well known collector Mike Bradbrook.

Jeff Smith - 1961 British Experts Trial  
Photo credit Mortons Archive





Like many old competition motorcycles, particularly experimental works bikes, '776 BOP' has undergone many alterations, and although stamped with the correct numbers, neither the frame nor engine can be guaranteed original (the logbook records numerous changes). Indeed, when '776 BOP' was first registered in July 1960 it would have had the original C15T frame, whereas the current frame is the all-welded scrambles type, with duplex rear loop, adopted on the production C15T for 1963 and seen on the works bikes thereafter.

Jim restored the BSA and rode it in selected high-profile classic events to keep his hand in until his tragically early death in 1993. Not wishing to risk damaging it in the heat of competition, he constructed a replica for more regular use (Lot 279). Jim was pictured on '776 BOP' outside his shop in 1990 for an article about his competition career in *Classic Motorcycling Legends* magazine (No. 11, copy available).

Retained by the Sandiford family, the machine has been maintained and started every 3-4 months and is described as in generally very good condition. This historic ex-works BSA is offered with an expired MoT (1991) and the aforementioned old-style logbook and Swansea V5.

**£8,000 - 10,000**

**€9,400 - 12,000**



Jim Sandiford - Hollinsclough, Staffordshire, 1965  
Photo credit Yoomiee







**279**

***Property of the late Jim Sandiford***  
**c.1963 BSA 343cc C15/B40 Trials**

Engine no. B40GB2039

The machine offered here was constructed around 1982 by the late Jim Sandiford and one of his mechanics as a replica of Jim's original works BSA C15/B40 trials, '776 BOP' (Lot 278). With its heavyweight B32 and B34 models becoming increasingly un-competitive, BSA had begun developing a trials version of the C15 '250' roadster in the late 1950s, before the latter's official launch. The trials C15 made its official debut at the start of the 1959 season when Jeff Smith secured a remarkable victory in the St David's Trial. Smith followed this up with wins in the Scott and Perce Simon events, and at the season's end the model was offered to customers for 1960 'as ridden by the works'. In production form the C15T incorporated many design compromises that were not inflicted on the works bikes, which continued their run of success throughout the 1960 season. The following year, experiments began with bikes using the 343cc B40 engine in the C15T frame, one such prototype winning the Scottish Six Days 350cc cup in 1963 courtesy of Jeff Smith. Currently carrying the display plate 'BSA 343', the replica was used extensively by Jim in classic trials, including the Pre-'65 Scottish Six Days on several occasions, and since his tragically early death in 1993 has been kept by the Sandiford family. The machine has been maintained and run every 3-4 months and is described as in generally very good condition. There are no documents with this Lot.

**£2,500 - 3,500**

**€2,900 - 4,100**



**280**

***Property of the late Jim Sandiford;***  
**655 kilometres from new**  
**1983 Montesa 175cc Impala 2**

Registration no. ERJ 467Y

Frame no. 04M20912

Engine no. 04M20912

Montesa was founded in the mid-1940s in Barcelona by Pedro Permanyer and Francisco Bulto. When cutbacks forced the closure of Montesa's competitions department in 1958, Bulto left the company to found Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular two-stroke roadsters. The company first entered road racing in the late 1940s with a successful 98cc single, which was followed by a 125, and in 1946 Montesa won both the 100cc and 125cc Spanish national championships. Successful forays into international Grand Prix racing in the 125cc class followed. Stung by the success of Bultaco, Montesa returned to competitions in the late 1960s but from that point onwards its major impact on motorcycle sport would be away from the tarmac the Scorpion and Cappa moto-crossers and the Cota trials being the equal of any of their contemporaries. Although the factory took little further interest in road racing, its Impala sports roadster, suitably modified, was a popular choice for privateers in the 250 class. Jim Sandiford set up a dedicated Montesa import business in the late 1970s and the company continues to supply parts for the Spanish make today. Possibly a gift from Montesa, this Impala 2 was used occasionally by Jim and has covered only 655 kilometres from new. Kept by the Sandiford family and maintained and run every 3-4 months, the machine is described as in generally excellent condition and offered with an expired MoT and Swansea V5.

**£2,000 - 3,000**

**€2,300 - 3,500**

**281**

## **1949 BSA 348cc B32 Competition Model**

Registration no. JFD 843

Frame no. ZB31S 1857

Engine no. ZB32GS 112 (see text)

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days, and was produced initially with rigid frame and telescopic front fork. In January 1946 it was joined by a Competition variant, the B32, which boasted a high-level exhaust system, 21" front wheel, additional chromium plating, a crankcase shield and lowered gearing. An alloy cylinder barrel and head, broadly similar to those used on the contemporary Gold Star but retaining a separate pushrod tunnel, became available as B32 options from 1949 onwards, as did plunger rear suspension in common with the rest of the 'B' singles range. This early B32 Competition Model was despatched from the factory to Copes of Dudley on 8th June 1949. An accompanying BSA Owners' Club letter notes that the engine (fitted with the Gold Star-type alloy top end) is not original to the frame and that the serial number appears to have been re-stamped, concluding that the machine appears to be 'modified but to original spec'. 'JFD 843' was restored to a high standard in 2005 and has been dry stored since completion. The machine is offered with the aforementioned BSAOC letter, DVLA and Dudley Council correspondence, old-style continuation logbook and Swansea V5C documents.

**£6,000 - 10,000**

**€7,000 - 12,000**



**282**

## **1967 Triumph 199cc Comerford's Cub 'Works Replica' Trials Motorcycle**

Registration no. TPL 266F

Frame no. T20M 7343

Engine no. T20M 7343

Tiger Cub-mounted Roy Peplow's landmark victory in the 1959 Scottish Six Days Trial demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year until the Cub range was dropped by BSA-Triumph in 1967. Towards the end of production, dealers Comerford's Ltd of Thames Ditton - a firm with a keen interest in off-road motorcycle sport - purchased a batch of Mountain Cubs and converted them to 'works replica' trials specification. The machine offered here is one of only 47 originally converted in this way by Comerford's, of which approximately 25 are known to survive. There is a Triumph Owners Motor Cycle Club letter on file confirming that this is a genuine Comerford's Cub. 'TPL 266F' has recently been sympathetically re-commissioned including a bottom-end engine rebuild with new big-end and main bearings (receipts on file). It retains the original Comerford's fuel tank with stopper; however, the silencer is a new replica purchased at considerable cost. Ridden in trials very recently, the machine is described as in good original condition for its age and comes with Swansea V5C document and an old (1975) tax disc used to retrieve the original registration number.

**£3,500 - 4,500**

**€4,100 - 5,300**







## 283

### 1961 BSA 499cc Gold Star Scrambler

Registration no. 746 XUE  
Frame no. CB32 10519  
Engine no. DBD34GS 6128



This genuine BSA Gold Star scrambler was dispatched from the BSA factory on 17th February 1961 and sold new by BSA works rider Fred Rist through his shop in Neath, Glamorgan. Fred Rist was an eminent scrambler both before and after WW2. By 1939 he was a sergeant in the British Army and rode for the Army team in that year's ISDT in Germany, getting home with the rest of the team just in time to avoid spending the war in an internment camp. Post-war he continued to be picked for the ISDT Trophy team and was captain on a factory Gold Star in 1950. He was also a member of BSA's Maudes Trophy team in 1952. Almost certainly he had retired from competition to concentrate on his motorcycle business by the time this Goldie scrambler was delivered.

No expense has been spared in restoring this machine, which was purchased in 2006, rebuilt during 2006/2007 and then registered for the road. Works carried out include rebuilds of the engine and original scrambles gearbox; blast-cleaning and powder-coating the frame and cycle parts; and reconditioning the competition magneto. The fuel tank, mudguards, seat, oil tank, oil filter/housing, fork stanchions, wheel rims and many more minor components are new. A Newby belt primary drive and clutch is fitted in place of the original parts, while since completion the Amal GP carburettor has been replaced with a correct Monobloc.

Kept in a centrally heated environment since completion, the Goldie has been run to confirm all is well but has not been ridden on the road and so will require running in and further adjustments before returning to regular use. (It should be noted that the oil tap is linked to the ignition circuit and thus the engine will not start until it has been turned on). This pristine Gold Star scrambler is offered with GSOC and VMCC dating letters, purchase receipt, an original maintenance manual, expired MoT (2008), Swansea V5C document and sundry invoices from recognised marque specialists George Prew and Phil Pearson.

**£9,000 - 11,000**

**€11,000 - 13,000**



**284**

### **1956 BSA 500cc DBD34 Gold Star**

Registration no. 687 NTF  
Frame no. CB32 5021  
Engine no. DBD34GS 2138



'In over 50 years of dealing in motorcycles I have never seen a better presented Gold Star. I must say my own collection is mostly pre-war but if I had a desire for a true icon of a post-war machine this particular bike would be it.' – Brian Verrall.

The BSA Gold Star that the late and highly respected dealer/collector Brian Verrall was referring to is that offered here, '687 NTF', which was purchased from him by the current vendor in May 2004 (invoice on file). An accompanying letter to Brian Verrall from John Gardner of the Gold Star Owners Club states that the example with frame number 'CB32 5021' and engine number 'DBD34GS 2138' was despatched from the factory to BSA Inc of New Jersey on 16th May 1956. The machine was re-imported in July 1991; a dating certificate was issued (in November '91) and the BSA was first registered in the UK on 1st April 1996. Its owner at that time was a Mr Daryl Whelan of Castleford (the previous registered keeper) who transferred to it the registration '687 NTF', which formerly had been on a 1960 BSA B31.

In August 2001 the Goldie was sold to American photographer and motorcycle collector Mithra Neuman, at that time resident in the UK, passing to Brian Verrall when he purchased Mr Neuman's collection in 2004. While owned by Mithra Neuman, '687 NTF' was chosen to illustrate Classic Bike magazine's 2002 Calendar (copy on file), which shows it in touring trim. By the time Brian Verrall sold the Goldie to the current vendor it had been converted to Clubman specification. The vendor returned it to the more comfortable touring trim soon after acquisition (the Clubman-type clip-on handlebars are included in the sale).

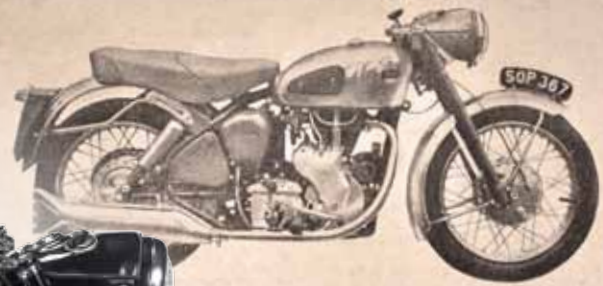
Parts replaced while in the current ownership include the front wheel bearings, front brake shoes, fuel pipes and battery (the latter in 2012) while sensible modifications include an 'anti-sumping' valve and cartridge-type oil filter. Expired MoT certificates on file (12 in number) show the odometer reading increasing from 2,795 in May 1997 to 8,481 in July 2011; a total of only 5,686 miles in 14 years, while the current certificate issued 14th August 2012 records a reading of 8,482 miles. The machine is offered with the aforementioned documentation, sundry invoices, a selection of colour photographs and Swansea V5C registration document.

**£15,000 - 20,000**  
**€18,000 - 23,000**





554 MOTOR CYCLING  
ROAD TESTS OF CURRENT MODELS



... Sports o.h.v. "Viper" Model

**VELOCETTE**

...es that Touring Attributes  
with Speed

**285**  
***The ex-factory press fleet,  
earliest known survivor***  
**1955 Velocette 349cc Viper**

Registration no. SOP 367  
Frame no. RS7879  
Engine no. VR1002

'Twelve to ninety - that is a fair mph assessment of the top-gear performance of a 1956 349cc Velocette Viper model,' stated Motor Cycling about the example it had on test. 'A speed of 92mph was the best recorded, but a mean of several timed runs produced a result just under 91mph... Those are impressive figures for a 350cc single weighing some 380lbs in road trim...'

The actual subject of Motor Cycling's test report (copy on file) was the Viper offered here - 'SOP 367' - which formed part of Veloce Ltd's press fleet back in 1956. Declaring 'a high-performance single proves that touring attributes can be combined with speed,' the highly respected British magazine also found that the Viper was extraordinarily economical, logging 'an average day-in day-out figure of some 85-90mpg.'

Boasting engine number '1002', 'SOP 367' is the earliest known surviving Viper. Its accompanying original buff logbook records Messrs Veloce Ltd as the first owner followed by five others, the last named being Frank Melling, almost certainly the respected motorcycling journalist and 'Thundersprint' organiser of that name, who appears to have acquired it in the 1970s.



Listed as 'previous registered keeper' on the accompanying Swansea V5C, its next recorded owner was Geoffrey Witham of Didcot, Oxfordshire, who acquired the Viper in November 1984 from one T Sneasby (purchase receipt on file). 'SOP 367' had been off the road since the 1980s when it was purchased from Mr Witham by the current owner in 2010 (receipt on file). The machine was then despatched to Aspire Classics of Enslow, Oxfordshire for refurbishment.

When Aspire dismantled the engine, believed untouched since initial assembly, they found what appeared to be a high-compression piston and high-lift cams, which suggests that Veloce was not averse to supplying machines of enhanced specification for testing duties, a common enough practice at the time. Interestingly, correspondence on file speculates that 'SOP 367' may have been retained for development purposes. The Viper's story was recounted in a recent edition of Old Bike Mart (October 2012, copy available).

Recently re-commissioned and benefiting from a fuel tank chromed, repainted and coachlined, this historic early Viper is offered with the aforementioned documentation, old-style continuation logbook, sundry invoices, and assorted VOC and DVLC correspondence.

**£8,000 - 12,000**  
**€9,400 - 14,000**



**286**

### **1939 Triumph 498cc Tiger 100**

Registration no. MJO 901

Frame no. FT1614

Engine no. 9-T100 15746



Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Meriden - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. 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.

The Tiger 100 was launched in 1938. 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. When production resumed in 1946, the T100 reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno.

This pre-war Tiger 100 had been completely dismantled prior to its purchase by the current owner and was fully restored by him during 2011/2012. Works carried out include rebuilds of the engine and gearbox; blast-cleaning and powder coating the frame and cycle parts; re-chroming the original wheel rims; rebuilding the wheels with stainless spokes; reconditioning the magdyno and carburettor; and installing a new wiring loom. Departures from factory specification include the replica fuel tank; contemporary Speed Twin oil tank; pattern mudguard; silencers (post-war style); gel battery and an electronic voltage regulator (inside the original case). The Tiger has been kept in a centrally heated environment since completion and will need final adjustments and running in before serious use. (It should be noted that there is no oil in either the engine or gearbox and that the machine has not been started). Described as in generally excellent condition, this beautiful pre-war Tiger 100 is offered with Swansea V5C document.

**£10,000 - 12,000**

**€12,000 - 14,000**





**287**

***Restored by the factory***

**1957 Ariel 998cc Square Four 4G Mk2**

Registration no. 366 CPJ

Frame no. GM1046

Engine no. CNML20935

Restored by the factory during the early 1960s, this Square Four owes its unusual history to the determination and persistence of its owner at that time, John Hay, deputy news editor of The Financial Times. Hay, the Square Four's third owner, had bought it in 1962 and succeeded in persuading the factory to restore it for him, despite the fact that the 'Square Four' had been out of production for three years. Such a request would normally have been met with a referral to the owner's nearest main agent, but no doubt Hay's position at the influential financial journal prompted Ariel to accept the unusual job - even Hay referred to it as a 'nuisance' - despite the inconvenience. (At that time the Selly Oak works, where all Ariel's four-stroke models had been built, was being wound down and production of the two-stroke Leader - the firm's sole surviving model - transferred to parent-company BSA's factory at Small Heath).

Correspondence on file between Hay and various members of the Ariel 'top brass' reveals that he managed to secure a new engine at a bargain price (the original was refurbished and returned), together with chromium-plated mudguards, which he preferred to the painted originals. He also specified chromed and unpainted wheel rims. As Ariel no longer stocked the correct paint, Hay wrote to the original manufacturers, Lewis Berger, and succeeded in obtaining a supply. A few years later, when Ariel could no longer supply new silencers, the indefatigable Hay contacted Burgess Products, suppliers of motorcycle exhausts, and got them to make a complete new system!



'366 CPJ' was back on the road in May 1963. Its owner though, was keen on further improvements, adding crash bars, Craven panniers, Lucas air horns, flashing indicators and a Smiths tachometer. John Hay retired from The Financial Times in 1976 and took the Ariel with him to the Republic of Ireland. The machine remained with him until his death when it passed via a motor dealer to the current owner, who acquired it in 2011. With the Square Four came its original engine, the original painted mudguards, every MoT certificate, its original buff logbook, and copies of Hay's letters to Ariel together with their replies and bills, all of which are included in the sale. The machine has covered only some 10,000 miles since the rebuild and is described as in generally very good condition. A more detailed account of the Hay Ariel's history, written by Phillip Tooth, was published in the October 2012 edition of Classic Bike Guide (copy article available).

**£12,000 - 14,000**

**€14,000 - 16,000**



**288**

### **1938 Ariel 500cc Red Hunter**

Registration no. GFC 933

Frame no. XG 745

Engine no. CE 247



During the mid and late 1930s Ariel's 350 and 500cc Red Hunter models enjoyed an excellent relationship amongst sporting enthusiasts, and fully justified too, for they were consistently near (or at the top of) the ohv single cylinder performance league. Not only that but Ariel's 7" brakes functioned as well as any equivalent road model, and their handling was regarded to be as good or better than any rigid girder-forked machine produced elsewhere. Although it was company policy to avoid participating in the TT, the achievements of Ben Bickell at Brooklands, and Len Heath and his team mates in contemporary Observation Trials, ensured that the Selly Oak firm were well regarded in competition circles, always a helpful boost when it came to promoting their top-of-the-range road singles. In quoting from a Tester's Road Report from a 1937 edition of MotorCycling it records that the twin-port 500 model under evaluation gained a maximum speed of 62, 79, and 90 mph respectively, in the top three gears, and "...gave a steady ride, even over bumpy bends". Is it any wonder that the pre-war Red Hunter is so often compared to BSA's charismatic post war Gold Star?

The Red Hunter was purchased in 1992 by the vendor's late husband, a lifelong enthusiast who had owned, ridden, and worked on motorcycles since his teen years in the Fifties, whilst a long-serving organising member of a prominent Club in the south of England. But unfortunately, as can happen, the details of the Ariel's mechanical history over the last twenty years, and before that, are virtually non-existent, other than that it was used on ride-outs with fellow VMCC enthusiasts, having been specifically acquired as "a retirement project...for enjoyment purposes!" That it was already in a reasonable condition when bought is possibly confirmed by the fact its first MOT Certificate dates from April 1992, shortly after purchase. Since the owner's sad passing in 2011 the Ariel has been either 'turned' or started by a family member at frequent intervals. On the occasion of our photography visit it proved an easy starter, and ran crisply. The twin-port machine has a current Registration document, and is MOT'd until 2014. The spare parts accompanying the machine include an instrument type fuel tank, a gearbox, cylinder head, and silencer, together with some relevant literature, several spokes, plus miscellaneous nuts & bolts.

**£8,000 - 10,000**

**€9,400 - 12,000**





**289**

### **1930 Scott 596cc Sprint Special**

Frame no. 63

Engine no. PY3461

Gearbox no. 1948C



'To many, it was the absolute epitome of everything that was good in the Scott design, even if the high cost put it out of reach and on a pedestal.' – Jeff Clew, 'The Scott Motorcycle'.

The model that the late Jeff Clew was talking about was the Sprint Special, a new introduction to the Scott range for 1930: 'the most sleek and handsome of the open frame models to leave the Saltaire works'. The Sprint Special was designed for grass-track racing and hill climbs, and was assembled to individual customer order in the Competitions Department, which in part accounted for its relatively high price of £95. This was the same as the dirt-track model and some 40% more than Scott's most expensive roadster, the 596cc Flying Squirrel tourer. According to factory publicity, it was 'for the elect of speedmen who, despite the obvious costliness, demand a machine built to their special order to embody all their pet fancies, hitherto divided among our various models...'

The Sprint Special incorporated a lightweight frame similar to the dirt-tracker's and at 300lb weighed less than every other twin-cylinder Scott apart from the old two-speed models. Its final specification depended entirely on the customer's preferences, there being a wide choice of alternative components. The result was that no two Sprint Specials were identical.

This particular Sprint Special boasts a side-mounted carburettor, as found on the three-speed Super Squirrel and works bikes intended for the A-CU Six Days Trial, though it is not known whether this is as originally specified or a later addition. Factory records show that the 596cc machine (frame number '63'/engine number '3461') was despatched to 'Vignoles for Argentina' and equipped from new with Brampton forks, black/purple tank, a carrier and gearbox number '1948C', which it retains. Currently resident in Italy, this rare and most desirable of Scott motorcycles is described by the vendor as in good working order.

**£10,500 - 12,500**

**€12,000 - 15,000**



**290**

### **c.1929 Velocette 349cc KSS/TTT**

Registration no. VMN 430 (see text)

Engine no. KTT 4



Continuously developed, the innovative Velocette two-strokes had proved reliable, economical and very popular, but by the early 1920s it had become apparent that a more upmarket model was required. Other manufacturers were fielding new overhead-valve and overhead-camshaft machines, and Veloce Ltd followed suit, the Percy Goodman-designed, overhead-cam Model K first appearing in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase, an arrangement determined by the existing transmission and frame design, which made for a stiff crankshaft assembly. Entered in the 1925 Isle of Man TT, the new model K did not fare well, all three entries retiring because of lubrication problems. Its engine redesigned to incorporate dry-sump oiling, the 'cammy' Velo returned the following year to score a memorable victory, Alec Bennett romping home in the Junior race 10 minutes ahead of the second-place rider! Second place in 1927 followed by another win for Bennett in 1928 ensured a healthy demand for Velocette's overhead-cam roadsters and prompted the launch of the KTT, one of the most successful over-the-counter racers of all time. By the end of the 1920s, Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models.

This K-Series Velocette incorporates the frame of a 1929 KSS, a KTT competition engine of similar vintage and a four-speed, positive-stop, road-going (kickstart-equipped) gearbox of the type introduced in 1934. Restored in 2001, the machine was purchased by the present owner at Bonhams' Stafford Sale in April 2007 (Lot 458) and since acquisition has benefited from a rebuilt engine, which received a new piston, valves and valve guides, while the oil pump was replaced. Other noteworthy features include a fully refurbished gearbox, overhauled magneto, and rear hub with integral sprocket newly fitted. A set of new MkIV valve springs are included in the sale. Described as in generally good/very good condition, the machine is currently taxed and comes with Isle of Man registration papers. Its previous UK registration was 'SV 5809'.

**£12,000 - 14,000**

**€14,000 - 16,000**



291

## *The ex-works, Montlhéry speed record attempt* **1952 Vincent 998cc Black Shadow**

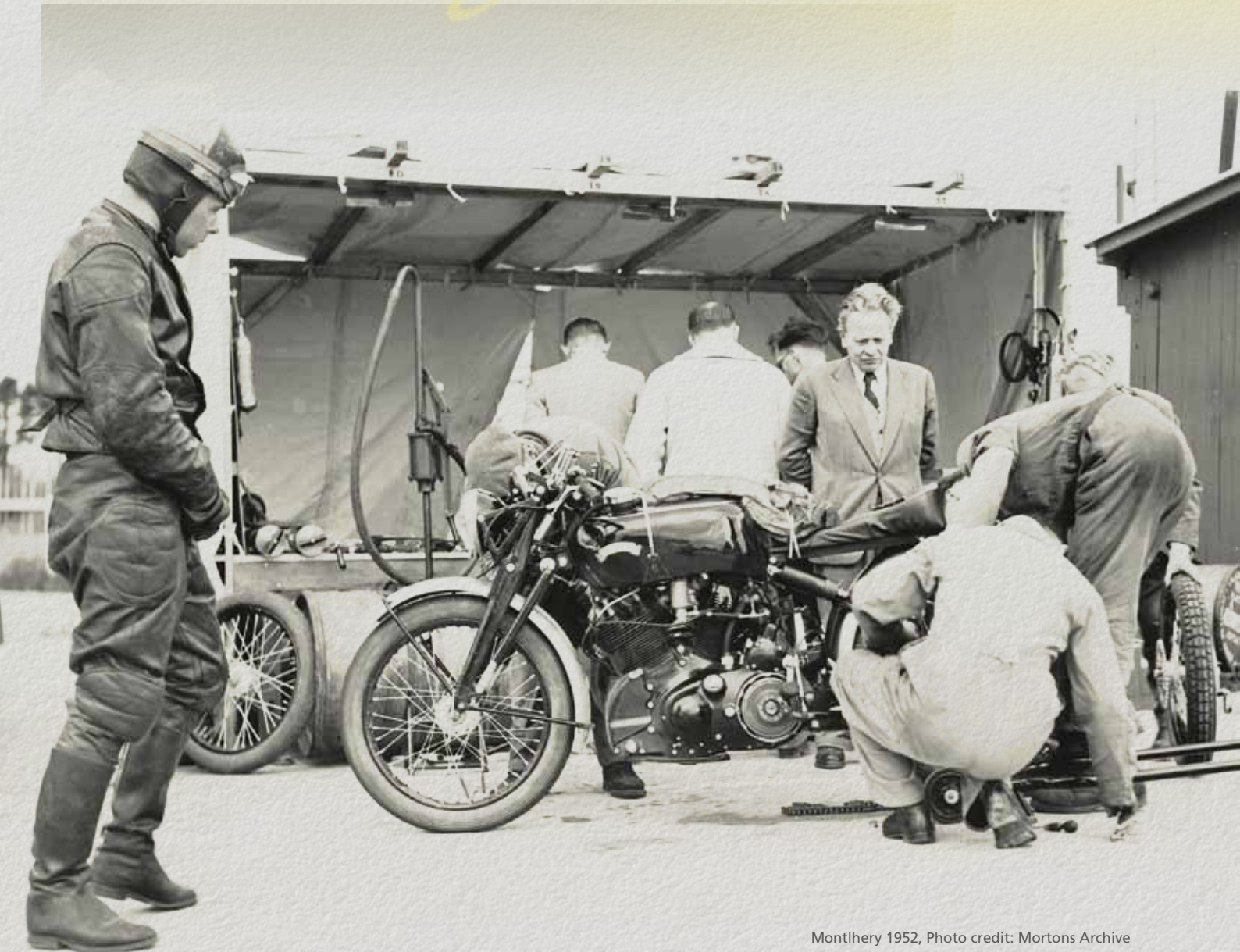
Registration no. LOW 458

Frame no. RC/10656B

Engine no. F10AB/1B/8756

His motorcycles' design innovation and engineering excellence notwithstanding, Philip Vincent well understood that it was performance that grabbed the headlines and stimulated sales. Season-long racing was prohibitively expensive but a one-off speed record attempt was more affordable and the latter was the obvious choice for cash-strapped Vincent, all the more so because it was already producing the world's fastest production motorcycle: the Black Shadow.

The most famous and spectacular Vincent record attempt is that undertaken by Rollie Free, who rode journalist John Edgar's special factory-prepared Black Shadow to a speed of over 150mph on the Bonneville salt flats in Utah in 1948, the first time that an un-supercharged motorcycle had surpassed that figure. The photograph of Free, lying prone on the Vincent wearing only swimming trunks and running shoes, is one of motorcycling's most reproduced images.





The next significant factory-backed record attempt was made four years later, in May 1952, when a team of specially-prepared Black Shadows was despatched to the banked Montlhéry track in France. On this occasion it was Philip Vincent's aim to have one of his motorcycles be the first to average 100mph for 24 hours. Although 'PCV' was quite happy to have the Black Shadow engines tuned beyond the production specification, for some reason he insisted that the big-end bearings be left standard, a decision that would have unfortunate consequences. Other alterations included dispensing with both front brakes and one of the rears, and the provision of an oversize (5-gallon) fuel tank. One of the fitters entrusted with building the record-attempt bikes, and who went to France with them, was Jack Lazenby of the Special Engine workshop, whose detailed account of the build process, machine modifications and the attempt itself is in the history file (perusal recommended).

Also on file is a copy of this Shadow's original Works Order Form, signed by Jack Lazenby, which lists various departures from standard including a racing screen, 5 gallon tank (racing cap), long reach foot rest (rear), no front brakes and a racing sprocket. 7/8 pistons together with a modified gearbox main shaft and clutch carrier are non-standard engine components listed. Lightning cams are listed on a subsequent WOF issued after the record attempt, in September 1952. Copy road test reports dated April and September 1952 are on file also, the former noting that engine 'F10AB/1B/8756' was 'stripped and refitted as needed for record attempt', while the latter describes 'RC/10656B' as a 'rebuilt Montlhéry machine'.





The Montlhéry team comprised four Black Shadows, two Black Lightnings and a road-registered Black Shadow practice 'hack' ('NRO 365'). Philip Vincent himself headed the support staff while the line-up of riders consisted of employees Ted Davis (chief tester), John Surtees (apprentice) and Danny Thomas (tester) plus Cyril Julian, Phil Heath, Denis Lashmar, Gustave LeFevre, Bill Petch, Robin Sherry, Johnny Hodgkin and journalist Vic Willoughby of Motor Cycle magazine.

The first day of the Castrol-sponsored record attempt - 13th May - ended in disappointment after six hours when a big-end bearing seized. The following day - 14th May - would turn out to be very hot (approaching 26°C in the shade) and after 11 hours the big-end failed again. Nevertheless, by then Vincent had no fewer than eight records in the bag, including the 6 hours at 100.6mph, and some decent publicity material for next week's motorcycling papers. The following day an attempt was made with one of the Black Lightnings to set some short-distance records, but after John Surtees had circulated at over 129mph for a couple of laps the rear tyre started to de-laminate, bringing proceedings to a halt. Once again the exceptionally high temperatures were to blame.

Back at the Stevenage factory the bikes were rebuilt and then two of the Black Shadows, one of which is that offered here, were sold to the Southampton Vincent agents, Lawton & Wilson. Of the four Montlhéry Shadows, two are in the UK and the others in Australia, and it is probable that the two Lightnings are still in existence too.

Lawton & Wilson registered the Vincent (theirs is the first name listed in the accompanying original logbook) and sold it in December 1953 to one Jim James of Totton, Hampshire. Some six years later 'LOW 458' was back at Lawton & Wilson who sold it for the second time, on this occasion to one Rex Grattan Flood of Berryfield, Wiltshire, in January 1960. Mr Flood kept the Vincent only a few months before selling it to Kenneth Skuse in April of that year. Ken Skuse was serving in the RAF and his postings took him to several different addresses, the last one listed being in Lincoln (1969). He was stationed at nearby RAF Waddington when he sold the Montlhéry Black Shadow to Grimsby motorcycle dealer, George Petch (its current owner) in June 1970.

A lifelong Vincent enthusiast, he joined the owners' club in 1962 and has owned 20-or-so at various times, George rode the Black Shadow for a few years before dismantling it for restoration around 1977. As is so often the case, the project was consigned to the 'back burner' and would not be completed until 2002, in time to celebrate the record attempt's 50th anniversary at Montlhéry's Coupes Moto Légende event.





The man instrumental in getting the Vincent back in action was Rowland Mettam, of Mog-Vin and Morgan racing fame. Quoted in *The Classic MotorCycle* (November 2002 edition, copy on file) Rowly had this to say about the project: 'I knew about the Vincent and who had it, but we'd never met until George asked me if I'd rebuild it with a view to it being used. I almost had second thoughts as it was really rough, and the first task was a mammoth cleaning session. Once we got the muck out of the way, it was easy to see the engine had originally been built by someone who knew what he was doing. Everything had been lightened, balanced and polished, a real tool room job not just someone with an electric drill. The only things I didn't have to touch were the bores and the big ends, though I did re-ring the pistons. I had to put in new cams, Mk3 ones rather than Lightning, and new idler wheels as well as replacing all of the bushes, spindles and bearings throughout.'

Subsequently it was decided to have the engine re-bored and fitted with new pistons. Restoration of the cycle parts was entrusted to various other specialists including Steve Lomas (wheels), Ken Waller (stove enamelling) and Mick Rowan (tank paintwork). In an effort to maximise usability, the Shadow was upgraded with 12-volt electrics and Kirby Rowbotham electronic ignition, while Amal Type 276 carburettors were fitted in place of the 10TT version.

When purchased by George, the Black Shadow came with a standard fuel tank, the oversize original having disappeared, and it was in this form that the Vincent was displayed at Montlhéry in 2002. Miraculously, an original tank turned up a few years later in Canada and was fitted to 'LOW 458'.

The tank's owner, Richard Lobb of Sydenham, Ontario, had bought it in the 1960s in London from a policeman, previously serving in the RAF, who said that he had sold the bike to one of his service colleagues. The policeman in question could have been Rex Grattan Flood. Richard Lobb had the tank stripped and restored, in the process of which the filled-in dents on either side, made by the factory to improve handlebar clearance, were mistaken for accident damage and removed! Richard Lobb's letter recounting the story of the Montlhéry tank is on file.

Unfortunately, on its first trip back to Montlhéry in 2002, the Vincent had not been out on the track, sidelined by a detached clutch lining, but in 2003 George was able to enjoy two 20-minute sessions. The Vincent has not been ridden on the road for the past 3-4 years though it has, of course, been kept up to scratch. In addition to the aforementioned documentation, the machine comes with an old-style continuation logbook, current Swansea V5C document and a detailed illustrated report on the 1952 record attempt.

Unlike its larger and better-financed rivals, Vincent could not afford an extensive racing programme, so factory prepared and entered competition machines – or record-attempt motorcycles such as that offered here – are extremely rare. Presented in beautiful condition and possessing impeccable provenance, 'LOW 458' has not been offered for sale for over 40 years and thus represents a possibly once-in-a-lifetime opportunity to acquire a motorcycle that played an important part in creating the Vincent legend.

**£110,000 - 130,000**

**£130,000 - 150,000**



Montlhéry 1952, Photo credit: Mortons Archive





## 292

### 1949 Vincent 998cc 'Red' Rapide

Registration no. UAS 721  
 Frame no. RC4342  
 Engine no. F10AB/1/2703  
 Rear Frame no. RC4603  
 Crankcase mating no. Y76

In the USA, Vincents were distributed by the Indian Sales Corporation, thereby giving the American manufacturer's dealers an overhead-valve sports model to compete with Harley-Davidson's 'Knucklehead'. To cater for local tastes, some batches of the Rapide touring model were delivered to the USA finished in red, the total being estimated at 107 machines. The Series-C Rapide offered here, with engine number 'F10AB/1/2703', is one of the early examples. The rear frame member ('RC4603') is original and that number is recorded on the machine's UK V5C registration document, while the upper frame member ('RC4342') left the factory in April 1950 in a Rapide bound for King's of Oxford. Originally the Rapide would have had the touring model's valanced, painted steel front mudguard matching the rear one, and Amal Type 276 carburettors rather than the Mk 2 Concentrics currently fitted. Its accompanying copy Works Order Form records that the Rapide was destined for shipment to the Indian Sales Corporation and notes a change of colour scheme from the standard black/gold to red/gold.



The machine was purchased in 2002 from Mr Roger Chafen of St Joseph, Missouri (proprietor of Chafen Body Works Inc) who had restored it in 1998. Photographs on file show the cycle parts being stripped of their black paint, revealing the original red finish beneath; indeed, it was not unknown for American dealers to repaint bikes in black prior to delivery, which may have been the fate of this example. Mr Chafen sourced components from recognised specialists including Vin-Parts, Ron Kemp Engineering and the VOC Spares Company, there being numerous bills on file totalling many thousands of pounds testifying to the fact that this was a 'no expense spared' restoration. The engine was rebuilt by Charley Taylor of Connecticut.

Since acquisition the Rapide has formed part of the owner's significant private collection and been kept in heated storage, seeing only occasional use. Described as in generally excellent condition, 'running extremely well', this rare post-war Vincent variant is offered with the aforementioned documentation, VOC Certificate of Authenticity, two expired MoT certificates (most recent May 2006), current road fund licence and UK V5C registration documents.

**£50,000 - 70,000**  
**€59,000 - 82,000**



**293**

### **1949 Vincent 998cc Rapide**

Registration no. KXM 988  
Frame no. RC 4804  
Engine no. F10/AB/1/2904



Under the hands of Philip Vincent and consultant engineer Phil Irving, the struggling HRD company established by TT rider H.R.Davies in 1925, had been bought to prominence by the mighty V-twin 'Rapide' (Series A) model in 1936. Astonishing for the time as this machine and its smaller stable-mates were, the most enthusiastic admirer had to admit that they left something to be desired aesthetically, with the jumble of piping visible leading to their cheery nickname of 'The Plumber's Nightmare'. The War put a stop to their development and 1939 might well have been the end for the small company.

In fact, the brains which had designed the HRD did not rest during those difficult years and, as motorcycle production resumed in 1946, the industry, itself busy putting mostly pre-war designs back into production, was set back on its collective heels by the newly-announced 'Series B' Vincent HRD twin, once again named 'Rapide'. The futuristic design, with its innovative suspension and so cleanly-designed engine used as a frame member, was certainly astonishing. Even more astonishing was the easily-attained 110mph performance, excellent handling and first-class brakes. The biggest constraints on the Vincent HRD when announced were the inadequate and worn-out British road system and the limited spending power of the public.

The firm survived liquidation in 1949, and in the same year the 'Series C Rapide' version appeared with – at last - the firm's own 'Girdraulic' forks and re-branded as the 'Vincent', thus losing the link with HRD. Massively successful with the riding elite, the 'Rapide' was succeeded by the somewhat less appreciated 'Series D', the final Vincent, in 1954, after further financial re-structuring for the, by then, ailing company.

KXM 988 is a Conway Motors matching-number 'Series C' in substantially original condition, the only visible modifications being Mikuni carburettors, easily reverted to standard if so desired. In long-term ownership, the 'Rapide' has been the subject of a full restoration of both chassis and mechanical components. The motor was fully rebuilt in 2006 with the crankshaft reconditioned and balanced by J. J. Engineering and with electricals and the BTH magneto overhauled in 2007. The lighting system requires final connection.

Stainless components were used throughout, of course, and this lovely machine has been carefully run-in over fewer than 1500 dry miles since the rebuild, all in local usage. A period 'Shadow' speedometer and unobtrusive stainless engine bar are fitted. The 'Rapide' comes with a photographic record of the rebuild in its well-documented history file and is (daylight) MOTd and licensed until September 2013.

**£21,000 - 25,000**  
**€25,000 - 29,000**





**294**

## **1951 Vincent 998cc Black Shadow Series C**

Registration no. to be advised  
 Frame no. RC11942B  
 Engine no. F10AB/1B/10252  
 Rear frame no. RC11845B  
 Crankcase mating no. D40V

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, which proved unbeatable in UK motorcycle racing in the late 1940s. Private owners too had expressed an interest in extracting more performance from their machines, which convinced Philip Vincent that a market existed for a sports version. The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby – the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day.



The Black Shadow presented here has been undergoing restoration since the vendor began accumulating parts for the project in 2000 and is offered fresh from completion earlier this year. Among the first components acquired were the (matching) crankcases, which were purchased from Nigel Brown who had inherited them from his father, Don Brown. Apparently, they had previously formed part of an accident-damaged Shadow and been bought from Jack Surtees' shop by one John Cramer of Welling, Kent. When Mr Cramer died in 1995 his widow sold them to Don Brown. The upper and rear frame members, together with numerous other components, were acquired from Bert Tyrell of Wandsworth, London SE18 while a substantial quantity of other parts came from James Harrison of Blackheath, London SE3 in 2002.

Marque specialist Derek Sayer was commissioned to build the engine and recreate the Black Shadow, while Conway Motors were entrusted with preparing it for sale. The accompanying history file contains detailed records of the work carried out, parts purchased and costs, together with related invoices (inspection recommended) and VOC dating certificate. A Quaife five-speed gear cluster (supplied by Sports Power Ltd of Edenbridge, Kent) was incorporated during the engine/gearbox rebuild. Other noteworthy features include a new BTH magneto, new carburettors, a Dave Hills centre stand, and stainless steel wheel rims/spokes/nipples (the wheels were built by Dick Wheeldon, the VOC's Spares Liaison Officer). The machine is expected to be registered by time of sale, ready for the fortunate new owner to undertake the running in procedure and then enjoy a summer's motorcycling in style.

**£40,000 - 50,000**  
**€47,000 - 59,000**

295

**One owner, 20 kilometres from new  
2005 'Norvin' 998cc Café Racer**

Registration no. 782 UXK (see text)

Frame no. R92270

Engine no. F10AB/1B/12100

Developed from a design by Rex McCandless and first used by Norton on the works single-cylinder racers in 1950, when Geoff Duke rode it to a debut race victory at Blandford, the legendary 'Featherbed' frame has long been the special-builders' favourite. McCandless's design was way ahead of its time, and of the opposition, enabling Norton to maintain the competitiveness of their singles in the face of the growing challenge from foreign multis. New standards of steering, roadholding and comfort were set by the new frame, which was immediately dubbed 'Featherbed' by Norton works star Harold Daniell. Although designed with a single-cylinder engine in mind, the generously proportioned Featherbed would in time prove capable of accommodating a wide variety of different power units - twins, triples, fours and v-twins, all could be made to fit with a little ingenuity. There have been several constructed with the Vincent v-twin engine, such as that offered here, which was built in the UK in 2005 by John Mossey Restorations. The machine's major components consist of a replica 'wide-line' Featherbed frame and a Black Shadow engine, the latter dating from 1955. Other noteworthy features include a Manx-type swinging arm; Quaife five-speed gearbox; Smith Kanrin brakes; Ceriani forks and shock absorbers; electronic ignition; and an electric starter. The current (Swedish) owner purchased the Norvin new from Phil Cotton Motorcycles and since acquisition has ridden it only 20 kilometres (approximately 12 miles). Presented in commensurately excellent condition, this unique Norvin café racer is offered with specification details, email correspondence, workshop manual supplement, copy magazine article, dating letter, copy MoT certificate (expired 2006), DVLA authorisation certificate, copy Swansea V5C document and current Swedish registration papers.

**£16,000 - 22,000**

**€19,000 - 26,000**



295A

**One owner, 4,550 miles from new  
1955 Triumph 649cc Tiger 110**

Registration no. SPX 254

Frame no. 63495 (see text)

Engine no. 63495 (see text)

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. This T110 has covered only 4,550 miles from new in the hands of its first and only owner and must be one of the most original of its kind still in existence. 'SPX 254' was first registered in West Sussex in March 1955 and comes with its original buff logbook listing only one owner: Kenneth Bridges of Capel, Dorking. Bizarrely, the original logbook records frame and engine numbers completely different from any ever used by the Triumph factory. They are, however, correct for a 1955 Ariel Square Four, suggesting that the West Sussex County Council clerk was registering one of those at around the same time and got the two machines mixed up! Last taxed to March 1963 and stored for the last 50 years, 'SPX 254' is just as it left the factory. It will, of course, require re-commissioning at the very least and possibly more extensive renovation before returning to the road. A wonderful opportunity for the serious Triumph collector.

**£3,000 - 4,000**

**€3,500 - 4,700**







**296**

### ***Property of a deceased's estate***

## **1960 Norton-Ariel 998cc Square Four Special**

Registration no. 5276 CR

Frame no. R14 89328

Engine no. TM479

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. However, examples of the Featherbed frame housing Ariel's unique Square Four engine are relatively rare, though the idea of updating the Ariel motor with more modern cycle parts is not new, having been tried on a limited scale by the Healey brothers in the 1970s. This particular Featherbed-framed motorcycle was first registered in 1960 as a Norton, the frame number's 'R14' prefix indicating that it started life in a Dominator 99, while the Ariel Square Four engine dates from 1952. Its late owner constructed this unusual hybrid using parts collected during the 1960s and the 'Norie' – or 'Arton' if you prefer – was finished and on the road for the first time in the 1980s. '5276 CR' was last MoT'd to 1998 and subsequently SORN'd. Presented in superb condition, the machine is offered with expired MoT, SORN and Swansea V5C document. Careful re-commissioning and the customary safety checks are advised before returning it to the road.

**£7,000 - 9,000**

**€8,200 - 11,000**



**297**

## **1959 Triton 650cc Motorcycle Combination**

Registration no. RUH 905

Frame no. P14 80556

Engine no. T110 01218

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. Dave Degens, proprietor of Dresda Autos, was one of the first special-builders to put the Triton into what might be termed 'limited production', and today this charismatic hybrid enjoys marque status. The vast majority have been constructed as solos, Triton motorcycle combinations such as that offered here being exceptionally rare. Originally a 1959 Norton Dominator 99, the machine was reconstructed as a Triumph-engined motorcycle combination with Steib sidecar in June 1965 by the current owner, a retired motorcycle mechanic. The machine was ridden regularly for two years before being placed in storage, where it remained until 1986. Restored that same year, it was last on the road in 2007 and is currently SORN'd. Noteworthy features include leading-link front forks, Honda twin-leading-shoe front brake, 16" wheels with alloy rims, sidecar wheel brake, 12-volt electrics, full-flow cartridge oil filter, rear-set footrests, enclosed drive chain, Cibié headlight, direction indicators and a magnificent Avon Streamliner fairing. The machine is offered with old-style logbook and Swansea V5 document. Re-commissioning and the customary safety checks are advised before returning it to the road.

**£6,000 - 8,000**

**€7,000 - 9,400**

**298**

### **1955 Triumph 499cc Tiger T100**

Registration no. HHE 738

Frame no. 62323R

Engine no. T100 02543A

The sports version of Edward Turner's trend-setting Speed Twin 500, 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. Fitted with a 'big bearing' engine of later (approximately 1957) manufacture, this Tiger 100 was purchased as a non-runner (without documents) in 1983 and restored in 1983/84 to as close to factory specification as possible, being repainted in correct Shell Blue Sheen and black. The provision of Triumph Trophy camshafts is the only listed deviation from factory specification. Reregistered in 1984, 'HHE 738' has been used socially and for trips to VMCC events, the Isle of Man TT and Manx GP, the last such visit being in 2012. Maintained in full working order, with a service and oil change prior to the last MoT test in November 2012, this currently taxed and MoT'd machine is offered with DVLA correspondence, a quantity of expired MoT certificates and tax discs, and old/current Swansea V5/V5C documents.

**£2,500 - 3,500**

**€2,900 - 4,100**



**299**

### **1950 Triumph 650cc Thunderbird**

Registration no. KDD 816

Frame no. 13982N

Engine no. 6T 13982N

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. One of the most significant subsequent developments was the introduction of a swinging-arm frame for 1955 but prior to that time Triumph twins could be ordered with the optional 'sprung hub' (designed by Edward Turner) which offered a limited amount of rear suspension movement. Dating from the first year of production and finished in the 1950-only blue-grey colour scheme, this sprung hub-equipped Thunderbird was purchased as a low-mileage example and restored to a high standard circa 1995. Dry stored for the last five years, the machine is currently SORN'd and comes with Swansea V5C registration document.

**£6,000 - 10,000**

**€7,000 - 12,000**







**300**

***Property of a deceased's estate***

**1966 Triumph 649cc T120 Bonneville**

Registration no. HKM 9D

Frame no. DU40110

Engine no. T120 DU40110



Supplied new to dealership Grays Ltd in Kent, this Triumph Bonneville was purchased by the vendor's late father in the 1970s in poor condition with a view to restoration. Little or nothing was done and the machine remained in dry storage until 2003 when work was carried out on the engine. The crankshaft was reground; new con-rods and bearing shells fitted; and the cylinder liners replaced, re-bored and fitted with Hepolite pistons (see invoice on file). Work then appears to have been suspended until 2010 when the machine was entrusted to Wylde & Son Ltd of Leeds to finish the restoration. The frame was powder coated; the tin-ware blasted and repainted; the wheels rebuilt with British rims and stainless steel spokes; and new tyres fitted. The Triumph was then reassembled and updated with 12-volt electrics, electronic ignition and various other new parts, including numerous stainless steel fasteners. Other parts replaced included the fork stanchions, seals and bushes; control levers; exhaust system (complete), headlamp shell; chains and sprockets, etc. The engine and gearbox unit subsequently received further attention, including replacement of the gearbox lay-shaft needle-roller bearings and various other parts. On the restoration's completion in 2011, the Bonnie was MoT'd and the owner set about recovering the original registration number, which was eventually reissued with the assistance of the Triumph Owners Club. Described as in generally excellent condition, 'HKM 9D' has been started occasionally but not used on the road since completion.

The machine is offered with the aforementioned restoration invoices; pre- and post-restoration photographs; assorted DVLA correspondence; Triumph Owners Club dating certificate; Kent County Council registration records extract; and current Swansea V5C document. Following minimal re-commissioning, and replacement of the split fork gaiters, this beautiful Bonneville should be ready to return to the road with a fortunate new owner.

**£4,500 - 5,500**

**€5,300 - 6,500**



**301**

### **1970 Norton 650cc Mercury**

Registration no. BYL 998H

Frame no. 129398

Engine no. 129398



When twin cylinder Norton engines are mounted in Featherbed frames they are most closely associated with the Birmingham firm's Bracebridge Street works, at Aston, where the evocative Dominator model was first produced. As is well chronicled Bert Hopwood's 500cc engine design successfully coped with several increases in its capacity, insofar by 1961, when Norton was forced to relocate at AMC's HQ in Woolwich, the London-made Nortons began as 650s, and were later stretched to 750cc, both for the Atlas and the initial run of Commandos. Although very few personnel moved down from Birmingham to London it is fair to say that the AMC workforce were happy to build the new Norton product with as much pride and quality as had been devoted to AJS and Matchless over so many years. Yes, the AMC machine tools were long past their sell-by date, but an inherent mix of skill and conscience in that SE London factory somehow ensured that the output was of a superior standard to contemporary Triumphs or BSAs. In 1966 a new management, Norton Villiers, assumed the AMC reins, continuing with a scaled-down but un-changed workforce, whose urgent priority was to commence Commando production. Their secondary task was to utilise, and market, the huge stock of hardware (Atlas, P11 etc) not common to the new Commando; it was from this background that the Mercury arrived in 1968. Norton Villiers, meanwhile, and understandably so, were clearly that pre-occupied with the Commando whereby upon its announcement the Mercury was allowed to be perceived as a 'parts bin' special, whereas in reality it was only a slightly more sober (single-carb) edition of the greatly revered 650SS, and with a lumpy seat!

The late model Mercury was a pride-and-joy purchase by the vendor in Spring 1980, at which point he began a full nut and bolt restoration, at the same time upgrading the Norton to SS specification, primarily with the fitment of Dunlop alloy rims, twin carburettors, and a tfs front brake. The work consumed six years, not for reasons of lethargy but that the owner was profoundly involved on the organisational side of the Owner's Club of another famous brand; in any case, per his recent quote, "...the Norton job was too enjoyable to rush!" When finally on the road the finished article more than matched his long-believed expectations, where after the attractive SS version Mercury was occasionally displayed at a selection of Norton Owner Club Rallies and Shows, winning its first award in 1987 (see photos on file). The spotless Norton is offered with a V5 Registration document and MOT certificates.

**£5,000 - 6,000**

**€5,900 - 7,000**





**302**

***Number '051', 1,500 miles from new***  
**1988 Norton 588cc Classic**

Registration no. F407 AEA

Frame no. LE051

Engine no. LE051



After a lengthy development programme commenced in the 1970s by Norton-Villiers-Triumph, Norton's rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth, almost vibration-free engine in the form of the un-faired civilian Classic. The Classic used Norton's twin-rotor 588cc engine in its original, air-cooled form (the later Commander was water-cooled), coupled to a five-speed gearbox with left-side 'change. This compact unit was slung beneath a tubular spine frame suspended by Marzocchi at the front and Koni at the rear. Triple disc braking was courtesy of Italian Brembos. With 79bhp on tap, the Classic's performance was on a par with that of contemporary Japanese 600s: a top speed of 125mph and a standing quarter-mile time of 12-and-a-bit seconds being easily achievable. Comparing it with the Honda CBR and Kawasaki GPZ 600s, Bike magazine found that 'the Norton stomps both Japanese bikes on top-gear acceleration from 5,000rpm, where it's a second ahead and moving 7mph faster (at 96mph) than both after a quarter of a mile.' Conceived as a limited edition model - only 100 examples were made - the Classic is today one of the most collectible of modern Nortons.

Number '051' of the 100 built, this Classic was sold new to stockbroker Mr Ian Pritchard and was purchased by the current (third) owner in June 2009 with only 12 miles recorded. When the updated rotor side plates became available, the engine was returned to Norton Motors in July 2007 to have this work carried out (invoice on file) while new tyres were fitted recently as the originals were showing signs of deterioration from age. 'F407 AEA' has covered only 1,500 miles to date and is described as in generally excellent condition. The machine is offered with its original factory certificate, correspondence and purchase invoice; second owner purchase receipt; an original sales brochure; a quantity of expired MoT certificates; current road fund licence; Swansea VSC document; MoT to 18th July 2013; and an owner's manual.

**£8,000 - 10,000**

**£9,400 - 12,000**

303

### 1975 Norton Commando 850cc Interstate Mk III

Registration no. KVV 453N

Frame no. 330584

Engine no. 330584

Launched in 1967, the Norton 'Commando' suffered at first from rather odd imaging with a green blob replacing the revered maker's name on the tank. The Commando's DNA came from the Norton Dominator's 500cc parallel twin unit of the 1940's, successively enlarged to 850cc and mounted in the Bauer-designed 'Isolastic' frame, tilted forward for improved weight distribution and with the engine and separate gearbox rubber-mounted, Sunbeam S7-style, in order to tame the vibration familiar to every Norton 'Featherbed' owner. Initially not without troubles, the concept was successfully developed through racing from the original 'Fastback' through 'Roadster' and 'Interpol' variants while manufacture was moved around the country in the wake of the industry's collapse, finally concentrating in Wolverhampton under Norton-Villiers. The result was a reliable and well-liked fast tourer, with the final variant featuring an electric starter and left-side gear-change to put it in line with other makers. KVV 453N is a matching-numbers Interstate to that final Wolverhampton specification, brought to auction by its mature owner as a result of increasing years, with only 13,000 miles or so on the clock. Bought in 1996, circumstances have dictated that the Interstate has been very little used, though always 'kept up to scratch' - including the fitting of Grimeca brake calipers - and carefully maintained, recently having undergone a full service, ultrasonic carburettor clean and MOT. This lovely Norton, among the last of its breed, should need nothing other than the normal checks before returning to the road. Offered with V5.

**£6,000 - 7,000**

**€7,000 - 8,200**



304

### 1958 BMW 497cc R50

Registration no. 25 PMY

Frame no. 558657

Engine no. 558657

Introduced in the UK for the 1955 season, BMW's new '500' was mechanically similar to its predecessor but was equipped with a distinctive chassis. In place of the out-dated tele-fork and plunger rear layout of its predecessor, the frame had a front-end with Earles-type swinging-arm and a similar rear but with a semi-enclosed unit resembling the earlier plunger styling. The engine gear unit remained under continuous development, a model of its kind for reliability in long-distance touring, its only quirk being that the engine-speed clutch responded well only to skilled riders. So successful was this frame and engine combination that it stayed in production for many years, able to handle both heavy solo and sidecar loads and higher power with ease. 25 PMY comes from the long-term ownership of only its third owner. Supplied by A.F.N. Ltd, the maker's UK concessionaires, on March 1st 1958, it is in that so sought-after condition where it retains substantially the maker's original finish and specification. At cataloguing, the R50 proved to be a first-kick starter, running almost silently as an R50 should and displaying very well indeed. In current local and club use and supplied with a V5C, other relevant documents, instruction and spares books plus old tax discs, 25 PMY is MOT'd and ready for use. A lovely machine, ready for a classic BMW enthusiast.

**£6,000 - 7,000**

**€7,000 - 8,200**







### 305

#### 1957 Scott 596cc Flying Squirrel

Registration no. UOX 626  
 Frame no. S1104  
 Engine no. DPY5446



Bradford-born Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. The first complete Scott motorcycle followed in 1908, its twin-cylinder engine, two-speed foot-change gear and all-chain drive marking it out as an exceptionally advanced design for its day. Low weight, ample power and sure-footed handling thanks to a low centre of gravity were Scott virtues right from the outset. Scott's most well known model is the Flying Squirrel, which was launched at the Olympia Show in 1925 and came in 498cc and 596cc capacities, the latter being the most expensive machine in the range.

Alfred Scott's original engine layout would survive until production petered out in the late 1960s, by which time the company had changed hands and relocated from Shipley to Birmingham. Scott's acquisition by Matt Holder's Aerco Jig & Tool Company in 1950 brought with it a number of long-awaited improvements, including a new duplex frame featuring rear suspension and improved brakes, though customers had to wait until 1956 to buy one of these new 'Birmingham' Scotts. In the meantime, old-style Flying Squirrels that had been completed at Shipley before the company's sale were the only models on offer.

This Birmingham-built Flying Squirrel was purchased by the vendor in 2010, prior to which it had been standing unused for some 10 years. Following purchase he immediately re-commissioned the Scott, which had been restored by the previous (deceased) owner, then completed a repaint of the cycle parts (colour matching the old paint) and fitted new radiator hoses, clutch and drive chain. The bike had previously been converted to 12-volt electrics and fitted with electronic ignition. Birmingham Scotts are, in themselves, relatively rare but the 'red' Flying Squirrels produced there are much rarer still. First registered in Birmingham in June 1957, 'UOX 626' is accompanied by an old-style continuation log book dating from 1965, which lists the model as 'Red Squirrel', suggesting that it may indeed be one of the few original non-black Scotts. Paperwork consists of the aforementioned logbook (noting a change of engine in 1967), a quantity of old tax discs, eight expired MoT certificates and a current Swansea V5C document.

**£5,500 - 6,500**

**€6,500 - 7,600**



**306**

### **1958 BSA 500cc DBD34 Gold Star**

Registration no. 3435 WE  
Frame no. CB32 7816  
Engine no. DBD34GS 3716

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.



First registered in Sheffield in October 1958, this example comes with its original logbook confirming matching frame/engine numbers. Fully restored by marque specialist Len Haggis in 1998, it was purchased by the current vendor in February 1999 and is described by him as in 'perfect' condition. The machine is offered with the aforementioned logbook, restoration photographs, a quantity of expired MoT certificates, Swansea V5C document and current road fund licence/MoT.

**£14,000 - 18,000**

**£16,000 - 21,000**



The following five Lots are offered from the Fabergé Museum in Baden-Baden, Germany

## 307 c.1910 Peugeot 660cc V-Twin

Engine no. 25971



Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transportation in 1885 when it added cycle manufacture to its portfolio. The second oldest motor manufacturer in the world, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous Bébé light cars in 1900.

Also one of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression: first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. The first Peugeot was manufactured in 1882; at this time the firm was known as Peugeot Frères but, as more family members joined, changed its name to Les Fils de Peugeot Frères in 1889. In 1902 Peugeot adopted the Werner brothers' layout for a motorcycle, which placed the engine between the two wheels, thus improving weight distribution and handling, though assistance for the engine by means of bicycle pedals would remain a feature for some years to come. Truffault swing-arm suspension was adopted on some Peugeot models for 1904, making them among the world's most advanced.

Having relied hitherto on proprietary power units, the firm introduced its own v-twin engine in 1906. Using one of these Peugeot motors, Norton-mounted Rem Fowler won the inaugural Isle of Man TT race in 1907, and the French make featured prominently in the first ever motorcycle race to be held at Brooklands, when on Easter Monday 1908, a brace of Peugeot-powered NLGs finished 1st and 2nd.

The works Peugeots were a dominant force in motorcycle racing in the years immediately before and after WWI, thanks to a succession of innovative overhead-camshaft designs by Jean Antoinescu. A wide range of machines was manufactured between the wars, but after WW2 the firm concentrated mainly on the manufacture of two-stroke lightweights, mopeds and, following the Italian lead, scooters.

Dating from around 1910, this Edwardian Peugeot features direct belt drive, magneto ignition, V-block rear brake, luggage box and kerosene headlight, and has the optional Truffault leading-link front fork. A 'Motorcycle Club de France' plaque is fixed to the luggage box. Well restored some time ago, the machine was purchased at Bonhams' sale of the Richard C Paine Jr Collection at Owls Head, Maine in September 2008 (Lot 806) and since acquisition has formed part of the Fabergé Museum collection in Germany. Described at that time as one of the Collection's best-presented and most collectible motorcycles, it is offered with bill of sale dated 10th July 1998 recording the transfer of ownership from Howard Lane to the Richard C Paine Jr Trust.

£17,000 - 22,000

€20,000 - 26,000



308

## 1961 Triumph 649cc T120R Bonneville

Frame no. D9900

Engine no. D9900



Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) the 'Bonnie' arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in striking two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker and the name 'Bonneville', chosen in honour of Johnny Allen's record-breaking achievements with his Triumph-powered streamliner at the eponymous Utah salt flats, was an inspired piece of marketing.

Although, ostensibly, the Bonneville was little more than a T110 fitted with the splayed-port cylinder head and twin carburettors, there was, of course, more to it than that. As well as the performance-enhancing top end, the Bonneville, together with the rest of Triumph's twins, incorporated a new, stronger crankshaft assembly that development had shown was necessary to cope with the increased power. The latter now stood at 46bhp, an improvement of some 15% over that of the contemporary single-carb T110. Works tester Percy Tait had achieved 128mph at MIRA on a development bike, and even though this figure proved beyond the reach of the production version, the Bonnie was at least as fast as the opposition and much better looking, which was all that mattered.

The USA had long been Triumph's most important export market and to cater for local tastes, T120R and T120C models were offered there, the former having a more raised handlebar when compared to its European counterpart, while the latter catered for the American rider's passion for off-road motorcycling.

This well presented 1961 Bonneville has been extensively modified, incorporating many components from the later (mostly 1967 in this case) unitary construction version including the 9-bolt cylinder head and block, rocker gear, crankshaft (balanced) and twin Amal Concentric carburettors. Other useful modifications include an oil pressure gauge, Lucas H4 headlight, Wipac ammeter, Barnett clutch plates, 12-volt alternator electrics and electronic voltage regulator. All of the forgoing, and much more besides, is recorded in 16 typed pages of detailed information and technical data provided by the machine's restorer, Paul Ackerman, clearly a most knowledgeable Triumph specialist. Mr Ackerman's report, close inspection of which is recommended, was compiled in January 1985 for a previous owner, well known Maine photographer Benjamin Magro, from whom it was acquired by Richard C Paine Jr in April 1992 (bill of sale available). The current vendor purchased the Bonneville at Bonhams' sale of the Richard C Paine Jr Collection at Owls Head, Maine in September 2008 (Lot 818) since when it has formed part of the Fabergé Museum collection in Germany.

**£8,000 - 12,000**

**€9,400 - 14,000**







309

**309**

**1962 BMW 247cc R27**

Frame no. 376334

Built to the same exemplary standards as the Bavarian company's famous horizontally-opposed twins, the single-cylinder BMW first appeared in pre-war days and by 1956 had evolved into the R26. In what would turn out to be its penultimate form, BMW's quarter-litre luxury lightweight boasted a more powerful engine than its R25 predecessor, an Earles-type leading-link front fork and a larger fuel tank among numerous improvements. The range's final development - the R27 - arrived in 1960 substantially unchanged but for the adoption of a rubber-mounted engine. Considerably more expensive than most other 250s, the BMW was a relative rarity outside Germany, appealing to mature, discerning riders for whom quality of construction counted more than mere outright performance. Equipped with twin Denfeld saddles, luggage carrier and Craven glassfibre panniers, this original and un-restored R27 shows signs of use commensurate with the recorded mileage. The machine was purchased at Bonhams' sale of the Richard C Paine Jr Collection at Owls Head, Maine in September 2008 (Lot 821) and since acquisition has formed part of the Fabergé Museum collection in Germany. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,500 - 4,700**



310

**310**

**1962 NSU 247cc Supermax**

Frame no. 1844456

Engine no. 3238068

Another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900 and went on to produce some outstanding and influential designs in the 1950s, foremost of which was the 250cc Max, introduced in 1952. The Max used a pressed-steel frame that entirely enclosed the rear suspension, and a leading-link front fork, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the single overhead camshaft. A luxury tourer, the Max was no lightweight so acceleration was leisurely, but once at its maximum of 75-80mph, could be cruised there all day with the minimum of fuss. The ultimate version, the Supermax, appeared in 1956 boasting conventional twin-shock rear suspension and a slightly more powerful engine. What hadn't changed though, was the exemplary standard of reliability, build quality and finish that had characterised the Max line from the start. Production of the Supermax, along with that of all other NSU motorcycles, ceased in 1963. Original, un-restored and showing obvious signs of use, this late-model Supermax would reward sympathetic restoration. The machine was purchased at Bonhams' sale of the Richard C Paine Jr Collection at Owls Head, Maine in September 2008 (Lot 803) and since acquisition has formed part of the Fabergé Museum collection in Germany. There are no documents with this Lot.

**£1,000 - 1,400**

**€1,200 - 1,600**



311

**311**

**1965 VéloSolex 3300 Moped**

Frame no. 3774772

Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame, but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. The VéloSolex was also assembled in the UK using a combination of British and French components, but was nowhere near as successful in Britain where it was subject to the same licensing requirements as a motorcycle. Pressure from rival manufacturers eventually forced the introduction of more conventional models, but the original VéloSolex remained an immutable fixture of the range. This example was purchased at Bonhams' sale of the Richard C Paine Jr Collection at Owls Head, Maine in September 2008 (Lot 802) and since acquisition has formed part of the Fabergé Museum collection in Germany. Although conforming to the layout of the original, this is a later 3300 model dating from 1965. The machine is presented in un-restored, original condition and appears to have seen little more than a single summer's use.

**£600 - 800**

**€710 - 940**



312

**1948 Triumph 499cc  
'Tiger 100 Grand Prix' Replica**

Frame no. 30548

Engine no. 59 90676

The Triumph Grand Prix entered motorcycling legend when Ernie Lyons won the rain-soaked 1946 Senior Manx Grand Prix on the machine's Isle of Man debut; the prototype's success resulting in a production version introduced in 1948. The Tiger 100 was the project's starting point, its engine suitably modified with the lightweight alloy cylinder head and barrel from the wartime Triumph generator unit. Twin Amal carburettors were mounted on a special inlet manifold, high-compression pistons and race camshafts installed, and the valve gear lightened and polished. The bottom end remained close to standard, though the polished crankshaft ran in roller rather than ball bearings, and the heavy-duty rods and bearing caps ran directly on the crank pins. Primary drive was by exposed chain, and the gearbox contained close ratios. Cycle parts were close to stock T100, the rear sprung hub's 8" brake being matched by an experimental one of the same size up front.



Built in limited numbers (thought to total between 150 and 200), the Grand Prix is among the rarest and most desirable of post-WW2 Triumphs. As with all such exotica, there is a continuing demand for replicas. This example of the latter was built as a sprint bike by the vendor over a six-month period circa 1995, some £5,000 being spent (bills available). Consisting of a 1948 Speed Twin frame and a 1959 Tiger 100 engine, the machine was raced for two years before being stripped and rebuilt in its present form, and since completion has covered around 190 competition miles only. A DVD included in the sale shows the Triumph in action both before and after the rebuild. Unregistered, the machine has been kept in dry storage for the last 6-7 years and should only require minimal re-commissioning before resuming its competition career.

**£5,000 - 7,000**

**€5,900 - 8,200**





**The following 28 Lots  
are offered from a  
private collection**





313

## 1936 Brough Superior 982cc SS80

Registration no. CYR 489

Frame no. M8/1658

Engine no. BS/X 4640



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. Not an unwieldy beast intended primarily for sidecar duties like the majority of its v-twin-engined contemporaries, the Brough Superior was, in its maker's own words, 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. 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 became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

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 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. 'CYR 489' comes with Brough Club copy works record showing that it was despatched to Godfreys Ltd and left the factory fitted with engine number '4366'. The current vendor purchased the machine in 1999 from Mr John White of Petsoe End, Buckinghamshire, who had owned it since 1974 and been responsible for its restoration (see hand written notes on file - perusal recommended). Also on file is the purchase receipt, though this would appear to be incorrectly dated. While owned by Mr White the machine appeared more than once at the Brough Club's annual rally (photographs on file). The machine is offered with the aforementioned documentation, old-style continuation logbook (issued 1974), sundry invoices, Brough Superior Club range brochure and instruction book, three old MoTs (most recent expired October 2000) and Swansea V5.

**£35,000 - 45,000**

**€41,000 - 53,000**







**314**

### 1961 Norton Dominator 650SS

Registration no. YNT 258

Frame no. to be advised

Engine no. 100848 18

'Extremely high maximum speed. Abundant stamina. Pleasant manners. Traditional Norton handling. Full road equipment. Real comfort. That sums up Bracebridge Street's new-for-1962 sporting Dominator 650SS.' – Motor Cycling. Norton launched its first 650cc twin, the US-market Manxman, in 1960. Available in Europe the following year, the Dominator 650 was built in standard, De Luxe and SS variants, all of which, plus the 500SS, featured a new cylinder head with down-draught inlet ports. With 49bhp on tap, plentiful low-down torque and exemplary handling courtesy of its race-proven Featherbed frame, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance. Indeed, in February 1962 Motor Cycling achieved a best one-way speed of 119.5mph at MIRA with a 650SS, more than 10mph up on that of the Bonneville tested the previous summer. Towards the end of its test, Motor Cycling took the opportunity to sample the 650SS's stamina. 'Running on KLG FE100 plugs, a speedometer 90 and tachometer 5,000 were held from the north to the south ends of the M1 with only three short baulks which in each case forced the speed down to 35mph second-cog crawl.' (Ah, those were the days!) Fuel consumption averaged 42mpg and the engine unit remained completely oil tight. This example comes with numerous invoices issued by Classic Motorcycle Services of Winterbourne Down, Bristol relating to extensive restoration carried out in 1997. The only other document on file is an old MoT (issued May 1997) recording the mileage at that time as 00004. The current odometer reading is 336 miles.

**£6,000 - 8,000**

**£7,000 - 9,400**



**315**

### 1970 Triumph 649cc T120R Bonneville

Registration no. WWT 168J

Frame no. JD57792 T120R

Engine no. JD57792 T120R

The café racers' favourite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville arrived at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, but welcome additional improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburettors and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged before the disastrous launch of the 'oil-in-frame' (OIF) models in 1970 precipitated the collapse of the entire BSA-Triumph Group. Today these late, pre-OIF Bonnevilles are becoming increasingly sought after by collectors on both sides of the Atlantic. Dating from the last year of production prior to the introduction of the oil-in-frame model, this highly original example appears to have been first registered in the UK in 1991 and was most probably sold new in the USA. The machine is offered with owners handbook, service bill, Triumph Owners Motor Cycle Club dating letter, purchase receipt (1991) and an expired MoT and tax disc issued that same year.

**£6,000 - 8,000**

**£7,000 - 9,400**



316

## 1977 Triumph 741cc Legend No. 027

Registration no. PMK 836R

Frame no. KK06311

Engine no. KK06311



One of the consequences of the BSA-Triumph Group's collapse in the early 1970s was the end of its three-cylinder models' development, though successor company Norton-Villiers-Triumph did make a somewhat half-hearted attempt with the T160. Clearly, the design had untapped potential, as evidenced by the existence of overhead-camshaft, four-cylinder and Isolastic-framed prototypes. When T160 production ceased at the end of 1975 it seemed that would be the end of the line for the BSA-Triumph triples, but one man determined to carry on, and who was also uniquely qualified to do so, was the factory race-shop foreman, Les Williams. Made redundant when NVT collapsed, he set up a spares business specialising in BSA-Triumph triples and also built a number of replicas of the most famous three-cylinder racing, 'Slippery Sam'. Les also developed the ultimate street triple: the Legend café racer, which was based on the T160 and first appeared in the early 1980s. The Legend addressed many of the original design's shortcomings, incorporating electronic ignition, modern switch-gear, twin front disc brakes, alloy wheel rims, large-capacity fuel tank and a much improved riding position. Hand built, the Legend was produced in small numbers into the early 1990s, one of the limiting factors being the decreasing availability of suitable T160 donor bikes. It is estimated that only 60 were made and today this ultra-rare 'classic superbike' is highly sought after.

Currently displaying a total of 4,920 on the odometer, this example comes with a copy of L P Williams Ltd's letter confirming that Legend 'PMK 836R' (number '027' of the series) was completed on 30th December 1988 and sold to a Mr Holman of Balcombe, East Sussex. Mr Holman is recorded as 'previous keeper' on the accompanying Swansea V5 and his name is engraved on the top-yoke plaque. Acquired by the current vendor in 1994, the machine also comes with a T160 owner's handbook and two old MoTs (most recent expired May 1992). A dual seat and some spares are included in the sale.

**£8,000 - 12,000**

**€9,400 - 14,000**







**317**

### **1972 Triumph 740cc Trident T150**

Registration no. RYY 928K  
Frame no. T150T BG01271  
Engine no. T150T BG01271

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 forwards. 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 the models are served by an active owners' club and enjoy an enthusiastic following worldwide. An overseas (probably USA) model first registered in the UK in September 1990, this example was purchased by the vendor from Solos Classic Motorcycles of London SW6 in October of that year. The purchase invoice is on file together with another issued by 'Charles' of Bristol and dated 25.10.90 for the installation of Boyer electronic ignition. The rest of the accompanying documentation consists of an old-style Swansea V5 and two old MoTs (most recent expired September 1995).

**£3,000 - 4,000**

**€3,500 - 4,700**



**318**

### **1975 Triumph 750cc T140 Bonneville**

Registration no. MLA 417P  
Frame no. T140V EK61233  
Engine no. T140V EK61233

The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling '750' and was voted Motor Cycle News 'Machine of the Year' in 1979. Acquired by the current vendor in November 1996, this example has been fitted with Norton Commando-type silencers. The machine comes with old-style Swansea V5, expired MoT (January 1998) and invoices detailing extensive refurbishment in 1997.

**£3,200 - 3,800**

**€3,800 - 4,500**



319

## 1953 Triumph 498cc Speed Twin

Registration no. UPB 833

Frame no. 45299

Engine no. 5T 45299

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Meriden - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1953, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. This particular machine also has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. Other noteworthy features include a tank-top luggage box and an SU carburettor, as fitted to the contemporary Thunderbird. 'UPB 833' was owned from 1957 until the early 1990s by Roy Ward of Mortlake, London SE14, from whom it was purchased by the vendor. In October '96 'UPB 833' was registered to Michael Trent of Bristol, who was working on it for the owner at that time. The machine is offered with old-style continuation logbook (issued 1957), workshop manual, sundry invoices, expired MoT (November 1997), two old-style Swansea V5 documents and assorted correspondence relating to its restoration by marque specialist Hughie Hancox over the period 1994/95.

**£5,000 - 7,000**

**€5,900 - 8,200**



320

## c.1955 Triumph 650cc Thunderbird

Registration no. ESK 489

Frame no. 61763

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 Monthéry 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. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. The model remained in production in fundamentally its original form, though with progressively updated cycle parts, until the arrival of the unitary construction 650 range in 1962. One of the most significant developments along the way was the introduction of a swinging arm frame for 1955, but prior to that time Triumph twins could be ordered with the optional 'sprung hub' - designed by the Speed Twin's creator Edward Turner - that offered a limited amount of rear suspension movement. Acquired by the current vendor in the 1990s, this Thunderbird comes with an invoice issued in May 1998 by Classic Motorcycle Services of Winterbourne Down, Bristol for extensive restoration works, including a full engine rebuild. The machine is also offered with further invoices, Swansea V5C document and a quantity of old MoTs (most recent expired May 2005). An assortment of spares is included in the sale.

**£5,000 - 7,000**

**€5,900 - 8,200**







**321**

### **c.1955 Triumph 498cc Tiger T100**

Registration no. OLA 256

Frame no. 48929

Engine no. T100 03549

The Tiger 100 sports version of Edward Turner'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 pre-war version's magdyno. 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 example was purchased by the vendor in 1997 from previous owner Steve Brown (receipt on file) and comes with numerous invoices for parts and maintenance accrued during Mr Brown's ownership. The remainder of the accompanying documentation consists of an old-style Swansea V5, copy previous V5 and two old MoTs, the most recent of which expired in August 1999.

**£4,800 - 5,600**

**€5,600 - 6,600**



**322**

### **c.1954 Triumph 649cc Tiger 110**

Frame no. 52816

Engine no. T110 67635

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. A sought after example dating from before the introduction of Triumph's controversial 'bathtub' styling, this unregistered T110 was restored by Charles Motorcycles of Bristol and comes with a press cutting depicting it with the firm's proprietor, Reg Hall, on his retirement in January 1997. The machine is offered with sundry invoices.

**£5,500 - 7,500**

**€6,500 - 8,800**



323

## 1972 Norton 745cc Commando Interstate

Registration no. FOU 116K

Frame no. 205766

Engine no. 205766



The Commando's vibration-beating Isolastic frame enabled Norton Villiers to successfully 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 on 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 by the Interstate, a new introduction for 1972, which came as standard with the (hitherto optional) five-gallon fuel tank and the high-performance Combat engine. As is well known, the latter's increased output, combined with lowered overall gearing, quickly wore out the already highly stressed main bearings, leading to countless warranty claims and a hasty redesign.

This 750 Interstate was purchased in January 1996 from previous owner John Worsley, who had acquired it in March 1988 from Ashley West, its owner since May 1980. The obviously enthusiastic Mr West appears to have been most fastidious when it came to maintenance, as evidenced by his hand written notes detailing work carried out and the large number of related invoices on file. Noteworthy improvements made include MkIII adjustable Isolastic mountings and a taper-roller swinging-arm bearing conversion, while the engine was rebuilt by competition specialists FBS Motor Cycles (Fred Barlow) of Glascote, Staffordshire and the gearbox overhauled. It is noted that FBS gas-flowed the cylinder head and that a standard camshaft and pistons were installed. The machine is offered with the aforementioned notes and invoices; assorted technical information and related literature; Swansea V5 documents; and a quantity of old MoT certificates dating back to 1979 (most recent expired February 1997).

**£5,000 - 7,000**

**€5,900 - 8,200**







**324**

### 1972 Norton 745cc Commando Fastback

Registration no. GRF 10K  
Frame no. 152980  
Engine no. 20M3S 152772

The Commando's vibration-beating Isolastic frame enabled Norton Villiers to successfully 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 on 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. The sole model available initially became the 'Fastback', so called because of its streamlined seat cowl, when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969. Dating from the penultimate year of 750 Fastback production, the example offered here has the disc front brake introduced mid-way through 1972. Acquired by the vendor in October 1993, the machine is offered with Swansea V5 document.

**£5,000 - 7,000**

**€5,900 - 8,200**



**325**

### 1977 Norton Commando 850 MkIII

Registration no. RYW 567R  
Frame no. 850 335228  
Engine no. 850 335228

The Commando's vibration-beating Isolastic frame enabled Norton Villiers to successfully prolong the life of their ageing parallel twin. Launched in 1967, 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 on top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Introduced in 1973, the '850' (actually 829cc) version featured a larger-bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the '850' with even more mid-range urge and the model would continue as the sole Commando after 1975 when the electric-start MkIII was introduced. This smartly turned out Commando 850 has been fitted with an after-market dual seat and alloy wheels, the latter being an unusual upgrade for one of these machines. Acquired by the vendor in April 1991, 'RYW 567R' is offered with riders manual, purchase receipt, sundry invoices, Old-style Swansea V5 and three old MoTs, the most recent of which expired in August 1993.

**£4,000 - 6,000**

**€4,700 - 7,000**



326

## 1985 Norton 588cc Interpol/Classic

Registration no. C674 GOJ

Frame no. 3184

Engine no. 3184

After a lengthy development programme commenced in the 1970s by Norton-Villiers-Triumph, Norton's rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth, almost vibration-free engine in the form of the un-faired civilian Classic. The Classic used Norton's twin-rotor 588cc engine in its original, air-cooled form (the later Commander was water-cooled), coupled to a five-speed gearbox with left-side 'change. This compact unit was slung beneath a tubular spine frame suspended by Marzocchi at the front and Koni at the rear. Triple disc braking was courtesy of Italian Brembos. With 79bhp on tap, the Classic's performance was on a par with that of contemporary Japanese 600s: a top speed of 125mph and a standing quarter-mile time of 12-and-a-bit seconds being easily achievable. Conceived as a limited edition model - only 100 examples were made - the Classic is today one of the most collectible of modern Nortons. A converted Interpol, 'C674 GOJ' was purchased by the current vendor in November 1985. The machine is offered with Swansea V5 document, three old MoTs (most recent expired September 1995) and sundry invoices, one of which is for a gearbox rebuild carried out in June 1993.

**£3,000 - 4,000**

**€3,500 - 4,700**



327

## 1983 Laverda 1200TS

Registration no. A770 AMK

Frame no. 3581

Engine no. 3581

The first of Laverda's much admired family of classic three-cylinder 'superbikes' was the 3CL of 1972. Its successors - the Jota in particular - would establish Laverda's reputation as one of Italy's foremost purveyors of high-performance motorcycles. Displacing 981cc, the new engine had a character all of its own; no longer conceived along Honda lines like its twin-cylinder predecessors, Laverda's triple was a twin-overhead-camshaft design with 180-degree 'flat' crankshaft. Following the introduction of the Slater Brothers-inspired Jota super sports version, the 3C continued as the 3CL sports-tourer, with the 80bhp engine and 125mph capability. A bigger, less stressed engine capable of delivering comparable performance was what differentiated the '1200' model from its 1-litre predecessors. In its initial guise the '1200' came in two versions: standard and Mirage, the latter being another Slater Brothers-instigated high-performance variant. Maximum power claimed for the standard 1200 was 85bhp, five horsepower down on the Jota, which nevertheless was good enough for a top speed of over 125mph. There were various other limited edition variations, some devised by Slater's, including the '1200TS' of 1980, which featured a cockpit fairing, new instruments, a hydraulic clutch and unusual shroud panels at either side of the engine. Previously registered or used overseas, this imported Laverda 1200TS was first registered in the UK in December 1995. The machine appears to have been acquired by the current vendor soon afterwards and comes with a Slater Laverda invoice for various works carried out in March 1996. Also on file is a Swansea V5 document and an old MoT (expired November 1996). The current odometer reading is 5,329 kilometres (approximately 3,300 miles).

**£3,000 - 3,500**

**€3,500 - 4,100**







**328**

### **1977 Triumph 744cc T140 'Silver Jubilee' Bonneville**

Registration no. WYN 639S

Frame no. JP84625J

Engine no. T140V JP84625J

The final phase of the Triumph twin's development began in 1972 with the first appearance of the new 750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrels. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750. In 1977 Triumph introduced a special, limited edition Bonneville to celebrate HM Queen Elizabeth II's Silver Jubilee. This was basically the standard Bonnie enhanced by a red, white and blue on silver finish, coachlined cycle parts, and a chromed timing cover and primary chaincase. One thousand were made for the UK and another thousand for the USA, while a further 400 were despatched to other markets. This example of one of the more collectible of later Bonneville comes with a United States 'Temporary Identification' label stating that it was sold new in Los Angeles, California to one Michael Betterton. It was first registered in the UK in September 1990, passing to the current owner the following month, and was extensively refurbished by 'Charles' of Bristol in December 1991 (bill on file). The machine is offered with Ownership Certificate (blank), owner's handbook, guarantee card, sundry service invoices, two expired MoTs (1991) and Swansea V5 registration document. A total of only 169 miles is currently displayed on the odometer.

**£5,000 - 7,000**

**€5,900 - 8,200**



**329**

### **1977 Triumph 744cc T140 'Silver Jubilee' Bonneville**

Registration no. AMA 250S

Frame no. T140V JP84637J

Engine no. T140V JP84637J

A similar Lot. Last taxed for the road to the end of February 1997, this UK-market example of one of the more collectible of later Bonneville comes with invoices totalling some £1,500 for refurbishment undertaken during the mid-1990s. A total of only 1,891 miles is currently displayed on the odometer. There are no registration documents with this Lot.

**£5,000 - 7,000**

**€5,900 - 8,200**



**330**

### **1982 Triumph 744cc TSX**

Registration no. VPM 21Y  
Frame no. TSX CEA33571  
Engine no. TSX CEA33571

Ringling the changes on a basic model to produce a variety of alternatives has been a policy pursued by manufacturers since motorcycling began and is common practice today. When the Meriden factory emerged from the chaos of BSA-Triumph's disintegration and its ensuing occupation by the workforce, the new management had but a single model suitable for continuing production: the Bonneville. The latter would appear in a number of different guises over the succeeding years, most notably the limited edition 'Silver Jubilee' and 'Royal Wedding' models. These though, were really only styling jobs but there were other, more radical developments in the pipeline, one of which was a machine in the increasingly popular custom/cruiser style. Premiered at the Earls Court Show as the 'Phoenix' low-rider, it had become the 'TSX' by the time production commenced towards the end of 1982. The TSX boasted Morris cast wheels (16" at the rear), short megaphone silencers, high handlebars, stepped dual seat and a flashy paint job. It was comfortable, had bags of character and, arguably, made better use of the ageing Bonnie engine than the 8-valve TSS sports version released at the same time. Sadly, this was a case of 'too little, too late' and Meriden Motorcycles Ltd was forced to call in the receivers in the autumn of 1983. This example of one of the rarer Bonneville variants comes with an expired MoT (June 1998) and an invoice for its extensive restoration, including a full engine rebuild, issued by Classic Motorcycle Services of Winterbourne Down, Bristol in June 1997. A total of only 140 miles is currently displayed on the odometer.

**£4,500 - 5,500**

**€5,300 - 6,500**



**331**

### **1980 Triumph 744cc T140 Bonneville**

Registration no. CJM 605V  
Frame no. T140D CB26581  
Engine no. T140D CB26581

The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750 and was voted Motor Cycle News 'Machine of the Year' in 1979. The T140 offered here was purchased new by the immediately preceding owner, James Dean of South Oxhey, Hertfordshire and converted by him into a stylish 'café racer'. Noteworthy features include Lester cast alloy wheels, twin front disc brakes, adjustable 'Ace' handlebars, Lockhart oil cooler, Goodridge hoses, chromed engine castings, high-compression pistons, high-lift camshafts, hardened valve seats, large-bore exhaust pipes, old-style silencers, halogen headlight, rear-set footrests and taper-roller steering head bearings. Anglo Bike tuned the engine, the top-end of which was completely rebuilt by Len Patterson. Mr Dean's detailed summary of the machine's specification is on file (perusal recommended). Acquired by the current vendor circa 1994, this unique T140 'special' is offered with owner's handbook, Swansea V5 registration document and a quantity of old MoTs (nine in number), the most recent of which was issued in July 1992 at 30,212 miles. The current odometer reading is 31,113 miles. An assortment of spares is included in the sale.

**£5,000 - 7,000**

**€5,900 - 8,200**







**332**

### 1969 Triumph 490cc T100R Daytona

Frame no. XC06566

Engine no. T100R XC06566

Competition success in the USA prompted Triumph to adopt the 'Daytona Tiger' name for their top-of-the range sports 500 in 1966, Buddy Elmore having won that year's prestigious Daytona 200 race on a works twin, a feat Gary Nixon repeated the following year on his way to the first of back-to-back AMA titles. With the re-launch of the BSA-Triumph range in November 1970, by which time it had gained the 650's excellent twin-leading-shoe front brake, the 'Tiger' part of the name was dropped and the Daytona's model designation changed to simply 'T100R'. However, within two years the entire BSA/Triumph Group was in severe financial difficulty and the proposed closure of Triumph's Meriden factory led to a workers' occupation of the plant in September 1973. When the plant eventually reopened, the two 500cc models in production immediately prior to the shutdown – the T100R Daytona and the TR5T Trophy Trail – were not revived. Imported into the UK in May 1991 but never registered here, this late Daytona is offered with owner's handbook, part numbers booklet, Triumph Owners MCC dating letter, C&E Form 386, Swansea V55/5 and expired MoT (September 1992). A total of only 29 miles is displayed on the odometer.

**£3,500 - 4,500**

**€4,100 - 5,300**



**333**

### 1982 Triumph 649cc TR65 Thunderbird

Registration no. DWX 606Y

Frame no. GDA30535

Engine no. TR65 GDA30535

In 1981 Triumph reintroduced the 650cc model, a capacity it had last offered in 1975, by combining the 750cc T140's 76mm bore with a new, short-stroke, 71.5mm crankshaft. Intended as an affordable, entry-level model, the Thunderbird came with satin-black engine cases, two-into-one exhaust system, drum rear brake, single carburettor and no rev counter, before a swift rethink saw the MkII version emerge with polished cases, twin exhausts and a rev counter. It would seem though, that the final specification was not exactly written in stone, as cash-strapped Triumph would happily supply machines with any option the customer desired. It is estimated that a mere 400-or-so TR65s were produced before the Meriden closure in 1983, and today this rare, last-of-the-line 650 is becoming increasingly sought after by the serious Triumph collector. One of the final batch produced, this TR65 was first registered in November 1982 and features the MkII version's rev counter and twin exhausts. 'DWX 6067' was supplied new via Eddy's Motorcycle Centre in Leeds to one Peter Butler and was next owned by a Frank Mathers of Bradford, who is shown as 'previous recorded keeper' on the accompanying Swansea V5. In the current ownership for the last 20-or-so years, the machine comes with service booklet/warranty card, expired MoT (September 1995), and invoices totalling some £2,685 for extensive restoration undertaken during the 1990s.

**£4,000 - 4,500**

**€4,700 - 5,300**



334

## 1967 Triton 650cc 'Café Racer'

Registration no. XJH 120E  
Frame no. M14 7410  
Engine no. TR6R D13468

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. Dave Degens, proprietor of Dresda Autos, was one of the first special-builders to put the Triton into what might be termed 'limited production' and today this charismatic hybrid enjoys marque status. This example was purchased by the current vendor in the mid-1990s. Its major components consist of a Norton Dominator 99 'Featherbed' frame dating from circa 1957, a Triumph 650cc Trophy engine built in 1961 and a Triumph 'Slickshift' gearbox. Other noteworthy features include an alloy cylinder head, twin Amal Concentric carburettors, alloy wheel rims, twin-leading-shoe front brake, 'bacon slicer' brake cooling discs, 'racing' fuel tank, central oil tank, clip-on handlebars, rear-set footrests, swept-back exhaust pipes, Gold Star-type silencers and a rev counter. The Triton appears to have been constructed in its present form circa 1994 by the previous registered keeper, James Dean of South Oxhey, Hertfordshire, who had acquired it in 1991. A detailed summary of the machine's specification and various invoices relating to its construction, including one for a full engine and gearbox rebuild issued by High Gear of Wimbledon, are contained within the history file, close inspection of which is recommended. 'XJH 120E' also comes with starting instructions, wiring diagram, Swansea V5 document, an old MoT (expired July 1995) and a quantity of Triton-related literature. A total of only 359 miles is currently displayed on the odometer.

**£5,000 - 7,000**  
**€5,900 - 8,200**



335

## 1972 Triumph 649cc TR6R Tiger & Squire Sidecar

Registration no. JGY 268K  
Frame no. TR6P PG39753  
Engine no. TR6P PG39753

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter mile time and top speed being within a whisker of its twin-carb sibling's. With the launch of BSA-Triumph's much revised 'oil-in-frame' range in November 1970, the 'Tiger' name was revived for the TR6R roadster while the TR6C street scrambler version continued to be known as the 'Trophy'. Incredibly, tooling to build the new frames had not been procured, leading to severe production delays that prevented machines reaching the market for some months. This and the BSA-Triumph group's other problems hastened its collapse, and when new owners NVT announced the closure of Triumph's Meriden factory in 1973, the result was the famous workers' occupation of the plant. Triumph's touring twin-cylinder models were much favoured by UK police forces, and this example's 'TR6P' serial number prefix suggests that it is an ex-police model. 'JGY 268K' comes with an invoice issued by Classic Motorcycle Services of Winterbourne Down, Bristol for the attachment of its Squire sidecar in July 1997. The machine also comes with an attachment diagram and driving instructions. There are no registration documents with this Lot.

**£3,500 - 4,500**  
**€4,100 - 5,300**







**336**

### 1972 Triumph 649cc TR6R Tiger

Frame no. TR6R BG48054

Engine no. TR6R BG48054

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter mile time and top speed being within a whisker of its twin-carb sibling's. With the launch of BSA-Triumph's much revised 'oil-in-frame' range in November 1970, the 'Tiger' name was revived for the TR6R roadster while the TR6C street scrambler version continued to be known as the 'Trophy'. Incredibly, tooling to build the new frames had not been procured, leading to severe production delays that prevented machines reaching the market for some months. This and the BSA-Triumph group's other problems hastened its collapse, and when new owners NVT announced the closure of Triumph's Meriden factory in 1973, the result was the famous workers' sit-in. There are no registration documents with this unregistered TR6R, which has been fitted with Norton Commando-type silencers and currently displays a total of 13,939 miles on the odometer.

**£2,000 - 3,000**

**€2,300 - 3,500**



**337**

### 1960 Norton 596cc 'Dominator 99' Project

Frame no. R13 85250

Engine no. 87991 14R

Norton's 500cc twin-cylinder engine first appeared in the racing singles' 'Featherbed' frame in November 1951 as the Model 88. Introduced for 1956, the 596cc Model 99 was outwardly identical to its smaller brother. Endowed with greater power and higher gearing that 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. This dismantled and incomplete motorcycle consists of a 1960 Dominator 99 engine, gearbox, wheels, various other parts and a Featherbed frame, the latter's 'R13' number prefix being that of a 350cc Model 50 of the same year. There are no documents with this Lot.

**£800 - 1,200**

**€940 - 1,400**

**338**

### **1952 Norton 500cc Model 7 Dominator Project**

Frame no. G12 46260

Engine no. G12 46260

Norton jumped, somewhat belatedly, onto the vertical twin bandwagon in 1949, when it introduced the Bert Hopwood-designed Model 7. The new 500cc engine went into the existing E52 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. The Model 7's first major revision arrived in 1953 (by which time the new twin had been installed in the Featherbed frame to create the Model 88) in the form of a new swinging-arm frame. The model was dropped at the end of 1955 but the same basic cycle parts were used for a 600cc successor, the Model 77. Dismantled and incomplete, this plunger frame Model 7 is offered for restoration or as a source of potentially valuable spares. There are no documents with this Lot.

**£500 - 700**

**€590 - 820**



338

**339**

### **1955 Norton 500cc Model 7 Dominator Project**

Frame no. K12 63809

Engine no. 90462 122R

A similar Lot. Dismantled and incomplete, this swinging-arm frame Model 7 is offered for restoration or as a source of potentially valuable spares. The engine number's '122R' stamping indicates that it started life in a 1960 Model 88. There are no documents with this Lot.

**£500 - 700**

**€590 - 820**



339

**340**

### **1966 BSA 172cc D10 Bantam**

Registration no. HKP 658D

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of 500,000 leaving the Birmingham factory before production ceased in 1971. The introduction of the 172cc D10 model in 1966 marked a number of important developments, the most important of which were a change to coil ignition (replacing the old flywheel generator) and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. This dismantled and incomplete Bantam D10 is offered for restoration. There are no documents with this Lot.

**£100 - 200**

**€120 - 240**



339





**341**

### 1951 Triumph 499cc Tiger T100

Registration no. EJT 863  
Frame no. 4009NA  
Engine no. T100 4009NA

The Tiger 100 sports version of Edward Turner'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 pre-war version's magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. 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 sprung hub-equipped Tiger 100 was restored to a high standard immediately following its purchase by the vendor in 1996, its history being unknown prior to that date. Dry stored for the last five years and currently SORN'd, the machine is offered with old-style logbook and Swansea V5C document.

**£5,000 - 7,000**  
**€5,900 - 8,200**



**342**

### 1938 Norton 490cc ES2

Registration no. ACD 560  
Frame no. 51107  
Engine no. 56901

First registered in October 1938, this ES2 was purchased by the vendor in 2008 from Isle of Man-based collector, the late Mick Ruocco, having benefited from restoration work carried out (circa 2000/2002) by its previous two owners. This included renewing much of the paintwork with the exception of the petrol and oil tanks, which are thought to retain their original chromium plating and paint. Restoration notes in the document file indicate that the previous owners rebuilt the engine with new main, big-end and small-end bearings; piston and rings; cam gear bush; and valves, guides and springs. In addition, the gearbox was stripped and checked, with one bearing being replaced. Since acquiring 'ACD 560' the vendor has not had the time to re-commission and use the Norton, his riding time taken up by his other motorcycles. It is for this reason that he has decided to pass it on to another owner. During his ownership the machine has been dry-stored and the engine turned over at intervals. First registered in Brighton, 'ACD 560' comes with an old-style continuation logbook (issued 1945) listing three owners, all in the Sussex area. The nameplate of the supplying dealer - Hewett Brothers of Hove, Sussex - is still attached. Other paperwork consists of the aforementioned restoration notes; sundry invoices; VMCC dating certificate; a quantity of old tax discs and MoT certificates; and old/current Swansea V5/V5C documents. 'ACD 560' is presently on SORN and will need re-commissioning and the customary safety checks before returning to the road.

**£8,000 - 10,000**  
**€9,400 - 12,000**

**343**

### **1955 Velocette 350cc MAC**

Registration no. HAG 271

Frame no. 2S-5738

Engine no. MAC-22048

A long-stroke version of the overhead-valve 250cc MOV, the MAC first appeared in 1934. The 250's cycle parts were retained for the MAC, which with its greater power yet scarcely increased weight was a worthy rival to Hall Green's more expensive overhead-camshaft 'K' series. Prior to its purchase by the vendor in 2006, this alloy-engined MAC had been professionally restored in Scotland. The rebuild included rebuilt wheels with new chromed rims; a repaint complete with transfers; re-plating of various components; reconditioning the magneto; and a new exhaust system. Since acquisition, the engine has been rebuilt with the later cylinder head (with larger valve stems), re-bored and fitted with a new piston. Crankcase breathing is via the rocker cover. In addition, the magneto auto-advance drive has been replaced and a VOC modified oil filter kit, JG electronic voltage control and a Burlen battery fitted (inside the original battery casing). Other noteworthy features include an Avon handlebar fairing, direction indicators, engine/leg protection bar and rear carrier complete with panniers and a top box, all of which makes 'HAG 271' a very useable long-distance tourer. The machine comes with a small quantity of special tools and spares; instruction manuals and parts lists; old-style continuation logbook; current road fund licence; MoT to 3rd July 2013; old/current Swansea V5/V5C documents; and a large quantity of marque specialists' parts invoices.

**£3,000 - 4,000**

**€3,500 - 4,700**



**344**

### **Hughie Hancox Rebuild**

### **1947 Triumph 499cc Tiger 100**

Registration no. GDU 58

Frame no. 47TOO 84852

Engine no. T00 84852

Triumph's 'Tiger 100', introduced pre-war as a sports version of their industry-leading 'Speed Twin', re-appeared in 1947 revised with the maker's new telescopic fork and that lovely silver and black colour scheme. This particular 'Tiger 100' was bought new by Len Harris who was an engineer at Coventry's Massey-Ferguson factory. He eschewed Triumph's heavy, stop-gap, sprung-hub rear suspension and rode the machine until his riding days ended in 1960, looking after it well thereafter. Years after his death, the Triumph was put out for the dustbin men, who, thankfully, refused to move it! Len's son, John, then sought out a near neighbour, the great Triumph expert Hughie Hancox, who persuaded him that the rare and completely original T100 warranted a full Hancox rebuild, which it duly received. All mechanical up-dates were incorporated, though the external details, including the instrument panel, were retained. Genuine Triumph components, then easily obtainable, not so now, were used throughout. The vendor bought the T100 through Hughie Hancox, from John Harris, who did not ride, and it has covered barely 200 miles since the rebuild, still requiring running-in. The Triumph's story was covered in 'British Bike' magazine for May 1991 (copies on file) and it represents a probably unique opportunity to buy an iconic T100 rebuilt by the acknowledged master of his craft. Re-commissioned in January 2013, the T100 is presently without papers, mislaid in a house move.

**£7,000 - 7,600**

**€8,900 - 9,600**







**345**

### **1915 Indian 682cc Model B 'Little Twin'**

Registration no. B 7864

Engine no. 50G946

First registered in Lancashire, this Indian 'Little Twin' was purchased by the vendor in 1994 from the son of the original owner. The latter had purchased it new in 1915 but after an unfortunate accident involving tramlines in 1918, the machine was taken off the road and put into storage. After purchase, 'B 7864' was restored over a period of approximately two years, the task being completed in 1996. As the machine had seen very little use in its early life, its mechanical condition was very good and the engine needed little work, the bearings being replaced purely as a precaution. The cycle parts, however, were another matter. As may be seen from the before-restoration photographs on file, the cycle parts required considerably more work by the vendor and various specialists to achieve the standard of restoration seen today. It is a tribute to the restoration's quality that, after 17 years of use, the Indian is still in almost the same condition as it was in 1996. Indeed, 'B 7864' was deemed worthy of an article in the August 1998 edition of The Classic MotorCycle magazine, appearing on both the front cover and centre spread (copy on file). The machine has also won the 'Best Indian' award at the Stafford Show. Since returning to the road, the Indian has seen annual use, taking part in the Banbury Run several times and seeing action at the Isle of Man Rally and other events.



Unusual in having its kick-starter on the 'British' side, the Indian also features the optional 'semi-TT' handlebars, Miller acetylene lighting set, trademark left-hand throttle twist-grip and right-hand advance/retard twist-grip. Transmission is the three-speed option with foot operated clutch. Although there is no front brake, there are two at the rear: one internal-expanding and the other external-contracting. In common with other US-made machines of the period and later, the Indian would not have had a frame number, although there is one quoted on the registration document.

'B 7864' comes with its original Indian tool kit (completeness unknown) together with a comprehensive history file. Accompanying documentation consists of the aforementioned 'before' photographs; a selection of 'after' photographs; old/current Swansea V5/V5C; various restoration notes; sundry invoices; VMCC dating certificate; correspondence with the Indian Motorcycle Museum; reproduction sales catalogues; current MoT certificate; and a quantity of old tax discs and MoTs.

**£20,000 - 25,000**

**£23,000 - 29,000**



**346**

### **1918 Harley-Davidson 1,000cc Model F**

Registration no. SV 5808

Engine no. 18T 11055

The year 1909 marked the appearance of Harley-Davidson's first v-twin, though it was not until the adoption of mechanically operated inlet valves in 1911 (replacing the 'atmospheric' type inherited from the single) that production really took off. Known by the sobriquet 'pocket valve', this inlet-over-exhaust engine - built in 61 and 74cu in capacities - would remain in production for the next 20 years. The need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J.



The Harley-Davidson v-twin offered here is an example of the three-speed, magneto-equipped Model F, which when new was priced at \$30 less than the Model J. Purchased in 2005 from an antiques dealer in Derbyshire, the machine belongs to and has been fully restored by Black Bear Harley-Davidson, one of the UK's leading authorized dealers. Carried out in their fully equipped workshops by qualified Harley-Davidson technicians, the work included frame strip and repair; fork re-bushing; complete engine and gearbox rebuild/recondition; rear brake re-engineer; seat recondition; new nickel plated exhausts; new bespoke handlebars, etc. The motorcycle has been painted by Keith Baker of Classic Cycleworks using paint and processes in keeping with its era. It is not known when it was converted to 'board track racer' specification. Presented in 1st class running condition, the machine is offered with sundry invoices, current MoT/tax and Swansea V5C registration document.

**£12,000 - 16,000**

**€14,000 - 19,000**





347

### c.1915 Rover 500cc

Registration no. AH 2176  
Frame no. 42741 (see text)  
Engine no. 6704



John Starley formed the Rover Cycle Company Limited in June 1896 at the New Meteor Works in Coventry. Having had considerable success manufacturing 'safety' bicycles, he decided in 1899 to import some Peugeot motorcycles from France for development. John Starley died in 1901 aged 46 and was succeeded as Managing Director by Harry Smith, who continued motorcycle development and launched the company's first model, the 'Rover Imperial', in 1902. Prior to WWI, Rover produced their own 500cc sidevalve engine with 85mm bore and 88mm stroke. They were prolific manufacturers during The Great War, supplying both the British and Russian Armies. Eventually the company concentrated its efforts on car manufacture, motorcycle production ceasing in 1924 by which time over 10,000 had been produced.

The circa 1915 500cc Rover offered here comes from the collection of the late Brian Barber of Wiltshire, who was well known nationally for the numerous concours restorations he produced over a period of some 50 years. The Rover was purchased as a 'barn find' in the late 1970s and painstakingly restored to its present concours standard over the next few years using original and replacement parts, many of which were made by Brian, who had extensive workshop facilities.

A previous concours winner at the Bristol Classic MotorCycle Show, the machine comes with a large history file including parts lists, etc. The machine has no other documentation; however, there is correspondence on file between Brian and the DVLA regarding the registration currently displayed. It should also be noted that the frame number stamping is very faint.

**£13,000 - 15,000**

**€15,000 - 18,000**



### 348 1921 Brough 5hp Model G

Registration no. AU 4249  
Frame no. 1352  
Engine no. 206



Father of the better-known George, engineer William E Brough had already built a light car and a tricycle at his Nottingham workshop before completing his first motorcycle in 1902. Single-cylinder, v-twin and horizontally opposed twin-cylinder engines were used prior to WWI, though only the latter type was used post-war. William Brough's company ceased production in 1925, leaving his son's Brough Superiors to carry on the family tradition.

This rare Brough motorcycle was purchased by the vendor's late brother around 1968/69, at which time it was complete and in need of restoration. Her brother commenced the restoration soon after acquisition and continued with the work until his tragic death in 1974 at the age of only 24, by which time the machine had progressed to the condition it is presented in today. After his death, ownership passed to his mother and thence to her daughter. The machine has remained in dry storage, untouched, since 1974.

'AU 4249' is a Model G (of 692cc) with all-chain drive and a Sturmey-Archer gearbox. Braking is by stirrup at the front (blocks missing) and dummy belt rim at the rear. The original exhaust system incorporates an unusual cast-alloy silencer beneath the engine. Accompanying the machine, but not fitted, are a reconditioned Thompson-Bennett magneto, various control levers, a front number plate, cast alloy rear chainguard, front mudguard, acetylene headlamp and generator, and a front stand.

Paperwork consists of an original RF60 continuation logbook dating from April 1959, which notes that first registration was 4th February 1921. The registration 'AU 4249' was issued in Nottingham, where the Brough was manufactured, and it is likely that the machine spent all its life in and around the East Midlands as the two owners listed in the logbook were from Ilkeston (Derbyshire) and Louth (Lincolnshire).

This machine represents an exciting opportunity to acquire one of the rarest flat-tank models of the Vintage era with the added prestige of being one of the 'original' Broughs. Indeed, we cannot recall seeing one of these Broughs being offered for sale within the last several years.

Having been in long-term storage, the Brough will require further restoration, re-assembly, re-commissioning and the customary safety checks before returning to the road. Prospective purchasers are advised to satisfy themselves as to the completeness, or otherwise, of this motorcycle prior to bidding.

**£20,000 - 30,000**  
**€23,000 - 35,000**



**349**

## **1926 Brough Superior 981cc SS80/100**

Registration no. TO 4092

Frame no. 480

Engine no. KTOR/A 37516

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

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior MkI of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

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



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

In 1926 Brough Superior had plenty of SS100 frames in stock but there was a shortage of engines. Rather than wait for JAP to supply SS100 engines, they fitted SS80 units and thus the SS80/100 was produced. Only a handful of these unusual machines was made, of which very few survive, and 'TO 4092' is recorded on its Copy Works Record Card as an 'SS.80/100'.

'TO 4092' left the factory in 1926 fitted with sidevalve engine number 'KTR/T 56787/Y' (still in existence) and sometime after WW2 was fitted with a JAP 'KTOR' overhead-valve engine, apparently a mixture of both old and newer components. (The original frame number was removed around this time but has since been re-stamped). Then the rebuild stalled, resuming in 2007 when the current owner handed the bike to well known Brough Superior restorer Tony Cripps for a complete professional restoration. Special features include Castle forks complete with friction damper, 'top hat' competition mudguards, leaf-sprung leather saddle, Binks 'mousetrap' carburettor and straight-through racing exhaust pipes. The bike also comes with a set of nickel-plated silencers for road use and it should be noted that the engine is still tight.

The rebuild was completed in 2008 in time for the Brough Superior Golden Jubilee Rally where 'TO 4092' was successfully paraded round the rally field. It features in the Rally's commemorative book, a copy of which is included in the sale. At the 2012 Brough Superior Annual Rally, the SS80/100 was awarded the Stan Webley Memorial Trophy for the 'Rebuild of the Year', and a photograph of it appears in the October 2012 Brough Superior Club newsletter (copy on file).

A very purposeful looking machine indeed, with its gloss black paintwork and nickel plated tank and mudguards, this rare Brough Superior variant comes with the aforementioned documentation, Brough Club correspondence, instruction booklet (reproduction), and copy/current Swansea V5C registration documents.

**£160,000 - 200,000**

**€190,000 - 230,000**





350

## 1931 Brough Superior 980cc SS80

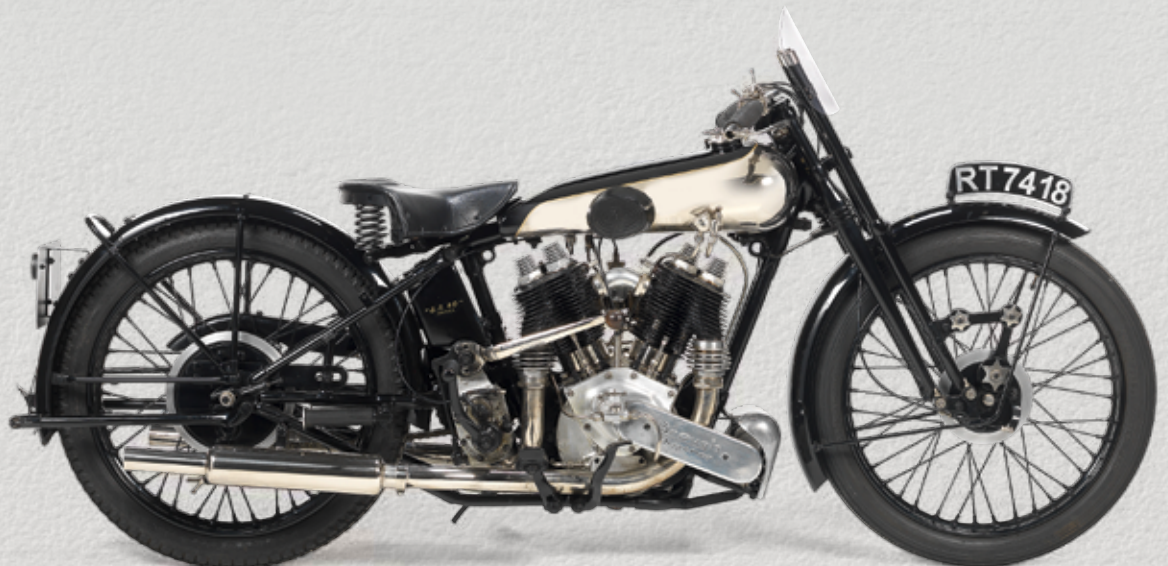
Registration no. RT 7418

Frame no. 1075

Engine no. 50101/S

Quite what George Brough's father - Nottingham-based motorcycle manufacturer William Edward Brough - thought when his younger son cheekily added the word 'Superior' to the family name when founding his rival marque can only be imagined, but it is thanks to this act of youthful bravado that we have one of the greatest and most evocative names in motorcycling. W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient: style. The very first Brough Superior of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Hand built in small numbers, the Brough Superior was - inevitably - expensive, but as its maker acknowledged, he 'never intended to produce (the) design as cheaply as possible.'

After the first handful of machines had been constructed in temporary premises towards the end of 1919, production shifted to what would be Brough's permanent home in Haydn Road, Nottingham where production proper commenced in 1920. J A Prestwich of London and Motosacoche of Geneva supplied v-twin engines for the MkI and MkII Brough Superiors respectively, though within a few years all models would be JAP-powered. The early MkI came with JAP's famous overhead-valve '90 bore' 986cc 50-degree v-twin engine as standard, though there was an alternative longer-stroke sidevalve version available for sidecar work. Gearboxes were sourced from Sturmey-Archer and (initially) forks from Montgomery, while frame and accessory manufacture was contracted out to specialists in the British motorcycle industry's Midlands heartland. With the arrival of the sporting SS80, the MkI, which more often than not left the factory with the sidevalve JAP installed, took on more of a touring role.





While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. In its maker's own words, the Brough Superior was 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. 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 became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

'RT 7418' started life as a sidecar outfit with Ipswich Police. The Brough Superior Club has an excellent picture of the combination, and its rider, when new (copy on file). Its accompanying copy Works Order Form records the original engine as '10925/5', and this unit is known to still exist in a Morgan.

How would you like to win a Brough Superior SS80 for only 5p? Well, in the 1970s the Brough Superior Club needed to raise funds, so member Bill Gibbard - author of the book, 'Maintaining Your Brough Superior' - donated the SS80, by now in solo trim, to the Club as a raffle prize in 1972. Bill had bought the frame from Mike Staines in the late 1960s and assembled it into a complete machine using an engine he had in stock (see letter on file). Tickets were sold for 5p each or 50p for a book of ten. 'RT 7418' was first prize, second prize was 10 gallons of oil and 5 gallons of oil was third prize. The SS80 was won by a lucky ticket-holder and shortly afterwards was sold on to Club member James Geoffrey 'Geoff' Stone of North Wootton, Norfolk who campaigned the machine for several years. 'RT 7418' is pictured in the Brough Superior Club Newsletters of January 1987, July 1988 and May 2012 (copies available).

The current owner acquired 'RT 7418' in June 2004 and the following year the machine was sent to noted Brough Superior specialist Tony Cripps for professional restoration. Starting easily and a joy to ride, 'RT 7418' is presented in generally 1st class condition and is taxed and MoT'd to June 2103. The machine is offered with Brough Superior Club correspondence; BSC raffle 'flyer'; old-style continuation logbook (issued 1965); various photographs; old/current Swansea V5/V5C documents; and a substantial quantity of expired tax discs and MoT certificates dating back to 1975.

**£50,000 - 70,000**

**€59,000 - 82,000**



**GRAND RAFFLE TO BE DRAWN AT THE ANNUAL RALLY**

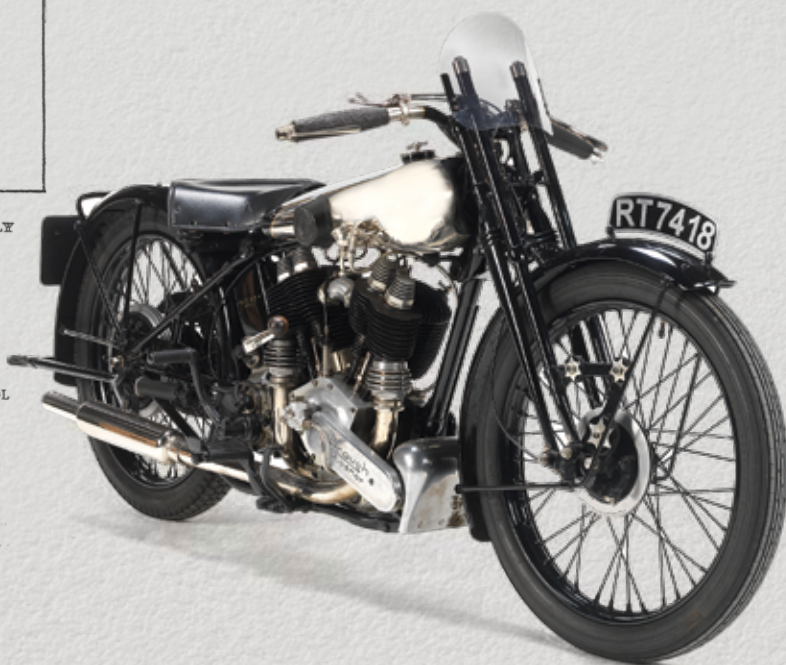
- |             |                                   |
|-------------|-----------------------------------|
| 1st PRIZE : | A 1924/31 SS.80                   |
| 2nd PRIZE : | 10 gallons of oil for your Brough |
| 3rd PRIZE : | 5 gallons of oil for your Brough  |

ALL PROCEEDS ARE IN AID OF THE BROUGH SUPERIOR CLUB

SPONSORED BY: W.S. Gibbard Esq., Woodside, Bury Road, London, E4 7QL

The first prize is a 1924 JAP 4 cam engine mounted in a 1931 frame. It has Castle Forks with "Scissor" damper and a gearbox mounted gear lever. The general specification is similar to the 1926 SS.80/100, apart from the frame and front wheel. The latter is BSA with 5" brake. It has been fitted with a NEW petrol tank (Skegness SMW made), NEW exhaust pipes and silencer, all plated (provided the coal strike allows time to get the tank plated). So, all those who wrote to Mike Holben in vain, here's your chance. No top limit on the number of tickets you buy.

TICKETS ARE 5p EACH, 50p A BOOK OF TEN





351

## 1924 Montgomery-JAP 1,000cc V-Twin

Registration no. KF 2040

Frame no. C564

Engine no. KTCY W98950

‘These Montgomery machines are for the men who prefer a distinctive mount in appearance and performance. That extra degree of soundness – those little touches which distinguish the ‘super’ machine from the mere motor cycle, come naturally to the Montgomery and at a price that is amazingly low.’ – Montgomery advertisement.

The Suffolk town of Bury St Edmunds is a long way from the British motorcycle industry’s West Midlands heartland, yet this was where William J Montgomery chose to set up in business as a manufacturer in the early years of the 20th Century, although after WWI he relocated to Coventry. Like many of his contemporaries, including rivals Brough and McEvoy, Montgomery relied heavily on proprietary components, although the frame and forks were manufactured in-house. Indeed, Montgomery supplied frames and its own sprung fork to George Brough in the latter’s early days. Montgomery had begun by manufacturing sidecars, and motorcycle combinations continued to be the mainstay of his business for many years.

The company diversified after WWI, extending its line-up to encompass a 147cc two-stroke at the more affordable end of the range while offering a 996cc v-twin at the other. A make that did not re-emerge after WW2, Montgomery is best remembered today for its 8-valve Anzani-engined v-twin: one of the Vintage era’s first ‘superbikes’ and a worthy rival to the Brough Superior SS100.

This JAP-engined Montgomery was purchased in 2005 in semi-complete condition fitted with a number of incorrect parts and modifications such as a Brough fuel tank from 1937. It retains the original registration number, which was issued in the Liverpool area. The owner has found some photographs of ‘KF 2040’ in a repair shop (thought to be in Liverpool) in the 1980s.





The frame was stripped and sent for the alignment to be checked, though no repair was necessary. It was fitted with new bearings, etc and repainted in black, while the incorrect engine plates were replaced. The engine number prefix ('KTCY') indicates a twin-cam JAP unit as used by many makes of the day including Brough Superior, Coventry Eagle, etc. According to the engine number, this also dates from 1929. In general, the engine was in reasonable condition. A pair of new standard pistons was obtained from a supplier in Australia and a pair of cylinder liners made to accommodate them, thus enabling the engine to be returned to standard bore.

The crankshaft was sent to well-known specialists, Alpha Bearings in the Midlands, where it was overhauled with a new big-end pin and bearings, etc. The crankshaft drive has been fitted with a boss and an interchangeable, self-aligning sprocket as fitted to a number of JAP motors, thus enabling the sprocket to be changed quickly without removing the entire unit. A test ride has revealed that the current drive ratio feels too low and that it could usefully be raised.

A Sturmey-Archer three-speed four-stud gearbox was fitted together with the gearbox mounted change lever. 'C'-section mudguards were manufactured and a new fuel/oil tank hand built. Exhaust pipes were hand made to suit the configuration and finished with a pair of coupled silencers. The correct Enfield hubs have been fitted and the wheel rims nickel-plated, while the wheels are shod with 'balloon' tyres to complete the period look.

The magdyno has been fully rebuilt and a new regulator supplied by Dave Lindsley, while the carburettor was extensively overhauled by well-known specialist Martin Bratby. The headlight is an original H52 type and both the ammeter and switch have been overhauled by specialists. All the cycle parts were treated to a professional re-paint and all brightwork re-nickel plated as was correct for the period. This work was carried out by a specialist based in Alton at a cost of over £3,000.

A rare example of one of the most famous British 'superbikes' of the 1920s, this beautifully restored Montgomery v-twin is offered with sundry restoration invoices and Swansea V5C registration document.

**£45,000 - 55,000**

**€53,000 - 65,000**







**352**

### **c.1928 Rhony'x 499cc Model 'GX'**

Frame no. C 849

Engine no. 2394

One of the top echelon of inventive motorcycle firms who competed for business in France in the vintage era was the Lyon company of Etablissements Rhony'x, who were in business from 1924 until around 1932. They made well-designed and well-presented machines, which used proprietary Stainless, J.A.P. and Chaise engines in their own running-gear, in this case with sprung forks and rigid rear. Greatly liked because of their sharp appearance and excellent specification the Rhony'x ranges sold well, being bought down only by the great Depression of the 'thirties, as were so many of their competitors. This machine is their 'top of the range' Model GX, one of the more powerful French motorcycles. Technically very interesting, it uses the innovative single-overhead-camshaft Chaise engine-gearbox unit, developed in the same spirit and era as the KSS Velocette and Norton CS1, at a time when pushrod engines seemed obsolete and were viewed as old-fashioned. This Rhony'x 500 is in excellent restored condition, in the maker's colours and fully equipped with a contemporary electric lighting set. Once registered, this rare example of a top French maker's product at the height of their powers, will provide an unusual vintage performance mount for VMCC and other club activities.

**£6,000 - 7,000**

**€7,000 - 8,200**



**353**

***Property of the late Chris Thomas***

### **1920 Triumph 550cc Model H**

Registration no. HA 419

Frame no. 310930

Engine no. 70925 HRX

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 company was soon involved in racing and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders for 'Trusty Triumphs' for military use. Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. This Model H is offered from the collection belonging to former Veteran Car Club president, the late Chris Thomas. Previously owned by John Peat, 'HA 419' has been maintained by sidecar racer Tony Wakefield of 'British Magnum' fame. The machine is offered with (copy) VMCC dating document, sundry invoices, two old MoT certificates (most recent expired April 1993) and various photocopied instruction manuals.

**£4,000 - 6,000**

**€4,700 - 7,000**

354

***Property of a deceased's estate***

**c.1952 Horex 342cc Regina (see text)**

Frame no. 064333554

Horex was founded in Bad Homburg, Germany in 1924 by the Kleeman family. Its first model used an engine supplied by the Columbus company in which the Kleemans had a stake. Early models sold well and were raced successfully, and by the mid-1930s Horex had risen to be one of Germany's foremost manufacturers. Its factory having escaped Allied bombing, Horex was soon back in production after WW2 with the Regina, which was powered by a 342cc overhead-valve, twin-port, long-stroke single that enclosed the pushrods in a narrow tube, giving the unit an 'overhead-cam' appearance. The 'semi-unit' engine/gearbox served as a structural element of the frame and there was state-of-the-art suspension at both ends: by means of telescopic forks at the front and plunger springing at the rear. A more powerful version, the Regina Sport, was introduced for 1952 featuring an alloy cylinder head with single exhaust port among other, more minor updates. An alloy head was also adopted for the standard Regina, though twin exhaust ports were retained. Variants of 250cc and 400cc followed before the Regina was dropped from the range in 1955 in favour of the new Resident model. Believed to be either a '350' or a '400', but most likely the former, this incomplete Horex Regina was acquired by the vendor's late father in the 1960s as a restoration project. Kept in dry storage ever since, it remains in almost exactly the same condition as when purchased. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£500 - 1,000**

**€590 - 1,200**

**No Reserve**



355

**1939 Norton 490cc ES2**

Registration no. ABW 410

Frame no. 94432

Engine no. 87751

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. First registered in 1939, this example comes with an old-style continuation logbook (issued 1963) listing three owners in the Didcot area commencing 1949. The last of these is the current owner, who acquired the Norton in 1976, by which time Didcot had been 'transferred' from Berkshire to Oxfordshire. We are advised that 'ABW 410' has seen only occasional use since acquisition, remaining in the garage since the last MoT expired in 1998. Offered for re-commissioning/restoration and sold strictly as viewed, the machine is offered with the aforementioned logbook, sundry invoices and three expired MoT certificates.

**£3,300 - 4,300**

**€3,900 - 5,000**







## 356 1922 Humber 4½hp Motorcycle Combination

Registration no. SV 8026

Frame no. M1366

Engine no. 4484



A firm with its roots in the Victorian bicycle industry, Humber began experimenting with powered transport in the closing years of the 19th Century, introducing its first successful motorcycle - a built-under-license P&M - in 1902 and the first all-Humber design in 1908. A 500cc sidevalve, this new 3½hp model carried its engine in the conventional position and featured belt drive to a two-speed rear hub. V-twin and flat-twin models followed, Humber's first post-WWI offering being a 4½hp version of the latter. Markedly over-square with bore/stroke dimensions of 75x68mm for a capacity of 600cc, the 4½hp engine drove via a three-speed countershaft gearbox equipped with kick-starter. All-chain drive was an advanced feature and this heavyweight machine, renowned for its quietness and flexibility, became known as 'The Silent Humber'. Touring and sports versions were available (both featuring quickly detachable wheels) and a range of suitable sidecars offered.

One of only a tiny handful surviving, this 'Silent Humber' was sold new to Dr Reginald Richmond of Seascale, Cumbria and is believed to have passed to the lady vendor's father, the late Albert V Hitch, in the early 1990s, possibly acquired directly from Dr Richmond or his family. The vendor's family recalls that it had been purchased as a solo, the wicker sidecar subsequently being commissioned from a blind craftsman in Wales. The machine was first registered 'AO 8156' (a Cumberland mark), which was transferred in 1999 when the current age-related number was assigned.

Its late owner came from a family of motorcycle enthusiasts and built his first bike from parts at the age of 15. He restored many over the years, including two P&Ms, and took part in the Beamish Rally for 19 years, entering a different vehicle on each occasion; the Humber would have been one of them. He also entered it in many local shows and rallies, driving it there with his wife in the sidecar. They were photographed by the local newspaper at a rally in the grounds of the Bishop's Palace in Bishop Auckland, and he took it to the Railway Carnival in Darlington twice.

Highly original and possessing a wonderful patina of age, this rare Vintage Humber is offered with old-style continuation logbook (issued 1963), DVLA correspondence, copy brochure and old/current Swansea V5/V5C documents. It should be noted that all of these registration documents incorrectly record the frame number. Although the machine appears generally sound, it is not known when it last ran and thus careful re-commissioning and the customary safety checks are advised before returning it to the road. We are advised that the engine is free, there is a spark, and all gears select. The (detached) acetylene headlight and generator are included in the sale.

**£10,000 - 14,000**

**€12,000 - 16,000**



**357**

### **1926 Rex-Acme 2 3/4hp TT Replica**

Frame no. 38194

Engine no. CJ1338

An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 and was soon active in all types of competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished second in the twin-cylinder class. Rex experimented with 350cc two-stroke and shaft-driven v-twin models prior to WWI, and continued manufacturing its own power units until 1922 when proprietary engines became the norm. In 1923 the firm signed rising star Walter Handley, a move that would set Rex-Acme (by this time neighbours Coventry Acme had been taken over) on the road to racing success. Handley had won the 250cc Belgian and Ulster Grands Prix by the end of his debut season, and in 1925 became the first rider to win two TTs in one week: the 350 Junior and 175 Ultra-Lightweight. Handley's second place in the Senior was Rex-Acme's best TT result in 1926, but the marque returned to the winner's rostrum the following year when Handley won the Lightweight event. The latter was to prove Rex-Acme's swansong TT victory, for despite all its racetrack successes, both in the Isle of Man and at Brooklands, the firm became a casualty of the Depression and although there was a brief revival, was gone for good by 1933.



Dating from Rex-Acme's heyday, this 2 3/4hp, 350cc Blackburne-engined TT Replica previously belonged to Mr Jack Squirrel, who purchased it as a basket case from 'flat tank' Norton collector Mick Cox of Barnet, North London in November 1987. After various missing parts had been located, the Rex's restoration was entrusted to Clive Repik of Newton Abbot, Devon in the autumn of 1993, though as Clive was working on some other projects for Mr Squirrel it was not given top priority. In 2004 the Rex was sent to Sammy Miller for completion and since then has been on display at Sammy's museum in New Milton, Hampshire. The current vendor purchased the Rex-Acme from Jack Squirrel in 2007, though it has continued to be kept on display at the Sammy Miller Museum. It is, needless to say, presented in concours condition. Accompanying documentation consists of a quantity of invoices and related correspondence.

**£12,000 - 16,000**

**€14,000 - 19,000**



358

*The ex-Rupert Leveson-Gower, Leslie Hawthorn*

## 1935 Cotton-Blackburne 350cc Racing Motorcycle

Frame no. TT24

Engine no. BTC 112

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, principally JAP and Blackburne, but such was the advantage conferred by its frame that the Cotton had little trouble seeing off similarly powered rivals. The legendary Stanley Woods made his Isle of Man TT debut on a Cotton in 1922, going on to win the Junior event at record speed the following year. Countless wins and podium places were achieved in international events throughout the 1920s, Cotton's finest TT achievement occurring in 1926 when its entries finished 1, 2, 3 in the 250 Lightweight race.

Previous owner Jack Squirrel purchased this Cotton-Blackburne racer in the early 1980s from well-known Brooklands competitor, the late Rupert Leveson-Gower (see letter on file). Leveson-Gower told Jack that he had bought it from another ex-Brooklands racer Leslie Hawthorn, proprietor of the T-T Garage, Farnham and father of Britain's first Formula 1 World Champion, Mike Hawthorn. The machine had been sold to Leveson-Gower as 'ex-Eric Fernihough' and this attribution is repeated in Motor Sport magazine's August 1951 edition in which editor Bill Boddy recounted details of his visit to the T-T Garage in an article entitled 'The Hawthorn Rileys'. Boddy's article concludes with the statement that he had also been shown various motorcycles including 'the ex-Fernihough twin-cam Cotton-Blackburne'. Rupert Leveson-Gower's brother Alastair (holder of a Brooklands 'Gold Star') worked at Leslie Hawthorn's T-TB Garage and his son Robert (Rupert's nephew) has confirmed that Rupert bought an 'ex-Fernihough Cotton' from Leslie Hawthorn.



Eric Fernihough was only briefly associated with Cotton. In 1935 he was charged with preparing JAP engines for Cotton's entries in that year's Isle of Man Lightweight TT. Despite Eric's best efforts, the Cottons fared no better than they had in 1934, the lead machine finishing 11th while the other two retired. After the TT Eric bought one of the Cottons, which was prepared for short circuit and road racing, complete with a large-capacity fuel tank fabricated by his assistant, Dick Chapman, whose experiences of working with the great man were recounted in an article in *Motorcycle Sport* (April 1991 edition).

Later in 1935, Eric took the Cotton-JAP to 2nd place in the '250' event at the Dieppe Grand Prix and won his class at the Brighton Speed Trials in September. In October, he and fellow Brooklands competitor Charles Mortimer shared the Cotton for a successful attempt at several long-distance records at the Weybridge track. Eric Fernihough was killed on 23rd April 1938 while attempting to regain the motorcycle land speed record when his Brough Superior crashed at Gyón, Hungary. By this time the Cotton-JAP record-breaker had been sold to another Brooklands racer, David Whitworth. A picture of him astride it was published many years later in *Motorcycle Sport* (May 1968 edition).

There is, however, no documentary evidence to support a link between this Cotton-Blackburne and Eric Fernihough, who is most unlikely to have raced anything Blackburne-powered as he held an agency for the rival JAP concern and was an acknowledged expert in tuning their engines. Fernihough was an Excelsior agent and many of his early successes, and all of his Grand Prix victories, were achieved on the Tyseley firm's JAP-powered motorcycles. He was European Champion in the 175cc class for Excelsior in 1931. In any case, it has been reported that the ex-TT rider Norman Webb acquired the 1935 record-breaking Cotton-JAP in the 1970s, and this machine was reunited with Dick Chapman at the 1987 Brooklands Reunion (see *The Classic Motorcycle*, December 1988 edition).

Of course, the possibility exists that the Cotton-Blackburne offered here merely passed through Fernihough's hands, thus gaining the 'ex-Fernihough' appellation in that way. It is not known what make or type of engine was fitted when it left the factory. Although dating from circa 1930/31, the powerful Blackburne two-cam parallel-pushrod motor was still capable of giving a good account of itself and would have made a viable alternative to the ubiquitous JAP some half-a-dozen years later.

Given that Bill Boddy was shown the Blackburne-engined Cotton at the Hawthorns' premises in 1951, Rupert Leveson-Gower must have purchased it subsequently and therefore cannot have raced it in period. As Leslie Hawthorn was a regular Brooklands competitor it is possible that he raced the machine there, and it must also be possible that his employee, Alastair Leveson-Gower, may have done so as well. This line of research using the Brooklands Society archives might well prove rewarding for the next owner.

Previous owner Jack Squirrel raced the Cotton-Blackburne in Vintage events in both the 250cc and 350cc classes, the last occasion being at Snetterton in 1993. He later had the Cotton-Blackburne restored by Sammy Miller and the machine has been kept on display at Sam's world-famous museum in New Milton, Hampshire since completion in 2005. As presented, the Cotton-Blackburne is fitted with the correct type of Burman racing gearbox with magnesium shell (modified to accept a Norton clutch), Webb forks (rather than Bramptons) and a replica fuel tank. The current vendor purchased the machine from Jack Squirrel a few years ago. A spare 250cc cylinder barrel and piston are included in the sale together with a file of correspondence.

**£20,000 - 25,000**

**€23,000 - 29,000**





359

## c.1933 Cotton-Norton 490cc Racing Motorcycle

Engine no. 42509

The machine offered here combines a Cotton frame - generally acknowledged as one of the best available in the 1930s - with a Norton Model 18 engine. Gloucester-based Cotton had established its reputation with a string of racing successes in the 1920s thanks to the 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.

This fascinating post-Vintage 'special' previously belonged to Mr Jack Squirrel, who purchased the machine in 1960 from its creator, Wally Howes. At that time Mr Howes was manager of the experimental design office at the de Havilland Engine Company in Edgware, West London where Jack Squirrel had just completed his engineering apprenticeship. In pre-war days Wally Howes had raced motorcycles at Brooklands and Brands Hatch (then a grass track) and it was his desire to improve the competitiveness of his 1929 Model 18 Norton that prompted him to purchase the Cotton frame and forks from West London motor dealer, Claude Rye. The Model 18's engine, Sturmey-Archer gearbox and Enfield rear hub went into the Cotton together with a Velocette KTT front wheel. In this form, the Cotton-Norton was raced at Brooklands, Brands Hatch and other circuits in the South of England until the outbreak of war.





Mothballed until peace returned in 1945, the Cotton-Norton was put back into service and continued to be raced until 1951 when it was registered for road use. By the time Jack Squirrel bought the bike in 1960 (for £15) it had been off the road for a few years and was in a sorry state of repair. Jack had been racing a 1927 Model 18 in Vintage events and reckoned that the Cotton-Norton, with its superior handling, would represent a significant step forward. Stripped and refurbished in time for the following season, it was enthusiastically campaigned for the next six years at Brands Hatch, Crystal Palace, Snetterton and Cadwell Park, with grass hill climbs and sprints thrown in for added excitement. Several good finishes were achieved against stiff opposition, the Cotton-Norton's best result being a 2nd place at Snetterton behind Roger Cramp, while at Crystal Palace in 1962 it was awarded the Vintage Trophy for oldest finishing motorcycle.

Mervyn Stratford gave the Cotton-Norton a few airings at the end of the 1970s and into the early '80s, with some good results, until its final retirement in 1982. The Cotton was then semi stripped to donate a few components to 'Black Beauty', a replica of the famous 'Village Fire Engine' Cotton-Blackburne built and developed by Frances Williams during the 1930s as a Brooklands racer and World Record breaking sprinter.

Around seven years ago the current owner, a friend of Jack's, suggested that he return the Cotton-Norton to its former glory as he would be interested in purchasing it to display in Sammy Miller's museum. Fully refurbished in 2009/2010, the formerly donated parts being retrieved in the process, the Cotton-Norton was purchased by the current vendor soon after completion and since then has been on display at the Sammy Miller Museum in New Milton, Hampshire.

**£10,000 - 14,000**

**€12,000 - 16,000**







**360**

### **1937 Excelsior 250cc Model G11 Manxman**

Registration no. DOF 605

Frame no. MG580

Engine no. BRA100S



Excelsior factory records show that the engine of this particular Manxman - 'BRA100S' - was being tuned and tested in the race shop early in 1937. Referred to as an 'Std 250 Manxman', it recorded a maximum output of 31.6bhp on '50/50' fuel, this almost certainly being the high-octane petrol/benzole mix commonly used for racing (a 250 Manxman would never have achieved that figure on the relatively low compression ratio dictated by the use of ordinary pump fuel). In his book 'Excelsior - The Racing Years' (page 75) Paul Ingham states that 'BRA100S' was one of two development engines fitted with hairpin valve springs, which were taken to the Isle of Man TT in 1937 as works practice motors. Presumably, it subsequently returned to the factory, was fitted to a standard Manxman roadster and sold off.

Partially restored, the Manxman has been modified with BSA forks and brake, non-standard mudguards/stays and a glassfibre racing seat, while the lurid colour scheme would surely have caused consternation at the factory. There are no electrics fitted but the (detached) headlamp does come with the machine. Last ridden in the late 1960s, 'DOF 605' is offered with a manual/parts book, Excelsior factory correspondence and an old-style continuation logbook (issued 1947) showing that it came into the vendor's family's possession in 1953.

**£5,000 - 7,000**

**€5,900 - 8,200**



**361**

### **1950 BSA 350cc ZB32 Gold Star**

Registration no. DSV 738  
Frame no. ZB32GS 1034  
Engine no. ZB32GS 1034



The Gold Star story began as early as 1927 when BSA offered a tuned version of the 500cc 'Sloper' developing 24 BHP. As these machines were only modified internally, for identification within the factory and whilst in transit they had a temporary star stencilled on the timing cover. During the 30's BSA designer Herbert Perkins introduced a series of vertical singles, the tuned versions of which were called Blue Star.

By the mid-1930s BSA had introduced the Empire Star, initially available in 350cc or 500cc capacities but later offered as a '250'. Resplendent in green with 'star' tank badges, they had been developed under the eye of David Munro and had some similarity to the later Gold Star.

In 1937 an M24 Empire Star was tuned for an attempt to win a coveted Brooklands 'Gold Star', awarded for lapping the Brooklands outer circuit at over 100mph. On the tuned M24 Wal Handley achieved a lap at 107.57mph and the 'Gold Star' had arrived.

The all alloy, plunger-sprung B32 Gold Star was a surprise launch on the eve of the 1948 Motor Cycle Show. For the 1950 season BSA introduced the 499cc version alongside the 350cc B32 which, with suitable tuning would give 33bhp and 24bhp respectively.

The example for sale here is a 350cc ZB32 manufactured in 1950. It is being sold from the collection of well-known and prolific Wiltshire restorer, the late Brian Barber. Restored in the mid-1980s to Brian's usual meticulous standard, the machine has had little use since. It is currently on SORN and comes complete with Swansea V5, V5C, several old MoTs and expired tax discs.

This fine example has been in the Haynes International Motor Museum's British Motorcycle Collection for a number of years.

**£9,000 - 11,000**  
**€11,000 - 13,000**





**362**

### **c.1958 AER Prototype**

Registration no. XLV 707

Scott enthusiast and agent Albert E Reynolds began offering his own accessories for Scott motorcycles in the 1920s, going on to market modified Scotts under the 'Aero Special' (later 'Reynolds Special') name in the 1930s. Cancellation of Scott's three-cylinder model led to Reynolds developing his own machines. Not un-naturally these were two-stroke twins but of a more modern air-cooled design, the first of which appeared in 1937 featuring a 340cc engine of Reynolds' own manufacture. A Villiers-engined 250cc twin had been added to the range by the time production ceased on the outbreak of war in 1939. After WW2 Reynolds resumed his business as a motorcycle dealer and towards the end of the 1950s made a solitary AER prototype of advanced design: the machine offered here. Looking somewhat like the contemporary Maico-Mobil, the fully enclosed AER featured a welded multi-tubular frame, hub-centre steering and a disc front brake. A Villiers 250cc twin was installed for initial tests. An article published in *Motorcycle Sport* (March 1965 edition, copy available) states that the prototype was taxed, insured and run for many months before the project was abandoned. Minus engine and gearbox (removed in the 1960s) it was given to the vendor nearly 20 years ago by Albert Reynolds' grandson and is offered for restoration. The machine carries a tax disc that expired on 31st December 1958, which is almost certainly when it was last on the road. An exciting project for any enthusiast of the British two-stroke.

**£1,600 - 2,000**

**£1,900 - 2,300**

**No Reserve**



**363**

### **1955 DKW 75cc Hobby Luxus**

Frame no. 51128

Engine no. 03015 365

A member of the Auto Union group of companies, DKW was rather late in climbing aboard the post-war scooter bandwagon and did not enter the market until 1954 with the Hobby. The latter was powered by a 75cc single-cylinder two-stroke engine featuring pull-cord starting, which was claimed to offer a 40mph top speed while delivering around 139 miles per gallon. There were three speeds in the semi-automatic belt-drive transmission, which also incorporated a clutch, while telescopic forks and relatively large (16") wheels ensured that the Hobby handled better than the predominantly small-wheeled opposition. The Hobby was offered in standard and Luxus versions, the latter featuring a pillion seat, passenger grab handles and additional chromed trim. DKW ceased Hobby production in 1956 after approximately 40,000 had been made, though it continued to be built under license in France by Manurhin. Today the Hobby is a rare sight, even in its native Germany. This beautiful example was completely restored between 2007 and 2012, the work including a complete engine overhaul, wheels rebuild, electrical rewiring and a re-spray together with new seat covers, transmission belts, tyres and brightwork. A 'must have' for the serious scooter collector, this rare model is offered with sundry restoration invoices, service books/manuals, German registration papers and a quantity of spares.

**£1,000 - 1,400**

**£1,200 - 1,600**

**364**

## 1950 Rumi 125cc Turismo

Frame no. 5900

Engine no. 1B 8066

Previously producers of miniature submarines and torpedoes in WW2, the firm headed by Donnino Rumi switched to motorcycle manufacture at the war's end, introducing its first 'Turismo' model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel-twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, sport and competizione models, as well as a range of advanced scooters. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. Dating from the first year of production, this highly original Turismo raced in France in the 1950s before coming to Austria, where it is currently registered, in the 1990s. Following the engine's restoration, repainting of the rear mudguard, rewiring electrics and fitting new tyres, this well preserved machine returned to the road in 2012, passing the local roadworthiness test on 17th December. Nicely patinated, sounding wonderful and ready to use, this rare Italian sports roadster is offered with sundry invoices and French/Austrian registration papers. The handlebar mirror, brake light switch and 17mm Dell'Orto carburettor are the only listed deviations from factory specification.

**£4,000 - 4,500**

**€4,700 - 5,300**



**365**

## 1955 Moto Morini 175cc Corsa

Frame no. 16089

Engine no. GT6089

Before the arrival of its family of 72-degree 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. Morini chose to pitch its newcomer into the hotly contested 175cc market sector, machines of this capacity being immensely popular in Continental Europe at that time. The Morini 175 Turismo was powered by an overhead-valve engine built in unit with a four-speed gearbox, which went into a state-of-the-art set of cycle parts consisting of a swinging arm frame and telescopic front forks. Morini being an Italian manufacturer with a passion for racing, it was not long before a sports version arrived in the form of the GT (Gran Turismo) which would be the first of many high-performance variants. Manufactured in 1955 but not converted to racing specification until 1968, this Moto Morini 175 has been restored and is described by the vendor as in generally good condition. The machine is offered with Italian estratto cronologico and FMI passport.

**£4,000 - 5,000**

**€4,700 - 5,900**

**No Reserve**







**366**

### **c.1958 Bianchi 175cc Tonale 4T**

Frame no. 232861

Engine no. 232861

Founded in the late 1890s, Bianchi made little impact outside Italy before WW2 despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Sandro Colombo-designed Tonale. Styled as only the Italians know how and featuring a unitary construction overhead-cam engine, duplex loop frame and full-width alloy hubs, the Tonale must have seemed light years in advance of its British contemporaries. This unregistered Tonale was privately imported from Italy many years ago, and was fully restored by the enthusiast vendor around 1998. Work undertaken included an engine rebuild and complete rewiring, while the wheels were rebuilt (with stainless spokes) by Steve Lomas. Since completion the machine has been kept on display and not ridden, though it has been started occasionally. Potentially eligible for the prestigious Giro d'Italia, this beautiful Italian lightweight is offered with copies of the operation/maintenance manual, spare parts list, wiring diagram and assorted magazine articles, together with a quantity of 'before restoration' photographs. A pillion footrest assembly comes with it.

**£1,800 - 2,200**

**€2,100 - 2,600**



**367**

### **1976 MV Agusta 350 Sports 'Ipotesi'**

Frame no. 21601327

Engine no. 21601397

Although better known for their racing and road-going multi-cylinder machines, MV Agusta also built a range of stylish single- and twin-cylinder sports bikes throughout the 1950s, '60s and '70s. Intermittently available in Britain throughout this period, their high price meant that they were never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Of unitary construction, the engine was a compact, twin-cylinder, overhead-valve unit featuring twin Dell'Orto carburettors, geared primary drive and a five-speed gearbox. Claimed maximum power was 28bhp at 7,600rpm and top speed in excess of 90mph. Two versions were made: the 350GT tourer and 350B sports, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled, 'square case' 350 Sports/GT equivalents for 1975 - also known as the Ipotesi (hypothesis) - the makeover being the work of celebrated car designer Giorgetto Giugiaro. The basic engine architecture remained unchanged but power went up to 34bhp at 8,500 revs with a commensurate increase in performance. This restored example benefits from fresh paintwork and a recently overhauled engine incorporating new pistons, gaskets, etc. Retaining its original (and very rare) exhaust, the machine is offered with Italian estratto cronologico.

**£4,000 - 5,000**

**€4,700 - 5,900**

**No Reserve**

**368**

### **c.1958 Maserati 50cc Model 50/T2/SS**

Frame no. 213

Engine no. 1164

Contrary to popular belief, Maserati motorcycles were not manufactured at the eponymous car-maker's Modena factory but by another subsidiary of the Orsi Group parent company - Fabbrica Candele e Accumulatori Maserati (FCAM) - which manufactured spark plugs and other automotive electrical components. Demand for two-wheeled transportation was booming in post-WW2 Italy, a state of affairs that FCAM decided to exploit by purchasing Italmoto, a small independent motorcycle manufacturer in Bologna, in 1953. Production was transferred to FCAM's factory in Modena and the company reconstituted as Maserati Candele, Accumulatori e Moto, producing Italmoto's existing designs initially before a range of new Maserati-designed models came on stream. Motorcycles soon became MCAM's most important products, in particular the 50cc machines of which there were four ranging from a ladies-framed moped to the Tipo 50/T2/SS sports model nicknamed 'Rospo' (Toad). Maserati motorcycles were one of the casualties of the Orsi Group's financial meltdown at the end of the 1950s, MCAM being placed in liquidation in 1960. Restored circa 2002/2003, this beautiful Maserati '50' was purchased from Registro Storico Moto Maserati Italia of Bologna, Italy. Recently ridden on a private road, but only in 1st gear, the machine is described by the vendor as in 'superb' condition.

**£4,800 - 5,200**

**€5,600 - 6,100**



**369**

### **1961 BMW 980cc R69S Racing Sidecar Outfit**

Registration no. MSU 391 (see text)

Frame no. 655518 (see text)

This racing motorcycle outfit takes its identity from a 1961 BMW R69S sports roadster, although its early history is not known. The machine has been modified by the vendor to look like a Max Deubel Rennsport of the mid-1960s and with this in mind has been fitted with conventional rear dampers and suitable streamlining. The BMW was purchased in 1988 from Bill Gilroy, who had raced it in Classic Racing Motorcycle Club events with some success, particularly in wet conditions. Mr Gilroy is recorded as owner on the accompanying old-style Swansea V5 document. A 980cc unit, as fitted to BMW's R100-series roadsters, the engine has been modified to racing specification, the cylinder heads having been ported to accept 1½" Amal GP carburettors and twin-plugged by Bob Newby. The racing 'chair' is by Canterbury. Mechanically, the outfit is described as 'OK but in need of re-commissioning' while the cycle parts are said to require full cosmetic restoration. A potentially most rewarding project and a relatively inexpensive way to go take up historic sidecar racing, the machine is offered with dating letter, expired MoT (1988) and the aforementioned V5.

**£5,500 - 6,000**

**€6,500 - 7,000**







### 370 Norton 350cc Manx Replica



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions. The result was significantly increased power but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The superb Manx replica offered here is mostly to factory specification while incorporating some significant upgrades, not the least of which is an ultra-short-stroke engine. Combining a 55mm stroke (down from the stock 76.7mm) with a bore fractionally under 90mm, this unit has revved as high as 11,200rpm (at Chimay in Belgium) with up to 10,500 revs observed as a reasonable limit. Raced both by the owner and sponsored riders, the Manx has enjoyed considerable success at IHRO meetings in Continental Europe against the series' typically strong opposition, finishing 2nd or 3rd on numerous occasions. We are advised that the engine's top-end was overhauled recently, receiving new titanium inlet and exhaust valves together with a new piston and rings. Other noteworthy features include an Arrow titanium con-rod, Lucas 2MTT twin-spark magneto, Fontana front brake, Manx rear brake and a Quaife six-speed cartridge-type gearbox. Some 60lb (27kg) lighter than standard, this extremely well specified 350 Manx is a potential race winner in the right hands.

**£24,000 - 28,000**

**€28,000 - 33,000**

371

## 1969 Laverda 'American Eagle' 750GT

Registration no. SKR 33G

Frame no. 750-1312

Engine no. 750-1312 (see text)

Shortly after the Laverda 750GT went on sale in Europe, McCormack International Motors Incorporated, a vehicle importing business, concluded a deal with the Italian factory to market the model in the USA under the 'American Eagle' brand name. Unfortunately for Jack McCormack, Laverda's 750 twins were soon upstaged by the four-cylinder Honda CB750, which was not only better specified but cheaper too, and relatively few had been imported when McCormack went bust. This very early US-market 750GT was imported in 1989 and purchased by the current vendor in 2010. In 2011 the engine was totally rebuilt, including a crankshaft reconditioned by marque specialists Laverda Scozia (invoice on file), the substitution of stronger (SF) crankcases, a top-end overhaul and a new cam chain, while last year all the tin-ware was repainted to a very high standard. In addition, the electrics have been rewired, indicators installed and Kawasaki handlebar controls fitted. 'SKR 33G' is described by the vendor as in generally excellent condition and a true delight to ride, smooth and beefy. Currently taxed, MOT'd and offered with Swansea V5C, the machine also comes with its original (cracked) crankcases and a set of Laverda tank badges to complement the American Eagle ones.

**£5,000 - 6,000**

**€5,900 - 7,000**



372

## 1969 Ducati 486cc Grand Prix Racing Motorcycle

Frame no. 450/461298

Engine no. 451521

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sports roadsters in 1968. The previous year the road-going single had undergone a major redesign, emerging as the 'wide case' Mark 3, readily distinguishable from its 'narrow case' predecessor by virtue of a wider rear crankcase mounting. The range was augmented by a '450' (436cc) model the following year. Although Ducati only contested the World Championship Grands Prix with a full works effort during the late 1950s, it did race production-based machinery in a limited way thereafter, though this activity was pursued more with development in mind than as a means of garnering publicity. Nevertheless, there were some notable successes, particularly in the Barcelona 24-Hour endurance classic. In the early 1970s Bruno Spaggiari campaigned a works '500' single in national championship races and in 1972 finished 3rd in the Italian Grand Prix, his only World Championship start that season, behind the MV Agustas of Agostini and Pagani. Today, Ducati's charismatic singles enjoy an enthusiastic following in classic racing. Based on a '450' roadster, this machine was restored towards the end of 2012 and is described by the vendor as in generally excellent condition. Noteworthy features include a big-bore cylinder (for a capacity of 486cc), large valves, Ceriani forks and shock absorbers, and a double-sided 4LS front brake.

**£7,000 - 9,000**

**€8,200 - 11,000**





373

## 1972 Laverda 750SFC Production Racing Motorcycle

Registration no. MO 121325 (Italy)

Frame no. 750.C.8333

Engine no. 750.8333



'Thus impetuously and unquestionably, the 750 Laverda took its rightful place among the élite of the world's motor cycles. Designed as a highway express, and proven in the most punishing of long-distance races, it was fast, tireless and very well behaved, a machine of connoisseur quality.' - L J K Setright, On Two Wheels.

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the 75cc Motoleggera (lightweight motorcycle) helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. Lightweights, scooters and mopeds continued to form the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. Launched in 1968, the latter was a controversial design, appearing to have been closely based on the Honda CB72 and CB77 twins. After fewer than 100 had been made the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Giro d'Italia. That first 750GT touring model spawned the 750SF sportster in 1971. 'SF' stood for Syper Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. Introduced at the same time was the 750SFC - Super Freni Competizione - a thinly disguised racer that soon came to dominate the endurance races of the day. Built in strictly limited numbers - only 549 were produced in five batches between 1971 and 1976 - the 750SFC production racer is today one of the most collectible of Laverda's early twins and thus highly sought after.

The matching-numbers 750SFC we offer was manufactured in February 1972 and in June 1973 was registered in Rovigo, Italy to one Enzo Della Mora, living in Porto Tolle. In August 1973 the Laverda was registered in Modena to the next owner, Gian Franco Seghedoni. Successive owners (in order) were Egidio Bonfatti (Modena), Fausto Zironi (Nonantola), Renato Colabucci (Gaeta) and then Michele Rossi of Fermo, who acquired it on 4th June 1980. Rossi raced the SFC several times in the 1979 and 1980 Italian TT1 Championship for which it was updated and fitted with disc brakes. In 1980 he entered the Laverda in the Misano 1000, a round of the World Endurance Championship.

Rossi sold the SFC in January 1981 to Massimo Aurelio Nobili of Milan, who in turn sold it on in January 1984 to Giancarlo Lazzarini, living in Rome. In December 1987 the machine was sold to the current owner and registered on Modena plate ('MO 121325'). Between 1990 and 1993 the 750SFC was restored to original specification, complete with drum brakes, and since completion has been used on only three occasions. Currently street legal, this iconic Italian production racer is offered with Italian registration papers/roadworthiness certificate (expired 31st March 2013).

**£30,000 - 34,000**

**€35,000 - 40,000**





374

## *Formerly the property of World Champion, Walter Villa; ex-Fausto Ricci* **1982 Yamaha TZ500J Grand Prix Racing Motorcycle**

Frame no. 5Y9-000142

Engine no. 5Y9-000142

Prior to the withdrawal of its works team from Grand Prix racing at the end of 1968, Yamaha had concentrated on the 125cc and 250cc classes, leaving Honda and MV Agusta to contest the 500cc premier class. When the Hamamatsu factory returned to the Grand Prix arena a few years later it was with 500cc title firmly in its sights. Yamaha had spent the intervening years developing its immensely successful TD (250cc) and TR (350cc) over-the-counter racers, giving factory assistance to favoured riders such as Rod Gould, Kent Andersson and Jarno Saarinen. Having thus kept its toe in the Grand Prix water, Yamaha was well placed to mount an effective challenge to MV's dominance of the premier class on its return in 1973. Given that they already had a highly successful 250cc twin, Yamaha's designers took the logical step of, in effect, splicing two of these engines together to create a 500cc, across-the-frame inline four.

Work commenced at the end of 1971 and the first prototype had been tested by the end of 1972. Signed as Yamaha's 'No.1' rider for 1973, Jarno Saarinen first rode the new 500 - code OW19 - in January and as a result of this test the machine was fitted with reed valve induction. Developed on Yamaha's moto-crossers, the reed valves tamed the peaky power delivery, improving the engine's low-end response and making it easier to control. A fairytale debut saw Saarinen and the OW19 win first time out at the French Grand Prix and again at the second round in Austria. Saarinen was still leading the 500cc championship when tragically he met his death, together with Benelli's Renzo Passolini, at the fourth round at Monza. Out of respect for Saarinen, Yamaha withdrew its works team for the rest of the season.



By now thoroughly disillusioned with MV, Giacomo Agostini signed for Yamaha at the end of 1973 to ride the new OW20, essentially a mono-shock development of the OW19, finishing 4th in the 1974 Championship, which was won for the second successive year by his erstwhile MV team-mate, Phil Read. Armed with the new OW26, Ago duly got his revenge the following year to bring Yamaha its first World Championship in the 500cc class. By this time the new Suzuki RG500 had arrived, and with its square four engine layout and disc valve induction, soon had the beating of the Yamaha, Britain's Barry Sheene taking the world title for Suzuki in both 1976 and '77.

Yamaha stuck with their inline four but ditched the reed valves in an attempt to match the Suzuki's top-end power, and mid-way through the 1977 season added exhaust power valves to the design in a successful attempt to restore some mid-range grunt. Thus equipped, new signing Kenny Roberts brought the 500 title back to Yamaha in 1978, a victory he repeated in both '79 and '80. During the latter season Roberts had occasionally used the OW48R, a version of the 1979 OW48 fitted with reversed outer cylinders, an arrangement that produced an extra 7bhp. The 1980 season was also notable for the first appearance of a customer version of Yamaha's Grand Prix 500: the TZ500G, which was based on the 1978/79 works bikes. Only detail changes were made to the following year's TZ500H. With their across-the-frame four reaching the end of its development, Yamaha introduced the OW48R's reversed outer cylinders on the customer TZ500J of 1982, though the engine was housed in a conventional tubular steel frame rather than the aluminium one tried occasionally on the works bikes. This would be Yamaha's last customer '500' offered to privateers until 1992, when YZR v-four engines were made available in Harris and ROC chassis.

This TZ500J was purchased in 1982 from the Italian Yamaha importer Belgarda by team owner/sponsor Bruno Galanti, for his rider Fausto Ricci. The Yamaha was ridden by Ricci in some races of the 1982 World and European Championships and by Rinaldo Boggiani in the European and Italian Championships in 1983. In 1984 the machine passed to a second owner who raced only once, then in March of that year it was purchased by Walter Villa, who had been World Champion in 1974 and '75 (250cc class) and 1976 (250cc and 350cc classes). Villa was not racing professionally anymore (he was 41 years old) but he helped to develop the Cagiva Grand Prix racer and Elf's advanced prototypes. He still liked to race occasionally and rode this TZ500J at least once at Misano in 1985 (photograph on file). The current vendor purchased the Yamaha from Walter Villa in October 1987 and has ridden it only once, at Misano in 1993, since when it has been stored.

A quantity of spares comes with the machine to include: a set of Campagnolo magnesium wheels that were fitted in Italy on its arrival (the wire wheels currently fitted are the originals); the fairing and seat used in period (the items currently fitted are new); and a box containing four cylinders, four pistons and ring sets, two crankshafts, clutch plates, inlet stubs, sprockets and other small parts.

Developed directly from Yamaha's factory racers, the reverse-cylinder TZ500J effectively represents the end of an era, when privateers could buy a premier-class Grand Prix motorcycle and at least have the chance of challenging the works riders on a good day. Much rarer than the ubiquitous Suzuki RG500 'customer' racer, which was in production for far longer, it also represents a wonderful opportunity for the serious collector to own a Grand Prix thoroughbred that once belonged to a legendary World Champion.

**£32,000 - 36,000**

**€38,000 - 42,000**





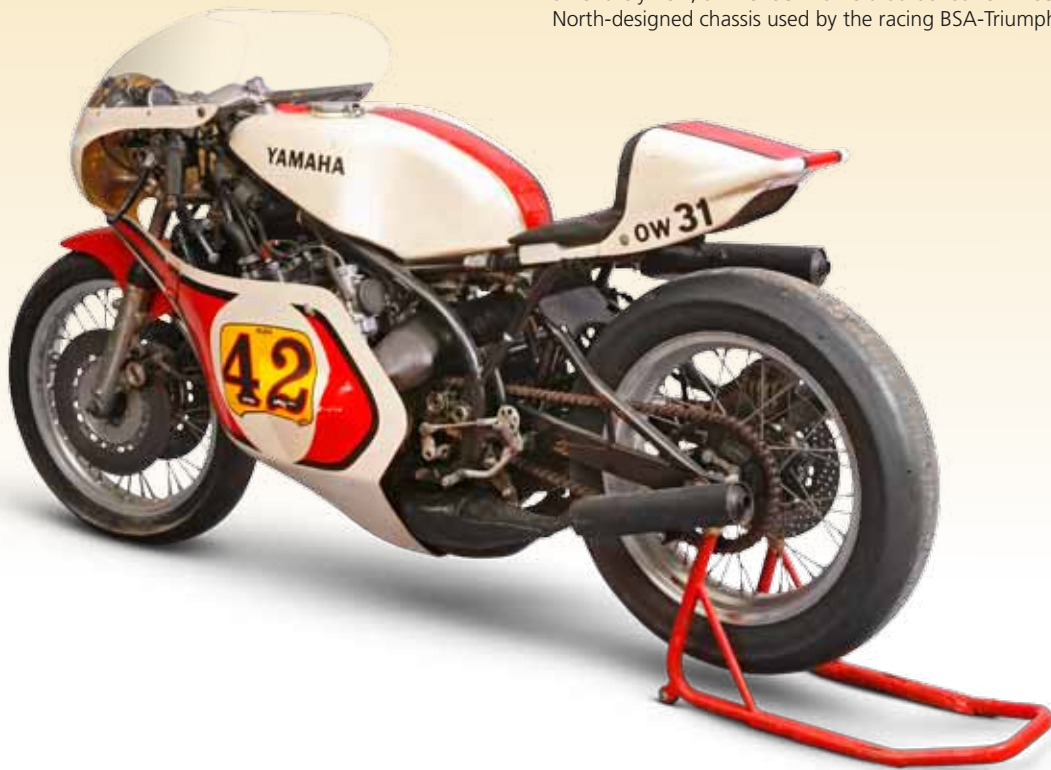
**375**

## **c.1979 Yamaha TZ750 Racing Motorcycle**

Frame no. 409-200366

Engine no. 409-200203

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.



The pre-production TZ750 prototype was tested in Japan towards the end of the 1973 by Australian World Champion Kel Carruthers, who on his retirement at the season's end assumed the role of managing Yamaha's works team in the USA. Works riders Gene Romero and Kenny Roberts tested the first production examples prior to the season-opening Daytona 200, but the honour of securing the TZ750's debut race win at the Florida track went to Giacomo Agostini, newly arrived from MV Agusta. Roberts finished 2nd, slowed by a cracked exhaust, while Romero came in 6th.

Despite the 'TZ750' moniker, displacement remained at 700cc until October 1974 when the second batch of TZ750Bs were released featuring a full-size (750cc) engine. For 1976, the works TZ750s used the YZR500 Grand Prix racer's lightweight frame and a more powerful engine ported to Kel Carruthers' specifications. Designated 'OW31' by the factory, these works bikes provided the blueprint for the customer TZ750D for 1977 although the production models did not fully match the works specification, lacking most of the latter's magnesium and titanium components, and were only marginally lighter than the twin-shock TZ750C. In its ultimate, OW31-type configuration, the TZ750 continued essentially unchanged until production of the final 'F' variant ceased in 1979.

Like the smaller TZ twins, the TZ750 was an enormous success, providing privateers the world over with the means to compete against the factory teams in Formula 750. With its spindly tubular frame, relatively narrow tyres, 130bhp maximum power output and a wheelbase shorter than a current Moto GP bike, the TZ750 was certainly a handful. Packed grids of near-identical bikes made for close racing, and no-one who witnessed these demanding machines being wrestled around UK short circuits, the Isle of Man TT course or Daytona's bumpy banking will ever forget the sight. Various authorities have suggested a manufacturing total for the TZ750 at somewhere in the 500-600 range, though more recent research suggests that Yamaha eventually made a little under 800. Today these spectacular machines are highly sought after by collectors and classic racers alike.

Representing a wonderful opportunity to acquire one of the most charismatic racing motorcycles of modern times, this late example is fitted with an earlier engine, which according to an accompanying letter from retired French rider Hubert Rigal, powered the TZ750 he rode in the 1977 Formula 750 Championship. The current owner purchased the machine in France in 1987 and it is hoped that further information concerning its racing history will have come to light by time of sale. A seat unit, two front brake callipers and one rear calliper are included in the sale.

**£30,000 - 34,000**

**€35,000 - 40,000**





## *The factory prototype, World Endurance Championship*

# 2001 MV Agusta 952cc F4 Production Racing Motorcycle

Engine no. 952R2

Since its revival in the late 1990s under the stewardship of the Castiglioni brothers, owners of the Cagiva Group, the legendary MV Agusta brand has seen its range expand from a single model – the Massimo Tamburini-designed 750cc F4 superbike – to include the 1,000cc F4, various Brutale ‘naked’ and the three-cylinder F3. The first step along MV’s road to greater diversification was taken only a few years after the 1998 launch of the original F4, which had been designed as a ‘750’ to meet the then current regulations of the World Superbike Championship. MV had already produced an experimental, 898cc version of the F4 engine (in 1996) and with the focus of the worldwide sports bike market shifting to the 1,000cc class, the motore grosso (big engine) project was revived in 2001.

Prior to that, in 2000, discussions had commenced between the Belgian MV enthusiast, racer and team owner, Steven Casaer, and the Italian factory with a view to entering an MV Agusta in the 2001 World Endurance Championship. It would prove to be an ideal partnership: Casaer’s Maxim Experience team would receive a measure of factory backing while MV got the opportunity to test the motore grosso under the most arduous conditions imaginable. Quoted in Sport Rider magazine, MV’s head of engine development, Andrea Goggi said: ‘This was a very good idea for us, in order to test various solutions for the 1,000cc bike in extreme conditions. The two years we raced with (Casaer), in 2001 and 2002, were the most important period in developing the Mille, especially when James Ellison was riding with him, who is an incredible rider with such good feedback. Both he and Steven did a really good job for us.’



Fortunately, the original F4 engine had been designed with a larger cylinder bore in mind and was sufficiently robust for the major castings to be retained when the capacity was stretched by a further 250cc. Enlargement progressed in stages, the first 898cc unit combining the 750's 73mm bore with a 52.5mm stroke (up from 43.8mm) while the next iteration of 952cc upped the bore to 76mm. This latter dimension was combined with a 55mm stroke for the 998cc engine, which first appeared in 2001.

Offered for sale by its owner, Steven Casaer, the machine offered here has the 952cc engine and in its first season of racing in 2001 achieved a best finish of 10th at the Brands Hatch round of the World Endurance Championship, ridden by Casaer and Danny Scheers. The race was won by the Suzuki GSX-R1000 of Lavieille/Morrison/Brian while the Casaer/Scheers MV was the first Open Class (prototype) machine home and the 4th non-Suzuki finisher. Competing in the Open Class, the MV could not score points in either the Championship or Cup competitions. The same situation obtained in 2002.

This MV prototype's 2001 competition record is as follows:  
Le Mans 24 Hours (898cc engine) Ellison/Casaer/Scheers: finished but not classified  
Brands Hatch (898cc engine) Casaer/Scheers: 10th overall,  
1st in class  
Brno 6 hours (898cc engine) Casaer/Scheers: 20th overall after technical problems  
Nürburgring (998cc engine) Casaer/Daemen: 1st in class  
Spa Francorchamps 24 Hours (998cc engine) Casaer/Scheers/Cornwell: DNF caused by a broken radiator and overheating  
Oschersleben 24 Hours (998cc engine) Ellison/Casaer/Scheers: DNF  
Bol d'Or 24 Hours (998cc engine) Ellison/Casaer/Scheers: DNF

In 2002 all races were contested using the same 952cc engine that is still in the machine today:

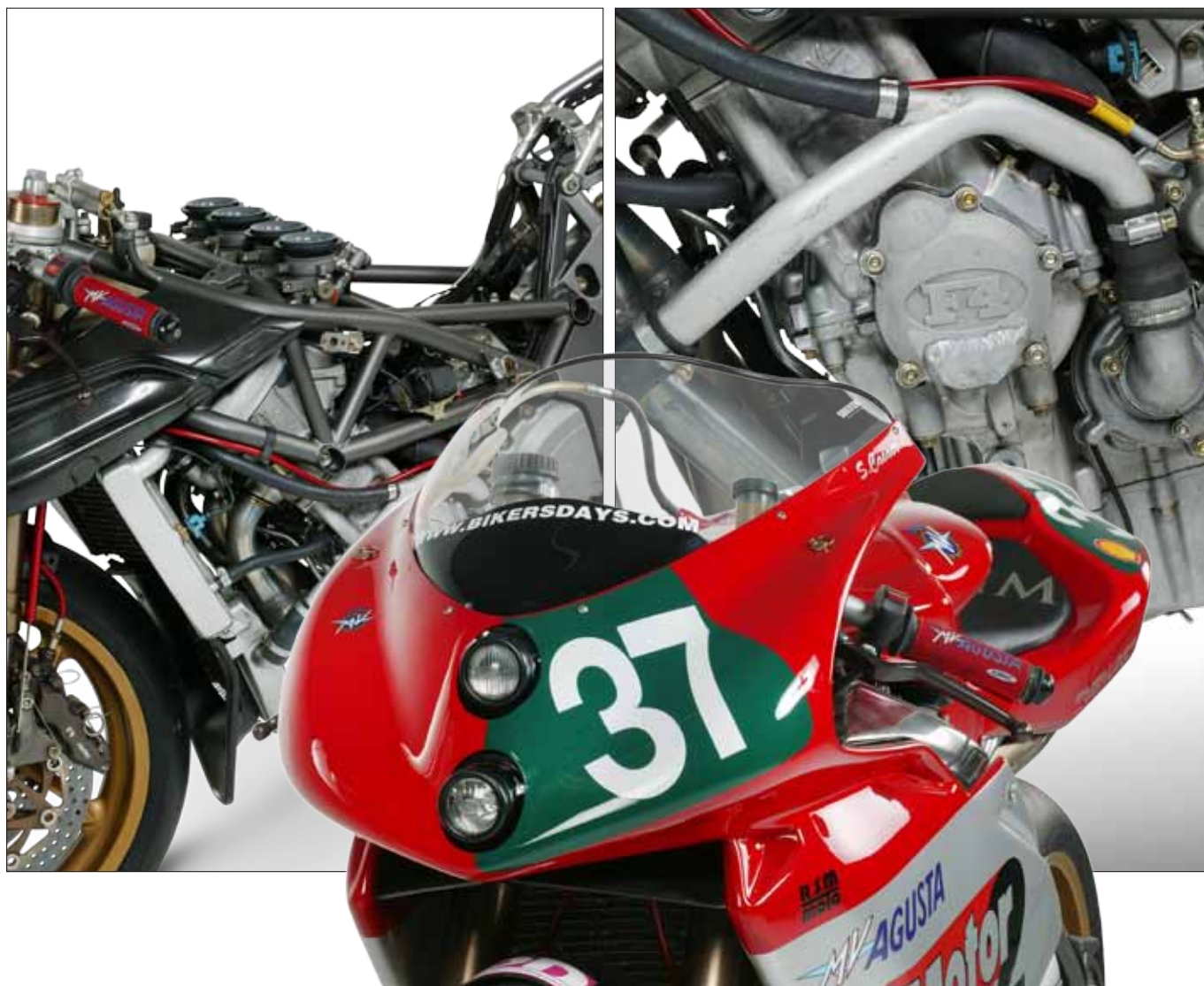
Le Mans 24 Hours (Casaer/Pister/Schildermans): 32nd  
Spa Francorchamps 24 Hours (Casaer/Pister/Schildermans): 7th  
Oschersleben 24 Hours (Casaer/Pister/Schildermans): 5th  
Bol d'Or 24 Hours (Casaer/Pister/Schildermans): DNF after crash

MV's only 952cc prototype, '952R2' comes with castings from all the other 952cc engines built for the project. Also included in the sale is a substantial quantity of email printouts and copies of faxes from Claudio Castiglioni and Andrea Goggi together with other documents, technical drawings and dynamometer printouts charting the project's progression and the development of MV's first motore grosso (inspection recommended). There are also copies of magazine articles and various photographs.

The demands of commercial secrecy usually dictate that works prototypes are either crushed or consigned to the factory museum when their useful life has ended, many never to be seen again. We can be thankful that its 'semi-works' status meant that '952R' remained in private ownership and can now be offered for sale for the first time. It constitutes a significant milestone in the history of MV Agusta and is worthy of a place in any important private collection.

**£20,000 - 26,000**

**€23,000 - 31,000**







George Fogarty at the Southern 100

377

**Property of Stan Woods, the ex-George Fogarty  
1977 Suzuki RG500 MkII Racing Motorcycle**

Frame no. RG11075

Engine no. 11130

Six years out of Grand Prix racing, Suzuki returned in 1973 with a roadster-based TR500 twin for works rider Jack Findlay and, after what was essentially an interim season, was ready to take on the MV Agusta and Yamaha's TZ500 in the 500cc class. The Hamamatsu firm already had plenty of experience of 'square four' engines in the form of the defunct RZ63 250, and this compact layout was revived for its new premier-class racer: the RG500.

Based on the square-four cylinder layout of Suzuki's earlier 250, the RG500 was first used by the works in 1974. In its first incarnation the water-cooled two-stroke employed bore/stroke dimensions of 56x50.5mm and featured twin geared-together crankshafts and a six-speed gearbox. Dimensions of 54x54mm were adopted later by the works bikes but the customer version, available from 1976, stuck with the original combination until the MkIV's arrival in 1979. The RG's initial maximum power output of 90bhp was eventually upped to nearer 150bhp before the factory switched to a V4 for 1987. By then the RG500 had won seven manufacturers' titles for Suzuki and provided Britain's Barry Sheene with his two World Championships.

From 1983 onwards the pace of development slackened and the RG500 was less competitive with rivals Honda and Yamaha. The class of the field in its day, the RG500 provided talented privateers with a competitive mount at the highest level, and Jack Middleburgh's 1981 British Grand Prix-winning example remains the last entirely private entry to win a premier-class World Championship round. Although technically complex, the customer version was deservedly popular and many are still in action today in post-classic racing.

Bought new from Suzuki by George Fogarty (father of Carl), this RG500 MkII was raced by him during 1977 and 1978 throughout the UK and Ireland achieving excellent results including 2nd place behind Joey Dunlop in the '77 Isle of Man Jubilee TT. The Suzuki was subsequently purchased by Alan Lawton who continued to campaign it throughout the 1980s and early '90s in the UK, Ireland and the Isle of Man. During 2010/2011 it was restored by Stan Woods, winner of the 1972 500cc Production TT and a Suzuki GB works rider alongside Barry Sheene. Stan stripped and rebuilt the cycle parts and mechanical components (using original parts), returning the RG to running condition and renewing the paintwork. The machine is offered with a selection of period photographs showing it in action.

**£16,000 - 19,000**

**€19,000 - 22,000**



**378**

### **1988 Ducati 851 Superbike Kit**

Frame no. ZDM851S 850207



One of the most influential motorcycles of recent times, the Ducati '851' restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the '1098' of 2007. In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding 'Desmoquattro' engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. The major differences were the Kit's closer-ratio gearbox and 17" wheels (16" on the Strada). Only 207 Superbike Kit models were made (all but one in 1988) and today it is one of the rarest and most sought after of the Desmoquattro family.

This rare 851 Superbike Kit 'Tricolore' was purchased from a Japanese auction and imported into the UK in October 2011 (duty has been paid and the relevant documents are on file). Since its arrival the machine has been re-commissioned, which included a replacement fuel pump, supply pipes and electrical relays (bill on file). The engine was successfully started but we would advise that the cam belts be changed before it is started again. Unused for some time, the machine appears to require relatively little work, plus a full service, to bring it back to a good presentational standard.

**£13,000 - 16,000**

**€15,000 - 19,000**





**379**

### **1982 Ducati 864cc 900SS**

Registration no. NPT 520Y  
Frame no. DM860SS 090882  
Engine no. 092382

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. (The 750SS continued in this new 'square case' guise, though almost all of these smaller, second-generation models were destined for the Italian market). More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sportster from its tourer counterpart. 'Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor,' reported *Bike* magazine in October 1977. Breathing through gaping 40mm Dell'Orto carburettors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph. The 900SS's competition heritage was obvious on the road: 'While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing,' declared *Bike*.



Engine design improvements pioneered on the Darmah model were incorporated for 1978 together with a left-side gearchange, while Speedline alloy wheels were adopted part way through the year. For 1981 the 900SS underwent more extensive updating, gaining improved cylinder heads, Bosch ignition and - later on - a revised gearbox. Production ceased during 1982 after a little over 6,000 had been produced and today this classic Ducati bevel-drive twin is highly sought after.

This late, two-owner 900SS was first registered on 23rd April 1983 and imported into Jersey three days later. The current vendor purchased it in January 2003. Restored and described by the private vendor as in 'perfect' condition, the machine is offered with sundry expired MoT certificates, Swansea V5C document and current MoT.

**£12,000 - 16,000**

**€14,000 - 19,000**



**380**

## **1978 MV Agusta 750S America**

Registration no. YAN 75T

Frame no. 2210368

Engine no. 2210510

Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - a twin-carburettor, 600cc tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1969, upping capacity to 743cc and further boosting maximum power (to 69bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750GT. Equipped with shaft rather than chain final drive, the 750 four arguably was more of a tourer than an out-and-out sports bike. Not that many people got to find out for themselves, for the MV was handmade in limited numbers and priced accordingly.

Also in the line-up was the more sporting 750S, a high-speed symphony in red, white and blue. Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. Testing a 750S in 1975, *Bike* magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque, and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.'



The 750S continued in production after the GT's demise in 1973. Its replacement - the 750S America - was introduced for 1976. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph. Production of the 750S America ceased in February 1979. *Bike* rated the 750S as, 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

First registered on 2nd December 1978, this 750S America has had only three owners and was acquired by the current vendor in April 2000, undergoing a thorough service and extensive refurbishment soon afterwards (see bill for £2,247.95 on file). Serviced again last summer (bill available) having covered only 57 miles in the intervening 12 years, 'YAN 75T' is described by the private vendor as in 'perfect' condition. The machine is offered with the aforementioned bills, old-style logbook, a quantity of expired MoT certificates, sundry paperwork, assorted literature, Swansea V5C document and current MoT.

**£40,000 - 45,000**

**€47,000 - 53,000**





### 381 1962 Honda 125cc CR93 Racing Motorcycle

Frame no. CR93 310 0106  
Engine no. CR93E 310 0132



'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.

This CR93 was fully restored by a professional marque specialist over ten years ago with meticulous attention to detail, and since completion has been kept on showroom display. Only original parts were used, and where none was available (the seat for example) components were totally refurbished. Its engine checked and tested, the machine is described as in generally excellent condition. There are no documents with this Lot.

**£15,000 - 18,000**

**€18,000 - 21,000**

**382**

### **1979 Kawasaki Z1000 Z1-R**

Frame no. KZT00D015614

Engine no. KZT00DE015624

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived in 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp, while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter-mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. Introduced soon afterwards and intended to appeal to European tastes, the more expensive Z1-R version featured a cockpit fairing, lower 'bars and a coffin-shaped fuel tank, while the more obvious mechanical changes amounted to cast wheels, drilled brake discs and callipers mounted behind the fork legs. The chassis was mildly revised (again) and power went up to 90bhp, which was good enough for a top speed of 133mph. We are advised that this un-restored Z1-R was in generally very good, running condition when last used 12-15 months ago, since when it has been on display as part of a private collection. The machine is offered with Italian export document copy. After-market silencers are the only notified deviation from factory specification.

**£3,000 - 4,000**

**€3,500 - 4,700**

**No Reserve**



**383**

### **1971 Kawasaki 498cc H1B**

Registration no. GDD 94K

Frame no. KAF 52675

Engine no. KAE 56974

From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing, but a two-stroke - the awesome, legendary Mach III. Light weight combined with a peaky 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 when launched in 1968. The Mach III (H1) triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time the model had become the KH500. The un-restored H1B offered here incorporates the CDI ignition, disc front brake and steering damper that were new introductions on this model for 1972. Imported and purchased by the vendor in 2011, 'GDD 94K' currently displays a total of only 2,200 miles on the odometer, and its condition suggests that this figure, albeit unverifiable, may well be genuine. The 'orange peel' paintwork was T-cut and preserved subsequently, but otherwise the machine is said to be original apart from the tyres and rubber components, most of the latter having been replaced. This beautiful example of one of the most collectible Japanese classics is offered with current MoT/tax and Swansea V5C document.

**£7,000 - 9,000**

**€8,200 - 11,000**







**384**

### 1952 Douglas 348cc 80 Plus

Registration no. WYJ 848

Frame no. 11450

Engine no. 11450/80

Douglas commenced post-war production in 1947 with, naturally enough, a flat twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. The former was of unit construction, while the latter displayed even greater innovation with its swinging arm rear suspension controlled by torsion bars, and leading-link Radiadraulic front fork. After development work had cured frame breakages and improved engine power, the revised version was dubbed the MkIII. The latter lasted until the advent of the new-for-1949 MkIV, which featured an un-sprung front mudguard and altered rear sub-frame with distinctive teardrop-shaped toolboxes. Standard and Sports versions were catalogued until the introduction of the MkV in 1951. Also part of the range were two specially tuned models known as the 80 Plus or 90 Plus depending on the level of performance achieved. This particular 80 Plus was rebuilt by marque specialist Roger Mortimer of the London Douglas Motor Cycle Club, having been off the road - it is understood - since the 1960s. The vendor continued the improvement process until recent times and describes the machine as in generally very good condition, with excellent cycle parts. Noteworthy features include the optional 4½-gallon fuel tank and new alloy wheel rims, tyres and tubes. Valve and cylinder head upgrades, including unleaded compatible valve seats, are the only notified deviations from factory specification. The machine is offered with SORN paperwork, expired MoT (2012) and Swansea V5C document

**£5,000 - 8,000**

**€5,900 - 9,400**



**385**

### 1934 Douglas 744cc Model Z1 'Powerflow' Motorcycle Combination

Registration no. AYX 713

Frame no. FM153

Engine no. 75/D134

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Douglas' success continued after The Great War but the onset of the Thirties decade brought with it changes of ownership and financial uncertainty. Nevertheless, the reconstituted firm continued to introduce new models, the 744cc Z1 arriving for 1934 as the largest machine in the range - intended primarily for sidecar duty. Given the name 'Powerflow' in 1935, it was dropped at the end of that year and is one of the rarer Douglas models of the 1930s. This example was stored by marque specialist Roger Mortimer before being rebuilt by Tony Matthews circa 1999. Later on, the vendor added the sidecar and we are advised that the machine has not yet been re-registered as a motorcycle combination. 'AYX 713' is described as in generally good condition with very good frame/cycle parts, the only notified fault being a slipping kickstart. However, it should be noted that the engine needs running in and that the sidecar is said to require some work. The machine is offered with factory leaflet, (copy) related literature, old-style continuation logbook (issued 1947), three old MoT certificates (most recent expired July 2004), SORN paperwork and old/current Swansea V5/V5C documents.

**£4,500 - 6,500**

**€5,300 - 7,600**



386



388



387



389

**386**

**1947 BSA 495cc A7 Motorcycle Combination**

Registration no. HTJ 553

Frame no. XA7 1558 Engine no. XA7 1602

Launched in September 1946, BSA's new A7 parallel twin followed Triumph lines: 360-degree crankshaft, vertically split crankcase, cast-iron cylinder barrel and 'head, but employed a single camshaft rather than the Triumph's two. The engine was extensively revised for 1951 along the lines of the newly introduced 650cc A10, and then in 1954 BSA's twins range was greatly expanded with the arrival of four new swinging-arm-framed models. The vendor acquired this A7 combination in March 2007 shortly after it had been restored by the previous owner (purchase receipt on file). Described as in generally very good condition apart from a broken sidecar screen, the machine is offered with SORN paperwork, expired MoT (2008) and Swansea V5C documents.

**£2,000 - 2,400**

**€2,300 - 2,800**

**387**

**1951 Triumph 500cc TRW**

Registration no. XSU 380

Frame no. 6234NA Engine no. TRW 6234NA

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. Many were offered for sale on the civilian market by the Ministry of Defence when their service life came to an end. This RAF-liveried, spring hub-equipped TRW was acquired by the vendor in August 2004 (purchase receipt on file) and was last MoT'd to 10th August 2007. Described as in generally good/very good condition, the machine is offered with a quantity of old tax discs and MoTs, SORN paperwork, Swansea V5C documents, User Handbook (original) and photocopies of the Technical Handbook and Parts List. A rare opportunity for collectors of military vehicles.

**£1,800 - 2,200**

**€2,100 - 2,600**

**388**

**1934 Coventry Eagle 250cc**

Registration no. YSV 692

Frame no. 83082 Engine no. AU1192

Abandoning its larger models following the Depression, Coventry-Eagle concentrated on bread-and-butter lightweights. A landmark development for the company was the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year, remaining a characteristic of the marque until it ceased motorcycle production in 1939. This Coventry Eagle 'pressed steel' lightweight was purchased by the vendor in July 2006 (receipt on file) shortly after it had been restored by the previous owner. Not used since acquisition, 'YSV 692' is described as in apparently sound condition, with very good brightwork and excellent frame/cycle parts. The machine is offered with wiring diagram, sundry invoices, Coventry Eagle and Villiers manuals, and Swansea V5C document. A replacement gear lever knob comes with the machine.

**£1,800 - 2,200**

**€2,100 - 2,600**

**389**

**1956 Matchless 593cc Model G11**

Registration no. XKM 835

Frame no. A46695 Engine no. 01940

Introduced for 1956, the Matchless G11 and equivalent AJS Model 30 boasted an engine of 593cc, which went into the newly introduced cycle parts shared with the heavyweight singles range. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and longer seat, while the excellent AMC gearbox - also fitted to Nortons including the Manx - was phased in during the year. Acquired by the vendor in March 2010 and described by him as in generally good condition, with very good frame/cycle parts, this G11 is offered with a quantity of old MoT certificates (most recent expired February 2012), old/current Swansea V5/V5C documents, instruction book and a copy of 'Jampot'. It should be noted that there is an anti-drain valve in the oil line.

**£1,800 - 2,200**

**€2,100 - 2,600**



The following 31 Lots are offered from the Estate of the Late Clifford Jones

## 390

### 2002 Aprilia RSV1000R Haga Replica No. 254

Registration no. 6238 LJ

Frame no. ZD4RP00002S103877

Engine no. R0960805



Having grown steadily in size throughout the 1980s, Aprilia entered the 1990s with ambitious expansion plans that included a top-of-the-range, 1,000cc superbike. Rather than face the expense of developing a four, Aprilia commissioned its engine supplier, Rotax, to draw up a 998cc v-twin, choosing a compact 60-degree layout rather than the 90-degree arrangement favoured by rivals Ducati and Honda. Twin balancer shafts were included to tame vibration, while the use of dry sump lubrication enabled the engine to be mounted lower in the aluminium-alloy, beam-type frame. The RSV Mille debuted at the Milan show towards the end of 1997, with deliveries commencing in 1998. Ever since then the RSV has earned consistent praise from professional journalists and enthusiastic owners alike for its unique blend of superlative high performance, Italian character and Japanese build quality.

Of the various versions produced, one of the most exclusive is the Noriyuki Haga Replica. Arguably the best rider never to have won the World Superbike Championship (he has been runner-up three times and third four times) 'Nitro Nori' first rode for Aprilia in the 2002 WSBC, finishing 4th, and at the season's end transferred to the Italian factory's MotoGP team to ride the infamous 'Cube' for 2003.

Capitalising on his successful 2002 season, Aprilia applied the PlayStation-sponsored, works-backed team's livery to a limited edition run of 'Haga Replicas' which also featured a selection of performance enhancements. The Haga Replica was based on the top-of-the-range RSV-R and came with Öhlins suspension, Brembo brakes, carbon-fibre bodywork, an Akrapovic exhaust system and a revised ECU that boosted both top-end power and torque. It was widely reported at the time that only 300 would be made.

First registered 'AV52 UGM' and previously registered 'KMN 545U' in the Isle of Man, this Haga Replica was purchased by the deceased owner on 25th April 2012 and reregistered '6238 LJ' shortly afterwards. The accompanying Swansea V5C document states that there have been two former keepers. As well as the V5C, the Aprilia comes with its original maintenance manual, road assistance and service/warranty booklets (the latter containing three entries); Datatool alarm guide; assorted re-registration paperwork; and a recently expired MoT (issued 26th April 2012 at 8,073 miles). The digital odometer displays a reading of 13,048 kilometres (approximately 8,102 miles).

**£4,000 - 6,000**

**€4,700 - 7,000**





# 391

## 1998 Ducati 916SPS

### 'Fogarty Replica' No. 075

Registration no. 9522 LJ  
Frame no. ZDMH100AAWB001680  
Engine no. 001837



Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for six years and had already won four World Superbike Championships, it was the arrival of the iconic 916 for 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost brand names. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco.

The original 916 Strada was superseded by the Biposto (two-seat) version and the higher-specification SP. The latter's engine remained at 916cc but added twin fuel injectors and bigger valves to the package for increased power and torque. The SP reverted to a single seat unit (with white number boards) while gaining superior Öhlins rear suspension. Next came the ultra-exclusive 916SPS derivative of which only 400 examples were made. Despite the name, the 916SPS enjoyed the advantages of an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. The cost new was an equally staggering £18,400.

Capitalising on Carl Fogarty's World Superbike Championship successes, Ducati introduced the limited edition 916SPS 'Fogarty Replica' in 1998 at the behest of UK importer Moto Cinelli. Only 202 were made, one going to the great man himself while another was retained for Ducati's museum, with the rest going to wealthy (the list price was £20,000-plus) British enthusiasts.

Like the standard 916SPS on which it was based, the 'Foggy Rep' used the 996cc motor but in a slightly higher state of tune courtesy of a full titanium exhaust system, larger airbox and altered fuel injection mapping. Other 'goodies' included lightweight Marchesini wheels, carbon-fibre seat unit, carbon swinging arm protector and colour-matched mirrors. A full racing decal set and white competition number panels completed the mouth-watering picture.

The 916SPS we offer is identified as number '075' of the series by the engraved plaque on the top yoke. Previously registered 'S318 SAH', the 'Foggy Rep' was purchased by its late owner from V-Duo Motorcycles of Lincoln on 22nd October 2010 and reregistered as '9522 LJ' shortly afterwards. The machine is offered with Haynes workshop manual, purchase receipt, warranty booklet (two stamps), assorted re-registration paperwork, sundry invoices, old/current Swansea V5/V5C documents and a quantity of MoT certificates dating back to 2002 (most recent issued 26th September 2012 at 3,652 miles (the current odometer reading).

Of all the members of the 916 family, the SPS and 'Fogarty Replica' are considered the most collectible and this low-mileage example must surely represent a 'blue chip' investment for the future.

**£5,000 - 6,000**  
**£5,900 - 7,000**





392

## 2004 MV 750cc F4SR

Registration no. 9642 LJ

Frame no. ZCGF401BD4V006956

Engine no. 50629



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 a class leading 135bhp. A cassette-type six-speed gearbox enables ratio changes to be made without splitting the engine.

Like Ferraris, all MVs become collectible classics as soon as they leave the factory gates and none more so than the limited edition models. In 2004, with the new 1,000cc F4 waiting in the wings and production of the 750 winding down, it was decided to release two final limited editions: the F4SPR and F4SR. Introduced first, the F4SPR boasted an engine tuned to produce 146bhp, while other distinguishing features included Marzocchi forks, matt grey livery and a selection of carbon-fibre body parts. The F4SR was essentially the standard F4S (Strada) fitted with the F4SPR's 146bhp engine. 300 of each model were made.

According to the accompanying Swansea V5C, this F4SR was 'registered/used overseas' (the instruction manual is in Italian), and was first registered in the UK on 1st August 2008 and has had two former keepers. Its late owner acquired the MV (previously registered 'ET04 WCK') in August 2010 and had it re-registered as '9642 LJ' on 2nd September of that year. As well as the aforementioned manual and V5C, the machine comes with sundry invoices, assorted re-registration paperwork and four old MoTs (one a duplicate) the most recent of which was issued on 18th April 2012 at 7,858 miles. A possibly a once-in-a-lifetime opportunity to acquire one of these exotic hand-built super-bikes that can only become increasingly collectible. An alternative engine management EPROM is included in the sale.

**£4,000 - 6,000**

**€4,700 - 7,000**





393

## 1999 Ducati 916 Senna No. 150

Registration no. T658 EAN

Frame no. ZDM916S 012655

Engine no. 013145

Styled by Massimo Tamburini, the iconic 916 immediately captured the public's imagination on its arrival in 1994 and would go on to establish Ducati as one of the world's foremost brand names. In developing the original Ducati 851 Superbike, the 916's direct ancestor, engineer Massimo Bordi created one of the finest motorcycle power plants ever. Ducati's trademark desmodromic valve system was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame consisting of a trellis of straight tubes, whose design has since become standardised throughout the Ducati range. The integration of all these elements was the key to the 916's success: that and a brilliant on-road performance that eclipsed just about everything else around at the time.

In addition to the Strada base model there were a number of limited edition versions of superior specification, one of which - the Senna - commemorated the late Formula 1 World Champion, Ayrton Senna, who had owned an 851 and was a friend of Ducati's owners, the Castiglioni brothers. The Senna first appeared in 1995, differing from the Strada by virtue of its predominantly dark grey colour scheme, 916SPS chassis and running gear, and Pankl con-rods inside the engine. Two further series were produced, with different colour schemes and only minor changes, before the model was deleted at the end of 1998.



First registered on 3rd April 1999, the Senna offered here was sold new via Pegasus of Reading, Berkshire to Mr Alex Tottle of Send Marsh, Surrey (PDI Certificate on file). Identified as number '150' of the series by the engraved plaque on the top yoke, 'T658 EAN' was purchased by the late owner (its third) from Peak Leisure Vehicles of Kirk Langley, Derbyshire on 28th March 2011. Currently displaying a total of only 5,912 miles on the odometer, the machine is offered with owner's manual, Ducati dealer guide, purchase receipt, safety recall correspondence, warranty booklet (three stamps), assorted SORN paperwork, expired MoT (issued 31st August 2010 at 5,905 miles) and Swansea V5C document. There is also an invoice issued by marque specialist Cornerspeed for a major service (including a new timing belt) dated 5th July 2010. A wonderful opportunity to acquire a well-documented, low-mileage example of this sought-after limited edition member of the 916 family. A Haynes workshop manual and the rear-wheel paddock stand are included in the sale.

**£4,000 - 5,000**

**€4,700 - 5,900**







**394**

### **1998 Ducati 916 Senna No. 249**

Registration no. S15 NNA  
Frame no. ZDM916S 012725

A similar Lot. First registered on 1st August 1998, the Senna offered here was purchased by the late owner (its second) in August 2010. Currently displaying a total of only 5,936 miles on the odometer, the machine is offered with owner's manual, dynamometer printout, assorted SORN paperwork, Swansea V5C document and three expired MoT certificates (most recent issued 2nd August 2011 at 5,884 miles). A wonderful opportunity to acquire a well-documented, low-mileage example of this sought-after limited edition member of the 916 family. A Haynes workshop manual and the rear-wheel paddock stand are included in the sale.

**£4,000 - 5,000**

**€4,700 - 5,900**



**395**

### **1998 Ducati 916 Senna No. 213**

Registration no. S873 ATC  
Frame no. ZDM916S 013179

A similar Lot. First registered on 22nd December 1998, the Senna offered here (number '213') was purchased by the late owner (its second) in October 2010. Currently displaying a total of only 12,188 miles on the odometer, the machine is offered with owner's manual, warranty booklet (two stamps), safety recall letter, sundry invoices, assorted SORN paperwork, Swansea V5C document, three old tax discs and four expired MoT certificates (most recent issued 22nd March 2011 at 9,756 miles). A wonderful opportunity to acquire a relatively low-mileage example of this sought-after limited edition member of the 916 family. The rear-wheel paddock stand is included in the sale.

**£3,000 - 4,000**

**€3,500 - 4,700**

**396**

### **1998 Ducati 916 Senna No. 142**

Registration no. P16 SEN  
Frame no. ZDM916S 012625  
Engine no. 013121

A similar Lot. First registered as 'R336 KGP' on 22nd July 1998, the Senna offered here (number '142') was purchased by the late owner in July 2011. Currently displaying a total of 18,412 miles on the odometer, the machine is offered with its owner's manual and warranty booklet containing six stamps, the last of which refers to an engine rebuild carried out by Moto Rapido of Winchester in September 2008 at 18,033 miles (detailed bill on file). Other documentation consists of sundry service invoices, assorted SORN paperwork, Swansea V5C document and an expired MoT certificate (September 2009). Previous owner Paul Packman's account of its history is on file also. A wonderful opportunity to acquire a relatively low-mileage example of this sought-after limited edition member of the 916 family. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**  
**€4,700 - 5,900**



396

**397**

### **1999 Ducati 916 Senna No. 280**

Registration no. 5378 LJ  
Frame no. ZDM916S 013183  
Engine no. 013660

A similar Lot. Sold new via Chris Clarke Motorcycles of Wymondham and first registered as 'T911 JCL' on 1st March 1999, the Senna offered here (number '280') was purchased by the late owner in May 2012 and re-registered as '5378 LJ' soon afterwards. Currently displaying a total of 22,718 miles on the odometer, the machine is offered with plastic wallet containing the owner's manual, dealer guide and warranty booklet. The latter has been stamped five times, the last occasion being by Cobb & Jagger (Ducati Leeds) on 27th October 2002 at 16,970 miles. Other documentation consists of insurance papers, Datatool alarm certificate, DVLA Number Plate Authorisation Certificate, expired MoT, Swansea V5C document, current MoT (expires 30th April 2013) and Sigma Performance invoice for an engine rebuild and other works dated 29th August 2007. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**  
**€4,700 - 5,900**



397

**398**

### **1997 Ducati 916 Senna II No. 281**

Registration no. A19 DUK  
Frame no. 010109  
Engine no. 010597

A similar Lot. First registered on 22nd May 1997, the Senna II offered here (number '281') was purchased by the late owner in January 2011 and currently displays a total of 15,991 miles on the odometer. The machine is offered with owner's manual, dealer guides, Datatool alarm certificate, sundry service invoices, Swansea V5C document and five old MoT certificates (most recent issued 13th October 2010 at 15,982 miles). A wonderful opportunity to acquire a relatively low-mileage example of this sought-after limited edition member of the 916 family. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**  
**€4,700 - 5,900**



398



# 399

## *Built by Ducati Corse*

### 2007 Ducati 999

### ‘Desmosedici Casey Stoner Replica’

Frame no. ZDM01010106

This rare motorcycle is one of a small number built for promotional purposes by Ducati Corse, the Italian factory's racing department, to celebrate Casey Stoner's, and Ducati's, first win in the MotoGP World Championship in 2007. Using Ducati's superior electronics and taking full advantage of Bridgestone tyres specially developed to suit its unique characteristics, the Desmosedici was the class of the field in '07, the recently retired Australian ace securing 10 wins to take the Championship by the unprecedented margin of 125 points.

Not to be confused with the road-going version of the V4-engined Desmosedici Grand Prix racer - the Desmosedici RR – this motorcycle is based on the Ducati 999 superbike, which had ceased production at the end of 2006. It is not known whether it has the 999S engine or the short-stroke 999R unit, but in either case the 999 was good for a top speed of around 170mph. Noteworthy features include Desmosedici-style bodywork, Termignoni exhausts, Bridgestone slick tyres and a 'works team' sticker kit.



This particular machine is one of two invoiced by Ducati Corse to Metropolis Motorcycles of London SE1 in November 2007 (copy invoice on file). It is not known when it was acquired by the late owner. Inspection has revealed that the exhaust outlets are clean, suggesting that the engine may never have been started.

Prospective purchasers should be aware that these replicas were intended for track use only. Sold as such, this example represents a wonderful opportunity to acquire the ultimate track-day weapon or perfect centrepiece for any Ducati collection. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**

**€4,700 - 5,900**



**400**

***Built by Ducati Corse***

**2007 Ducati 999 'Desmosedici  
Casey Stoner Replica'**

A similar Lot. Prospective purchasers should be aware that these replicas were intended for track use only. Sold as such, this example represents a wonderful opportunity to acquire the ultimate track-day weapon or perfect centrepiece for any Ducati collection. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**

**€4,700 - 5,900**



**401**

***Built by Ducati Corse***

**2007 Ducati 999 'Desmosedici  
Casey Stoner Replica'**

A similar Lot. Prospective purchasers should be aware that these replicas were intended for track use only. Sold as such, this example represents a wonderful opportunity to acquire the ultimate track-day weapon or perfect centrepiece for any Ducati collection. The rear-wheel paddock stand is included in the sale.

**£4,000 - 5,000**

**€4,700 - 5,900**





402

*The ex-Steve Machin, Roger Marshall*

## 1973 SCITSU-Yamaha 475cc 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. (For those not already aware, SCITSU stands for 'Selfish Conduct Injures True Sportsmanship and Unity'). 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, 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.



Tony Dawson's first SCITSU triple, based on a Yamaha TR3 engine and displacing 525cc, debuted in 1973. The machine offered here, it had been produced at the behest of Lincolnshire-born racer and three-time British 250cc Champion Steve Machin, who had heard of Ted Broad's plans for a similar 'special'. The Machin/Dawson association had begun when Tony supplied Steve with a gear set for his Yamaha AS3 racer, a successful upgrade that was later sold through the garage run by Steve and his business partner, Dave Saunders, at West Barkwith in Lincolnshire.

Tony Dawson has recalled that the original SCITSU three-engine started out using YDS7 cranks that have six splines, making the construction of a 120-degree crankshaft relatively easy. However, the cranks kept breaking so he decided to make his own. Tony worked at the British Iron & Steel Research Association (BISRA) so could get forgings and other parts manufactured, and he used BISRA facilities to machine the crankcases. Having had the forgings made, Tony then decided on a different approach and opted to make a '500' (actually 475cc) using Yamaha TZ cranks. Unfortunately, the latter have a less than ideal 11 splines. Using a 125cc TD3 additional cylinder to achieve the desired capacity, Tony phased the crankshaft throws at intervals of four, four and three splines (130, 130, and 100 degrees approximately) with the TD3 cylinder on the 'short' phase. Surprisingly, in this configuration the engine ran smoother than it had using the 120-degree crankshaft!

In its first, 525cc configuration, the SCITSU was ridden by Roger Marshall on its track debut at the 'Cadwell Conqueror' event in the summer of 1973, having been tested by Roger and Mick Grant the previous Thursday. Roger made a good start in the second 1,000cc heat, only for the SCITSU be forced out with a broken gear selector, a fault that had not manifested itself during 70 faultless laps of testing.

With Steve Machin aboard, the Maxton-framed SCITSU scored its first victory at the Snetterton Combine meeting, defeating the formidable combination of Barry Ditchburn and Ted Broad's 521cc Yamaha-based triple in the unlimited race. The SCITSU proved itself to be significantly faster than the Broad bike, and Steve set the day's fastest lap at 97.56mph. Sadly, 1973 would turn out to be Steve Machin's final full season of racing; an immensely likeable and highly respected competitor, he died following an accident at Cadwell Park in July 1974.

The SCITSU was subsequently owned by Brian Spooner, followed by Steve Carthy. However, little else of its post-1974 history is known and further research would surely prove rewarding for the fortunate new owner of this historic machine. Apart from Steve Machin, everyone else involved in the original SCITSU triple project is still alive and Bonhams would like to thank Tony Dawson, Dave Saunders and Roger Marshall for their assistance.

Without the ambition of Steve Machin and the engineering skill of Tony Dawson, this unique SCITSU would never have existed. It belongs to a 'golden era' of motorcycle racing in Britain, when the world's top Grand Prix stars would regularly compete on mainland circuits against this country's best home-based riders.

It is only fitting that Tony Dawson should have the last word: 'We would all like to have something to remind us of a unique period in our racing lives and so hope we could one day point at something that is representative of what we did as a glorious team under the stewardship of Steve, surely the nicest guy ever to throw a leg over a race bike. What he did for others still has influence today and for me most especially so.'

**£10,000 - 15,000**

**€12,000 - 18,000**





403

*The ex-Mal Kirwan*

## c.1966 Aermacchi 350cc Ala d'Oro Racing Motorcycle

Frame no. 141229

A household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever, Aermacchi was a relative latecomer to motorcycle manufacture, building its first machine in the late 1940s and the first of its trademark, horizontally-mounted, four-stroke singles - the 175cc Chimera - in 1956. The 'enclosed' Chimera was soon joined by more conventionally styled 175cc and 250cc machines, the racing versions of which were christened Ala d'Oro (Golden Wing). Alberto Pagani's 9th place on the 250's Dutch TT debut in 1960 demonstrated the bike's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix. The need for more power led to short-stroke engine dimensions (of 72mm x 61mm) being adopted on the 250 for 1964, by which time a 350cc version had appeared. With increased power came increasing unreliability, necessitating a re-design for 1966 when larger flywheels, modified piston and connecting rod, dry clutch and wider gears were among improvements introduced. The works concentrated on developing its new 250 two-stroke twin from the late 1960s onwards, but before then had introduced a bob-weight crankshaft, external flywheel and new crankcases with an extra main bearing on its four-stroke single. Although the pushrod Aermacchi never won a World Championship race, it did achieve a number of 2nd places, Alan Barnett's in the 1970 Junior TT being one of the most memorable. Despite a lack of ultimate success in Grands Prix, the Aermacchi single was outstandingly successful at national level and, having benefited from another three decades of development, remains a competitive force in historic motorcycle racing today.



The well-known example offered here was owned and campaigned for many years by the late Mal Kirwan, the Wirral-based solicitor and specialist in motorcycle accident claims, who died in January 2011. Mal Kirwan was an experienced Isle of Man competitor. He first raced in the Manx Grand Prix in 1969, graduating to the TT in 1975. His best result was 6th place in the Formula 3 TT in 1977 riding a Honda. According to the Isle of Man TT Database, he last raced on the Island in the 1996 MGP Classic Junior event, though there is evidence that suggests his career there continued past that point in less high-profile events such as the Pre-TT meeting. It is not known when he last raced the Aermacchi.

Mal owned the Aermacchi for many years and seems to have retained every bill associated with its upkeep as well as amassing a wealth of technical data and set-up information. Indeed, the accompanying history is the most extensive we have ever seen for any motorcycle, consisting of files and folders weighing some 18lbs (8.2kgs). The machine also comes with a substantial quantity of spares to include a fairing, fuel tank, swinging arm, assorted engine components and alternative sprockets (close inspection recommended).

**£7,000 - 10,000**

**£8,200 - 12,000**





404

## The ex-Mal Kirwan

### c.1973 Honda CB350 'K4' Racing Motorcycle

Engine no. CB350E 4167288

The rise of the Honda K4 has been one of classic racing's talking points in recent years, the model's popularity resulting in the introduction of a 251-350cc Twin Cylinder class at CRMC events. Although based on that of a production roadster – the CB350 – the Honda twin-cylinder engine has benefited from modern tuning techniques and advanced technology not available back in the 1970s, and can now be made to produce more power than many of the thoroughbred racing engines of its day. Fast, reliable and relatively cheap to run, the K4 has provided many an aspiring classic racer with an affordable entry into the sport and is supported by a sizeable 'cottage industry' of specialists. The example offered here was previously owned and campaigned by the late Mal Kirwan, the Wirral-based solicitor and specialist in motorcycle accident claims, who died in January 2011. Mal Kirwan was an experienced Isle of Man competitor. He first raced in the Manx Grand Prix in 1969, graduating to the TT in 1975. His best result was 6th place in the Formula 3 TT in 1977 riding a Honda. According to the Isle of Man TT Database, he last raced on the Island in the 1996 MGP Classic Junior event; however, the presence on this machine of a 2010 Pre-TT Classic 'technical inspection sticker' suggests that his Isle of Man career continued past that point. Nothing else is known of the history of this machine, which comes complete with rear-wheel paddock stand and (copy) Honda workshop manual. There are no documents with this Lot.

£3,000 - 4,000

€3,500 - 4,700



405

### Honda 398cc RC163 Grand Prix Replica

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, many of whom use the four-cylinder engine of the modern CB250RR sports roadster, a Japan-only model never officially imported into the UK. However, this replica of Honda's RC163 250-class contender is powered by the engine from a Yamaha XJ400, another model not sold in this country, which was no doubt chosen for its four-cylinders and twin-overhead-camshaft architecture. Other noteworthy features include a double-sided 4LS front brake, TLS rear brake, 4-pipe megaphone exhaust system, Keihin CR carburetors and a Scitsu tachometer. The machine carries a 2011 'Festival of 1000 Bikes' identity band, this event perhaps being the last occasion it was used. It is not known who built it or when it was acquired by the late owner. There are no documents with this Lot, which comes with a box of spares.

£3,000 - 5,000

€3,500 - 5,900







**406**

### **c.1973 Honda CB350 'K4' Racing Motorcycle**

Frame no. CB250 4004791

Engine no. CB350E 4167287

The rise of the Honda K4 has been one of classic racing's talking points in recent years, the model's popularity resulting in the introduction of a 251-350cc Twin Cylinder class at CPMC events. Although based on that of a production roadster – the CB350 – the Honda twin-cylinder engine has benefited from modern tuning techniques and advanced technology not available back in the 1970s, and can now be made to produce more power than many of the thoroughbred racing engines of its day. Fast, reliable and relatively cheap to run, the K4 has provided many an aspiring classic racer with an affordable entry into the sport and is supported by a sizeable 'cottage industry' of specialists. Documents contained within the accompanying history folder suggest that this K4 was once owned by Keith Laker and raced by his son John. It is not known when it was acquired by the late owner. The machine also comes with CPMC Registration Certificate and (copy) Honda parts list and workshop manual. The rear-wheel paddock stand is included in the sale.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**



**407**

### ***The ex-David Morris, Chrysalis Racing* 1994 Tigcraft-BMW F650 Racing Motorcycle**

Frame no. TIG 060

Formed in the early 1980s, Chrysalis Racing was for the next 20 years one of this country's top privateer teams at both national and international level, winning four Isle of Man TT races and two British Championships. Chrysalis was set up by rider/engineer David Morris, his wife Alison and their friends and sponsors, Steve and Chris Caffyn. The team concentrated its efforts on the World Endurance Championship throughout the 1980s before turning its attention to short circuit racing and the Isle of Man TT. For 1994 Chrysalis had a new Tigcraft-BMW: the machine offered here. Chrysalis' first venture to the Isle of Man with its new supermono in 1994 ended in an uncharacteristic 'DNF' when the Interspan ignition failed, but Morris bounced back the following year to take a splendid 2nd place in the Singles TT, his first IoM podium. By this time the Tigcraft-framed bike had been replaced by another using a Harris frame, and Chrysalis continued to use Harris as chassis supplier until its involvement with singles racing ended. David Morris achieved another 2nd place in the 1996 Singles TT and then in '97 scored an historic win in the event, BMW's first solo-class Isle of Man victory since Georg Meier's in 1939. Morris triumphed again in 1998 and '99 to make it three TT wins on the trot. The latter year saw David win his second British Championship but the season ended in tragedy when he was killed in an accident at the final round. For 2000, Chrysalis recruited John McGuinness, who rewarded the team with its fourth Singles win (his second of 19 TT victories so far). Chrysalis then switched its attention to the British Supersport Championship. The team last competed in 2003. It is not known when Chrysalis sold the machine offered here; though soon after the 1994 TT, at that season's end or immediately prior to the 1995 TT (where David Morris used the Harris-framed BMW) seem most likely. From evidence contained within the history file it appears that this Tigcraft-BMW was owned from at least July 1999 to April 2005 by Mr Tom Blackwell of Nursling, Hampshire, there being two invoices for spare parts in his name, while the immediately preceding owner has informed Bonhams that he acquired it in the South of England (most probably from Mr Blackwell) around six years ago. Its late owner acquired the machine circa January 2012. Also contained within the file are sundry colour prints and a CD-ROM of photographs. A spare upper fairing, seat unit, box of assorted spares and a Clymer manual are included in the sale, as is the rear-wheel paddock stand.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**



# 408

## c.1990 Yamaha FZR750R OW01 Racing Motorcycle

Frame no. 004878

'Yamaha's FZ750R, code-named OW01, really is a race bike for the road, not a road bike taken racing. Only 500 were built, 140 of those were officially imported into Britain.' – Performance Bikes magazine, December 2005.

The increasing popularity of the World Superbike Championship since its inception in 1988 has been responsible for the introduction of over-the-counter road bikes boasting specifications aimed squarely at the racetrack. Many of these wondrous creations did indeed end up being raced, while good original examples are nowadays among those most eagerly sought after by collectors of modern motorcycles. Most famous of these limited edition 'homologation specials' is Honda's iconic RC30, but Yamaha's answer – the FZR750R, better known as the OW01 – is even rarer and more exotic. When launched for 1989 the OW01 cost a staggering £12,700, more than twice as much as an FZR1000, with the optional race kit adding £2,415 to the price. By way of comparison, the Honda RC30 cost £8,499 but its race kit was considerably more extensive and expensive. (Yamaha included much more race-orientated trickery as standard, hence the difference). To put all that into perspective, the current list price of a Yamaha YZF-R1 superbike is £12,130.

So what did the fortunate OW01 owner get for the price of a small terraced house back in 1989? Well, the Deltabox alloy beam frame had already been seen on road-going FZR's but came minus internal sound deadening in the OW, while the suspension was just about the best available: 43mm front forks and Öhlins rear shock, with ride height, spring pre-load, compression and rebound damping adjustment at both ends. Magnesium-bodied, Nissin four-pot brake calipers gripped FZR1000-size front discs while the wheels were 17" in diameter.



A stressed member of the chassis, the 749cc, 20-valve motor was of shorter stroke than the preceding FZ750 and incorporated two-ring pistons and titanium con-rods. 38mm flat-slide Mikuni carburetors supplied the fuel. On the exhaust side, the presence of Yamaha's EXUP valve downstream of the header pipes ensured that, even though tuned for 121bhp, the motor possessed adequate tractability for road use. 'Pulling away is still normal; there's no drama, no fuss, not even the high-g geared RC30's feeling that you've mistakenly selected third,' reported Bike magazine. The controls too, revealed the OW's race orientation: remote master cylinder reservoir, q-d speedometer and span-adjustable brake lever coming as standard.

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

Unfortunately, nothing is known of the history of this example, which is finished in Loctite livery and comes with rear-wheel paddock stand. There are no documents with this Lot.

**£6,000 - 8,000**

**€7,000 - 9,400**





409

## 1991 Spondon Yamaha TZ250B Racing Motorcycle



The mainstay of 250cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output remained the same as that of the preceding air-cooled TD/TR models, but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced and an aluminium-alloy swinging arm adopted. One of the most significant developments was the adoption of crankcase-reed induction in 1985, which was immediately followed by a totally new 'Delta-box' aluminium alloy chassis; then in 1988 the cylinders were reversed on the TZ250U and a side-loading cassette gearbox introduced. The TZ250W of 1989 represented a further, though relatively minor, revision of this new design.

Despite these advances, by this time the writing was on the wall for the traditional TZ engine and in 1991 Yamaha fell into step with rivals Honda and Aprilia by introducing a v-twin on the TZ250B (the TZ had been around for so long that Yamaha had all but exhausted the alphabet and been forced to start again at 'A' in 1990). In its new form the TZ continued on into the 1990s.

With the 250cc class now defunct at World championship level, these purpose-built Grand Prix racers are becoming increasingly collectible and this Spondon-framed TZ250B represents a wonderful opportunity to acquire one. Unfortunately, nothing is known of the history of this machine; however, the fairing carries a 'Beezumf 21' noise test sticker dated 20/21 July 2012, which is almost certainly when it was last ridden. There are also stickers for two other 2012 meetings: Auto 66 and Festival of 1000 Bikes. A box of spares is included in the sale, as is the rear-wheel paddock stand. There are no documents with this Lot.

**£4,000 - 6,000**

**€4,700 - 7,000**



410

## 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 the 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.

£3,000 - 4,000

€3,500 - 4,700



411

## c.2004 Triumph 599cc Daytona

Frame no. TTH835S34185743

Engine no. S179167

Triumph followed up its first Supersport 600-class contender – the TT600 – with the Daytona, reviving an illustrious name from the brand's recent past. Introduced in 2002, the Daytona deployed what was basically the four-cylinder engine of its predecessor in an entirely new chassis, not that there had been anything wrong with the old one. The same could not be said of the TT600's engine however, and its characteristically uneven power delivery continued to bedevil the Daytona; the answer, as usual, was to fit a Power Commander. Its chassis and suspension though, were as good as anything from Japan and the Triumph possessed the added advantage of being generously proportioned and commensurately more comfortable than the opposition. On the racetrack, the Japanese makes continued to hold sway, the Daytona's only noteworthy achievement being Bruce Anstey's victory riding a V&M-tuned example in the 2003 Isle of Man TT 'Junior 600' race. In 2005 Triumph copied Kawasaki (which was offering an alternative 636cc version of its ZX6-R) and upped the Daytona's capacity to 650cc. The Daytona 650 though, would be only a stop-gap model pending the arrival of the three-cylinder Daytona 675, which set new standards for the class on its debut in 2006 and is still in production today. Nothing is known about the origin and history of this 'racerised' Daytona, which is offered without documents. Noteworthy features include a Nitron rear shock, K-Tech forks, R&G crash protection and a Renthal rear sprocket. The rear-wheel paddock stand is included in the sale.

£2,000 - 3,000

€2,300 - 3,500

No Reserve







**412**

### **c.1991 Kawasaki 249cc KR-1S Racing Motorcycle**

Frame no. KR250C-007082

Before emissions legislation effectively limited its use to small-capacity scooters, there was one last glorious flowering of the two-stroke engine in the 250 class. Kawasaki's final fling, the KR1, arrived in 1988. Looking every inch the pukka Grand Prix racer, the KR1 featured a water-cooled, parallel-twin engine mounted in an aluminium alloy beam frame. With 55bhp on tap, the KR-1 was good for around 130mph but suffered from unreliability caused by piston ring failures. This problem was sorted on the successor KR1-S, which in addition to stronger pistons came with a longer swinging arm and larger-section rear tyre. In 1991 Performance Bikes magazine got 135mph out of a KR1-S, bettering Suzuki's rival RGV250 by some 10 miles per hour. Kawasaki's last two-stroke sports bike, the KR1-S ceased production in 1992. Nothing is known of the history of this 'racerised' example, which is offered without documents. The rear-wheel paddock stand is included in the sale.

**£1,000 - 2,000**

**€1,200 - 2,300**

**No Reserve**



**413**

### **Yamaha Rotax 690cc Supermono Racing Motorcycle**

Frame no. ST-ROT-49625

Constructed using a Yamaha TZ frame and 690cc Rotax five-speed engine, this supermono racer was completed in its current form by the immediately preceding owner in 2009 following some 100 hours in the workshop. Work carried out to get the bike race ready included replacing the original forks with a set taken from a 2004 Yamaha R6 and swapping the FZR400 wheels for lightweight aluminium TZ ones. The front brake has been upgraded with a 320mm PFM disc and AP Racing 6-pot calliper, operated by a Brembo radial master cylinder, while the rear disc is gripped by a Brembo calliper that started life on the front wheel of a scooter. The frame, sub-frame and swinging arm are powder coated, while the fairing, tank, rear hugger and Yamaha TZ250E 'droopy' seat were finished in two-pack paint. Other noteworthy features include new Vortex clip-ons, Dennis Trollope rear-sets and a Suzuki GSR600 K6 shock absorber, while the engine has been stripped, repaired and rebuilt by well-known classic racer, Steve Ruth. The machine was purchased by the late owner at Bonhams' Stafford Sale in November 2011 (Lot 442). A potentially competitive mount in the 'sound of singles' and 'supermono' categories, this smartly turned out machine is offered with a quantity of spares to include a 640cc Rotax five-speed engine. The rear-wheel paddock stand and a photocopied Rotax repair manual are included in the sale.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**



**414**

## **1959 BSA 500cc DBD34 Gold Star**

Registration no. 7093 WE

Frame no. CB32 8974

Engine no. DBD34GS 3780



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.

Previously owned by one Stuart Horne of Redditch and before him by Robert Anderson of Willow Green, Newcastle upon Tyne, this DBD 34 Goldie was acquired by the late owner in May 2010. A BSA Gold Star Owners' Club letter on file states that the factory Despatch Book shows that engine number '3780' originally formed part of a machine despatched to the USA in 1959 while frame number '8974' went to Bolton, Lancashire, also in 1959. Invoices on file issued by respected marque specialist, Phil Pearson, detail an engine rebuild undertaken in August 2001 that included a new crankshaft, cylinder liner and Wiseco piston. Other accompanying documents include the 2010 purchase receipt, assorted SORN paperwork, email correspondence, old/current Swansea V5Cs and an expired MoT certificate (May 2010). Two volumes of BSA Service Sheets are included in the sale.

**£8,000 - 12,000**

**€9,400 - 14,000**





415

## 1960 BSA 646cc Gold Star

Registration no. 741 YUJ

Frame no. CB32 9470

Engine no. DA10R 1575



The machine offered here, although superficially similar to a Rocket Gold Star, is in fact a 'special', combining a genuine Gold Star frame with a Super Rocket engine. Perhaps the most surprising thing about the Rocket Gold Star is that it took BSA so long to get around to the idea of putting its 646cc twin-cylinder engine into the chassis of its top-of-the-range sports single. Of course, it wasn't quite as simple as that. 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.

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 that soon would supersede it. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The 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.

A BSA Owners' Club dating certificate on file states that this machine's frame formed part of a B34 Gold Star despatched to Loxham's of Preston in March 1960 and that the engine was originally in a Super Rocket sent to Cundle's of Liverpool, also in March 1960. Other documentation reveals that its late owner was trying to obtain the registration 'MFA 717' for this machine, but as 'MFA 717' had quite different frame/engine numbers it is not surprising that it ended up with an age-related plate: '741 YUJ'. Evidently some work was in progress when its owner died, as the rear of the machine (seat, mudguard, stays, etc) is loosely assembled. Last taxed for the road to 28th February 2013, this handsome Gold Star 'special' is offered with Haynes workshop manual, Draganfly BSA spares list, sundry invoices and Swansea V5C registration document.

**£8,000 - 12,000**

**€9,400 - 14,000**



**416**

### **1956 BSA 500cc DBD34 Gold Star**

Registration no. 729 XUA  
Frame no. CB32 4528  
Engine no. DBD34GS 2572

An email printout on file states that the factory Gold Star Despatch Book shows that engine number '2572' originally formed part of a machine despatched to Paris while frame number '4528' went to the USA. Apparently, this machine was built by marque specialist Len Haggis circa 2006 and subsequently resided in Portugal. It was acquired by the late owner in July 2012 and last taxed to 31st December of that year. The odometer currently displays a total of 1,124 miles, which may well be the distance covered since the machine's restoration. Accompanying documentation consists of some Gold Star related literature, Amal GP carburettor instructions, SORN paperwork, Swansea V5C and three old MoT certificates (most recent expired 13th November 2012).

**£8,000 - 12,000**

**€9,400 - 14,000**



**417**

### **1952 Vincent 498cc Comet**

Registration no. XMP 648  
Engine no. F5AB/2A/9323  
Rear Frame no. RC/11223

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. This example was previously owned by Mr Bernard Bayley of Burntwood, Staffordshire who acquired it as a restoration project in October 2001 (see 'as found' photographs on file). Accompanying invoices show that the rebuild was carried out from 2002 to 2004 while the solitary MoT certificate was issued in June of that year, the odometer reading being recorded as 10 miles (currently 236). 'XMP 648' was acquired by the late owner in May 2010 (purchase receipt on file). The machine is offered with the aforementioned documentation, SORN acknowledgement, Swansea V5C document and photocopied instruction sheets and spare parts list.

**£6,000 - 10,000**

**€7,000 - 12,000**







**418**

### 1955 Ariel 998cc Square Four 4G Mk2

Registration no. VKM 298

Frame no. PS342

Engine no. GL333

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. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts. This late example comes with an old-style continuation logbook (issued 1962) listing three owners in Kent and South London. The late owner bought the machine as a restoration project in 2010 from Ron Cobb, who states in an accompanying email printout that the machine had been kept by its last owner for 30 years and had been bought from Pratt's Vintage Motorcycles of London SE1. A tax disc that expired in December 1975 is still in the holder. The machine is offered with the aforementioned logbook, assorted pre-restoration photographs, sundry invoices, Draganfly Motorcycles spare parts lists, Swansea V5C document and a CD-ROM of images documenting the rebuild.

**£4,000 - 6,000**

**€4,700 - 7,000**



**419**

### 1959 Velocette 499cc Venom

Registration no. 965 KPE

Frame no. RS10828

Engine no. VM2161

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, reappearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was up-dated, changing to 'square' bore and stroke dimensions of 86x86mm and gaining an alloy cylinder barrel and 'head. Engine development pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. Sensibly upgraded with the Thruxton-type twin-leading-shoe front brake and alloy wheel rims, this smartly turned out Venom was purchased by the late owner in July 2010 from VOC member Roy Hollingsworth of Romford, Essex, who had owned it since 2001. Accompanying documentation consists of an old-style continuation logbook (issued December 1960) listing five owners in the South of England; photocopied workshop manual, parts lists and literature; BMS service manual; SORN paperwork; sundry invoices; old/current Swansea V5/V5C documents and a quantity of expired MoTs dating back to the 1990s. These show the recorded mileage rising from 42,301 in April 1990 to 43,022 when the most recent was issued in July 2009, a distance of only 721 miles in 19 years. The current odometer reading is 43,026 miles.

**£5,000 - 7,000**

**€5,900 - 8,200**



**420**

## **c.1954 Velocette 499cc 'Venom to Thruxton specification' (see text)**

Registration no. RFF 633

Frame no. RS4418G

Engine no. VM1978



'Prestige machine of the pushrod range was the Venom Thruxton 500. It incorporated all the accumulated experience gained in the years the Venom Clubman has been raced in long-distance events, plus the development of the 12 and 24-hour record breaker.' – C E A 'Titch' Allen, The Velocette Saga.

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.

Although the machine offered here appears to be (broadly) to Thruxton specification (cutaway fuel tank, twin-leading-shoe front brake, alloy wheel rims, swept-back exhaust pipe, rear-set footrests, clip-on handlebars, racing seat, matching Smiths speedometer/rev counter, etc) the frame number suggests that this component started life in an MSS, while the Venom engine lacks the Thruxton version's 'VMT' number pre-fix and its internal specification is not known. Its late owner acquired 'RFF 633' in July 2010. Accompanying documentation consists of SORN paperwork, Swansea V5C and an almost complete run of old tax discs and MoT certificates issued between 2001 and 2009. A service manual and spare parts list are included in the sale. An opportunity to acquire a smartly presented Thruxton look-alike for a fraction of the cost of the genuine article.

**£6,000 - 8,000**

**€7,000 - 9,400**







**421**

***Property of a deceased's estate***

**1948 Velocette 348cc MAC**

Registration no. LSU 728  
Frame no. MB4220 (see text)  
Engine no. MAC 10650

In 1933 Veloce Limited augmented its overhead-camshaft range with an overhead-valve 250 - the MOV. The newcomer's engine was a 'high camshaft' design with enclosed valves, and in addition 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, subsequently bored out to create the 500 MSS. By lengthening the stroke it was possible to use the MOV's top end almost unaltered, thus saving on production costs. The 250's cycle parts were likewise retained for the MAC, which with its greater power yet scarcely increased weight, was a worthy rival to Hall Green's more expensive overhead-camshaft K-Series models. 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. Production ceased in 1960. This early, post-war, 'iron' Velocette MAC was purchased by the deceased vendor in 1972. The machine appears to have been restored at some time but it is not known when it was last used. Offered for re-commissioning and sold strictly as viewed, 'LSU 728' comes with DVLA correspondence, old-style continuation logbook (issued 1956) and Swansea V5 document. It should be noted that the frame number stamping is unclear and open to more than one interpretation.

**£3,000 - 3,500**

**€3,500 - 4,100**

**No Reserve**

**422**

***Property of a deceased's estate***

**1950 Vincent 498cc Comet Project**

Registration no. EHJ 678  
Frame no. RC/1/5547  
Engine no. F5AB/2A/5514  
Rear Frame no. RC/1/7617  
Crankcase mating no. 92P



Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. This incomplete Comet was probably acquired by the deceased owner in the late 1970s. Offered for restoration and sold strictly as viewed, it comes with a number of removed parts including a dynamo, speedometer, rear light lens and seat stays. Accompanying documentation consists of an old-style continuation logbook (issued 1971) and Swansea V5 document.

**£5,000 - 6,000**

**€5,900 - 7,000**

**No Reserve**



423

423

**Property of a deceased's estate**

**c.1954 Vincent 498cc Comet Project**

Frame no. RC/1/12219

Engine no. F5AB/2A/3793 Rear Frame no. RC/1/12219

A similar Lot. It is not known when the deceased owner acquired this totally dismantled Comet, or what state it was in at the time of acquisition. Prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise prior to bidding. There are no documents with this Lot.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**

424

**Property of a deceased's estate**

**c.1965 Velocette 499cc Venom Project**

Registration no. EHW 797C (see text)

Frame no. RS18613 Engine no. VM6147

Engine development pursued as part of the scrambles programme bore fruit in the shape of the high-performance Venom and its 350cc sibling, the Viper, which were launched at the 1956 Motorcycle Show. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. It is not known when the deceased owner acquired this totally dismantled Venom, or what state it was in at the time of acquisition. Noteworthy features include alloy wheel rims (optional on the Clubman model), a Thruxton-style twin-leading-shoe front brake and an Amal Concentric carburettor. Prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise prior to bidding. An attached note lists the registration number as 'EHW 797C' but there are no actual registration documents with this Lot.

**£2,000 - 2,500**

**€2,300 - 2,900**

**No Reserve**



425

425

**Property of a deceased's estate**

**c.1939 Velocette 348cc KTS MkII Project**

Registration no. BV 9436

Frame no. MS3274 (see text) Engine no. KSS8742

Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead-camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve gear, plus the cradle frame and heavyweight Webb forks of the new MSS. This incomplete and partly dismantled KTS MkII features the alloy cylinder head with enclosed valve gear first seen at the 1935 Motor Cycle Show. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. It should be noted that the frame number stamping is unclear and open to more than one interpretation.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**

426

**Property of a deceased's estate**

**c.1955 Velocette 498cc MSS Project**

Frame no. see text Engine no. MSS11191

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935, its engine being housed in a new frame derived from that of the racing KTT. The model disappeared from Velocette 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. Its engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head'. It is not known when the deceased owner acquired this totally dismantled MSS, or what state it was in at the time of acquisition. Prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise prior to bidding. There are no documents with this Lot and it should be noted that there is a shallow dent partially obscuring the frame number.

**£1,500 - 2,000**

**€1,800 - 2,300**

**No Reserve**







427

**The ex-Steve McQueen**

### **1914 Indian Model F Board-Track Racing Motorcycle**

Engine no. 41F092



There being no purpose-built motorcycle racetracks in the sport's pioneering years, the first competitive events were held on existing velodromes built for cycle racing. Indian's co-founders George M Hendee and Carl Oscar Hedstrom had both been successful racing cyclists in their day and so were well aware of the valuable publicity to be gained from racetrack successes. Indeed, Hedstrom's interest in motorcycles had been kindled when he built a motorised pacer for use on cycle racing tracks, and Hendee's favourable impressions of this machine had brought the two men together. Indian was soon profiting from its products' competition successes, to such an extent that the firm was overwhelmed with orders and had to turn for assistance to the Aurora Automatic Machinery Company, of Aurora, Illinois, which from October 1902 was contracted to build the Hedstrom-designed engines under license.

At first, Indian motorcycles used in competition were modified road models, and not until 1908 did the Springfield company offer a purpose-built racing motorcycle for sale. The following year Messrs Hedstrom and Hendee opened their own home-town, pine-board motordrome in Springfield, thus providing Indian with its own test track and works rider 'Jake' DeRosier - one of motorcycle sport's first superstars - with a stage to showcase his immense talent.

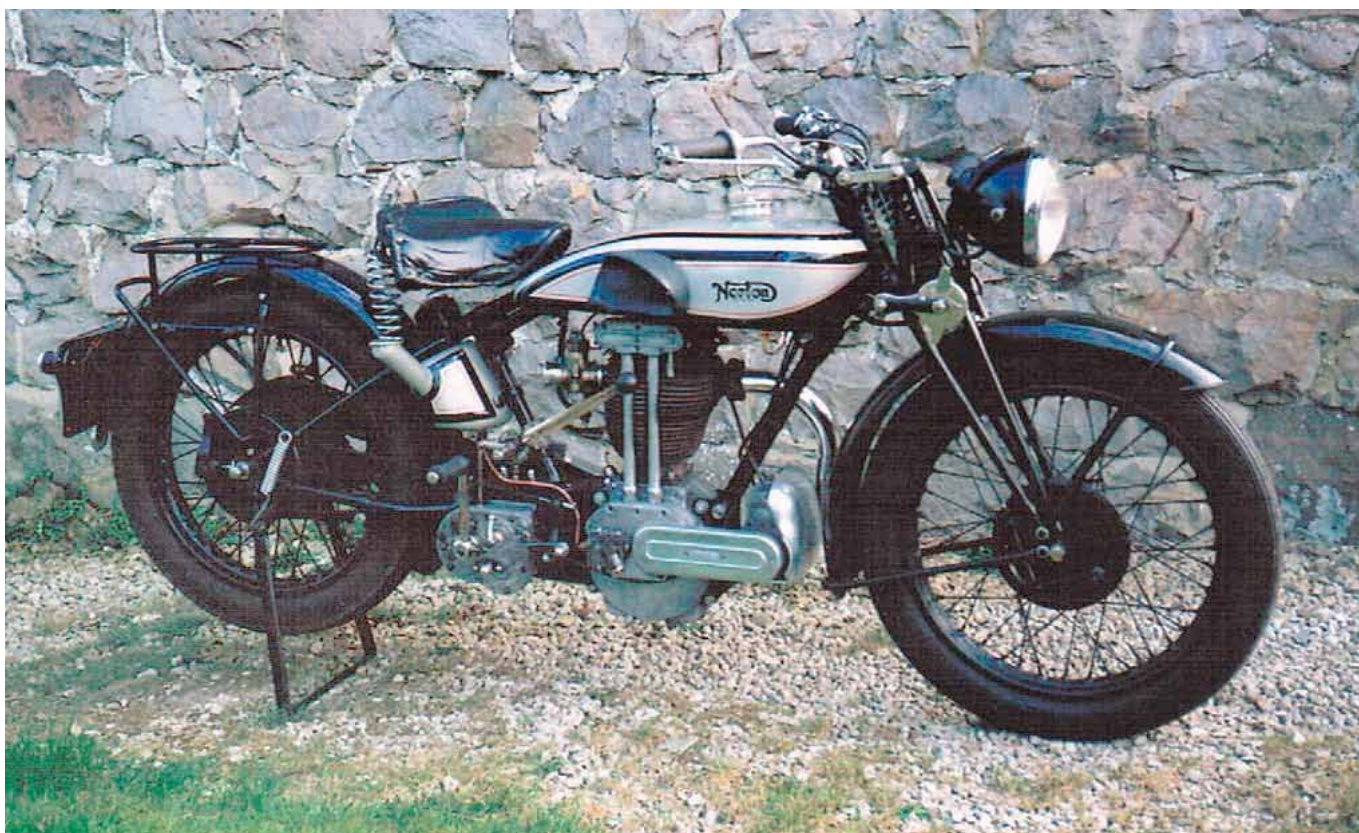
Lacking a clutch, throttle and brakes, board-track racing motorcycles were push-started and run flat-out until the end of the race when the rider would short the magneto to stall the engine. Although rudimentary, they nevertheless could reach 100mph. Accidents were frequent and injuries often serious, one of the major hazards being splinters picked up from the track's surface.

Based on a production model, this board-track racer is powered by Indian's 4hp, 30.5ci (500cc) engine featuring inlet-over-exhaust valve gear. It is fitted with a clutch, though this appears to be inoperative. The frame is Indian's conventional loop-type, though with geometry different from that of the roadster's, the fork angle being steeper and the wheelbase shorter. This altered fork angle effectively moves the engine closer to the front wheel, thus improving steering and high-speed stability.

Restored by marque specialist Stephen Wright, this 1914 Indian was once owned by motorcyclist and actor, the late Steve McQueen. The machine was purchased at Bonhams' sale at Carmel, California in May 2010 (Lot 165) and since then has formed part of a private collection.

**£22,000 - 28,000**

**€26,000 - 33,000**



**428**

### **1929 Norton 500cc Model 18**

Registration no. RT 6092

Frame no. 41670

Engine no. 48475



A number of Norton's models sustained extraordinarily long lifelines, and the Model 18 (dating from 1922 to 19540) was no exception. Company founder James L Norton personally oversaw this model's introduction, which was the Birmingham company's first ohv machine, and which could definitely be said to have helped Norton become a major force in the racing world in general, and at the Isle of Man in particular. The Model 18 continued as the firm's sportiest overhead valve offering, if rather over-shadowed by - but in parallel with - the CS and International overhead camshaft machines, which reached the showrooms in 1928 and 1932 respectively. Saddle tanks were fitted to Nortons from around 1929 onwards, reminding us just how technically intense that period was, thanks to the invention of positive stop gear boxes, the arrival of chromium plating, and the increasingly wider use of twist grip throttle controls. There was however one constant for Norton; i.e. the distinctive silver and black striped oil and fuel tanks, off-set with a red coach line, a trade mark livery that has endured from Edwardian days to the present!

This Model 18 was acquired by the vendor about ten years ago. Despite that its history is mostly anecdotal the registration documents confirm that one well known earlier owner was the VMCC's Wally Flew, whose stewardship began in 1983. Although there is no written evidence to support his belief the present owner states the bike began life as a 600 but, because of contemporary unreliability problems, was returned to the Bracebridge Street factory circa 1933, where it was converted to a sweeter-running 500cc configuration as, reportedly, were quite a number of other 600cc versions. (Within Norton's much-loved, albeit unfathomable, numbering system the 600cc series was of course known as a Model 19. It should be noted that this Norton was catalogued so close to press day that there was insufficient time to check the above information with the Owners Club.) The owner is also fairly certain that the forks were probably changed/updated on the same occasion. Since it was acquired the machine has been seldom ridden, not only due to a leisurely programme of selective refurbishment - of which the most visible components are the 'tanks' - but because some increasingly stiff joints are, inevitably, now causing starting difficulties. In fact it is only recently that the Norton has once again emerged as a complete entity. Offered with a V5 and V5C, plus green old style copy logbook.

**£18,000 - 22,000**

**€21,000 - 26,000**





**429**

***Single family ownership since 1926***

**1921 Velocette 220cc Model DL2**

Registration no. ES 4063

Frame no. 873

Engine no. 84321

The first 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke 'Veloce' model. Designed by Percy Goodman, the first Velocette 'stroker' of 1913 was powered by a 206cc engine of advanced design, incorporating a desaxé (offset) cylinder and patented automatic lubrication system that drew oil from a crankcase compartment by means of exhaust pressure. Two-speed and ladies' models were added to the range for 1914 and then in 1915 the engine was revised and enlarged to 220cc. The next revisions to the engine occurred late in 1919 with the introduction of the restyled D2 and DL2 models, which also featured new frames and lightweight Brampton forks while retaining the existing dog clutch transmission. First registered in 1921, this early Velocette ladies' model has resided in the Perthshire area of Scotland all its life and was purchased by the vendor's father in 1926. It was used by his mother from 1928 and by the vendor himself to pass the motorcycle driving test in 1950! We are advised that the machine was last on the road in 1951. Restored in 2004, 'ES 7043' has been shown at various classic vehicle events, winning 1st and 2nd place awards, but has not been ridden on the road. The machine comes with an original Velocette instruction book and tool kit, and an old-style continuation logbook issued in 1925. We understand that a Swansea V5C registration document has been applied for.

**£3,000 - 5,000**

**€3,500 - 5,900**



**430**

***Property of a deceased's estate***

**1955 Panther 250cc Model 65**

Registration no. UTF 123

Frame no. F9839

Engine no. 55JS289B

Panther first used vertical power units in 1948 for its 250cc and 350cc trials models, which unlike the firm's traditional, large-capacity roadsters eschewed the stressed-member, sloping-engine layout in favour of a conventional tubular frame, an arrangement adopted by the equivalent roadsters in 1949. The overhead-valve engine contained its dry-sump oil tank within the crankcase in Panther's traditional fashion and was unusual in employing plain bush main bearings. A Dowty Oleomatic front fork was fitted and the Models 65 (250) and 75 (350) retained a rigid frame. For 1953 there was a new swinging-arm frame and a conventional telescopic fork, and in this form the smaller Panthers lasted until the early 1960s, the company's representation in the lightweight category being exclusively Villiers-powered thereafter. First registered by King's Motors of Oxford, this partially restored Panther 65 comes with its original logbook listing five further owners up to 1960. It is not known when it was last used. Sold strictly as viewed.

**£800 - 1,200**

**€940 - 1,400**

431

### ***Property of a deceased's estate***

#### **c.1963 Ariel 247cc Leader**

Registration no. 4448 LG

Frame no. T32308/B

Engine no. T32308/B

Launched in 1958, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. The Leader was powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, and also broke with tradition in employing a fabricated steel beam frame instead of tubes, and a trailing-link front fork. Detachable enclosure panels extended forwards to meet the leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. The late owner's son can remember his father starting this Leader back in the 1960s, and the machine is believed to have remained unused since that time. Partly restored and with various bodywork parts detached, it is offered for restoration and sold strictly as viewed. Apart from a workshop manual there are no documents with this Lot.

**£300 - 500**

**€350 - 590**

**No Reserve**



432

#### **1960 Velocette 500cc MSS Enduro Scrambler**

Registration no. 511 YUF

Frame no. 1982/35

Engine no. MSS 12835 S

In late 1954 Velocette announced the 500cc MSS Scrambler, followed in 1956 by a 350cc sibling. Acknowledged as possessing a fully competitive motor, if lacking in outright handling ability, the Scrambler acquitted itself very successfully in competition in the USA; all the more so following the adoption of a triangulated rear frame section in 1959. It is estimated that fewer than 1000 off-road Velocettes, in either capacity, were manufactured between 1955 and the mid-1960s. This is the actual Enduro model pictured on pages 147/148 of Rod Burris's 'Velocette Motorcycles – MSS to Thruxton' (published by Veloce), wherein the captions allude to the Enduro model's rarity, though it should be noted that in Dave Masters' 'Velocette – An Illustrated Profile of Models' (published by Jenners), the off-road model with its combination of Scrambler and Venom components is described as 'Endurance'. (The 'enduro' term was not then widely used within the motorcycling community). The vendor purchased this ultra-rare Velocette at Brooks' sale of the Autokraft Collection Sale, held at the RAF Museum, Hendon in 1999 (Lot 14). Since then '511 YUF' has had very little use, but is nevertheless taxed and was MoT'd to March 2013. The machine is offered with VMCC Dating Certificate, plus forms V948 and V5C. The provision of Hagon rear suspension units is the only notified deviation from factory suspension.

**£5,400 - 5,800**

**€6,300 - 6,800**







**433**

***1,657 miles from new***

**2001 Ducati 998cc 996R**

Registration no. Y341 TGT

Frame no. ZDMH200AA1B012698

Engine no. ZDMH998W4B000151



The history of Ducati's 8-valve, water-cooled, v-twin engine is one of constant development spurred on by a single goal: to enable the factory team to maintain its supremacy in the World Superbike Championship. One of the most important landmarks in this ongoing process was the introduction in September 2000 of the testastretta engine. Designed by ex-Ferrari Formula 1 engineer, Angiolino Marchetti, this new motor was based on the existing Desmoquattro but featured a revised cylinder head with the pairs of valves set at a much reduced included angle to achieve a more efficient combustion space, hence the name testastretta, meaning 'narrow head'. As well as the new heads, the testastretta featured a shorter stroke/larger bore (permitting higher revs), higher-lift camshafts, sand-cast crankcases, a deeper sump and a new Marelli engine management system. The 998cc testastretta engine made its debut in a mildly upgraded version of the existing 996SPS chassis as the limited edition 996R. In a novel marketing strategy, the first batch was offered for sale over the Internet and almost all found buyers soon after the model's release on 12th September 2000. After the Internet sale the 996R continued to be available and by the time production ceased at the end of 2001, some 700 or so had been sold worldwide.

The current vendor bought this rare 996R (number '261' of the series) from the widow of its owner, who had several other modern, limited-edition Ducatis in his collection. It came with both keys, 'R' manual, bike cover, front and rear stands, and Swansea V5 but no other documents. Ducati dealership Pro Twins have confirmed that they carried out the first free (and so far only) service. 'Y341 TGT' had 670 miles recorded at time of purchase and had been de-commissioned: battery removed, tank drained, fuel pipes off the pump, etc. The vendor has covered some 1,000 miles on the Ducati, 700 on a day trip across France, and last year rode it only once, for 75 miles. If the machine has been run, the fuel is always drained and the oil and filter changed before laying it up. Last year the coolant was changed also. The machine will be offered for sale complete with battery and fuel. It is said to run perfectly but we would advise that the cam belts be changed by the new owner immediately after purchase; although relatively few miles have been covered they are nevertheless 12 years old, as are the tyres. Presented in effectively 'as new' condition, this beautiful 996R represents a wonderful opportunity to acquire what was the ultimate road-legal Ducati of its day.

**£12,000 - 15,000**

**€14,000 - 18,000**

**434**

### **1981 Ducati 864cc Mike Hailwood Replica**

Registration no. GLJ 122W  
Frame no. DM900SS 901021  
Engine no. 91589 DM860

A landmark model that kept Ducati afloat during the 1980s, the Hailwood Replica owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalising on this outstanding success, launching a road-going replica the following year. Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. The most obvious difference was the full fairing finished in red, green and white, complemented by a glassfibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out. Sold new in South Africa, this example came to the UK in March 1990 and has had four keepers here, the most recent for the last 15 years. Dry stored for the last 12 years, it benefits from a new battery and an oil change and is described as in generally good original condition. The machine is offered with South African registration papers and Swansea V5 document.

**£12,000 - 15,000**

**€14,000 - 18,000**



**435**

### **1977 Harley Davidson 1000cc XLCR Cafe Racer**

Registration no. PHU 650R  
Frame no. 7F00 621H7  
Engine no. 7F00 621H7

Harley Davidson's handsome Cafe Racer was a contradictory machine in as much as it was superbly styled - with considerable input from Willy G Davidson himself - but with a specification that relied on too many stock engine and chassis parts beneath the skin. With barely 60 bhp available from its unmodified 9:1 engine, and weighing in excess of 500lb, the net result was neither nippy or nimble, especially compared with Ducati's 900SS or a Moto Guzzi Le Mans. Kitted from the outset with 7-spoke Morris wheels, and a bikini fairing, the XLCR was sometimes described in USA's deep south as an "Ex-cel-cee-ar!" Production unfortunately ceased in 1978, after just under 2000 examples had been manufactured, which explains the rare sightings of this unique model (particularly in Europe) today. The all black CR was imported in 1990 from the USA, where the vendor reports the majority of its 25,000 miles were clocked. In his ownership since 2006 it has been quite sparingly used, having previously undergone a 'refreshment course' by Fred Warr some 2,500 miles ago. It was at this point that PHU 650R received an upgraded suspension system, drilled discs, a set of tapered roller head races, and an epoxy-coated frame. Pictured on the bench for cleaning purposes the machine is offered with Registration documents and an expired MOT certificate.

**£10,000 - 12,000**

**€12,000 - 14,000**







436

***The ex-works, Kawasaki France, Le Mans 24 Hours, Spa 24 Hours, Bol d'Or***  
**1989 Kawasaki 750cc ZXR-7 TTF1 Racing Motorcycle**

Frame no. ZXR7-00389



The French have always been passionate about endurance racing, be it on two wheels or four, but then that's hardly surprising given the international status of the Le Mans 24-Hour Race. In long-distance motorcycle racing, French riders have dominated the premier series from its inception as the FIM Coupe d'Endurance in 1975 - won by Georges Godier and Alain Genoud on a Kawasaki - through to the Endurance World Championship of today. Japanese manufacturers have been happy to let French satellite or importer teams fly the flag for them in World Endurance, Kawasaki's long-term representation in the series being the responsibility of Kawasaki France, a member of the C Itoh group of companies.

This machine is one of four works bikes supplied to Kawasaki France in 1989 for the World Endurance Championship. It is one of only two still in existence and was used as a support bike during 1990 by the three winners of the Kawa-Moto Revue Cup. The more successful of these two survivors, '0389' enjoyed its best results the following season when it finished 7th in the Le Mans 24 Hours, 4th in the Spa 24 Hours and 15th at the Bol d'Or. Riders were Stéphane Coutelle, Christophe Mouzin and Jehan d'Orgeix.

This historic Kawasaki endurance racer was purchased by the lady vendor's late father at Bonhams' Stafford sale in October 2006 (Lot 686) and since acquisition has been kept in dry storage. Finished in black with prominent 'Century' sponsor's decals, '0389' is offered with a detailed Rapport d'Expertise (appraisal) prepared in November 2000 by Conseil Auto, of Eaubonne, for Kawasaki Motors France, authenticating the machine and its competition record, and stating that it has been rebuilt to original specification by KMF technicians. The machine was serviced by Kawasaki Motors France mechanics immediately prior to sale in March 2002 and this is the last occasion it ran. A rare opportunity to acquire a unique, ex-works, prototype racing motorcycle with significant competition history.

**£10,000 - 15,000**

**€12,000 - 18,000**



**437**

***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 Lentaigine, 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.

**£5,000 - 7,000**

**€5,900 - 8,200**





**438**

### **c.1976 Honda CB750K**

Registration no. VUG 309R  
Frame no. CB750K-2708972  
Engine no. CB750E-2708974

Nine years after introducing the revolutionary CB750 to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. "The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system," declared *Bike* magazine. 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds. Imported from the USA, this pristine CB750K was fully restored in 2010 by Rising Sun Restorations, one of this country's leading restorers of Japanese motorcycles. Only genuine new Honda parts were used in the rebuild, many of them now unobtainable, their cost amounting to more than the asking price. Presented in excellent condition and ready to go, the machine is offered with owner's manual, tool kit, MoT/tax and Swansea V5. Bills are available on request.

**£5,000 – 7,000**

**€5,900 - 7,000**



**439**

***800 miles since full restoration***

### **c.1970 Kawasaki 498cc H1A**

Registration no. LWR 418H  
Frame no. KAF 25836  
Engine no. KAE 24159

From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing, but a two-stroke – the awesome, legendary Mach III (also known as the H1). Light weight combined with a peaky 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 when launched in 1968. Today it is one of the most sought after of classic Japanese motorcycles. Imported from the USA, this pristine H1A triple has been fully restored, using only genuine Kawasaki parts, by Rising Sun Restorations, one of this country's leading restorers of Japanese motorcycles. On completion the machine was featured in *Classic Bike* magazine (April 2010 edition, copy available) and also on the front cover. CB were impressed with the final result: 'If you'd walked into a Kawasaki dealer in the Seventies and bought an H1, this is exactly what you would have been handed the keys for...' In one respect though, the H1 is better than new, the silencers being accurate replicas in stainless steel. Presented in excellent condition and ready to go, the machine is offered with owner's manual, tool kit, MoT/tax and Swansea V5. Bills are available on request.

**£7,000 – 9,000**

**€8,200 - 11,000**

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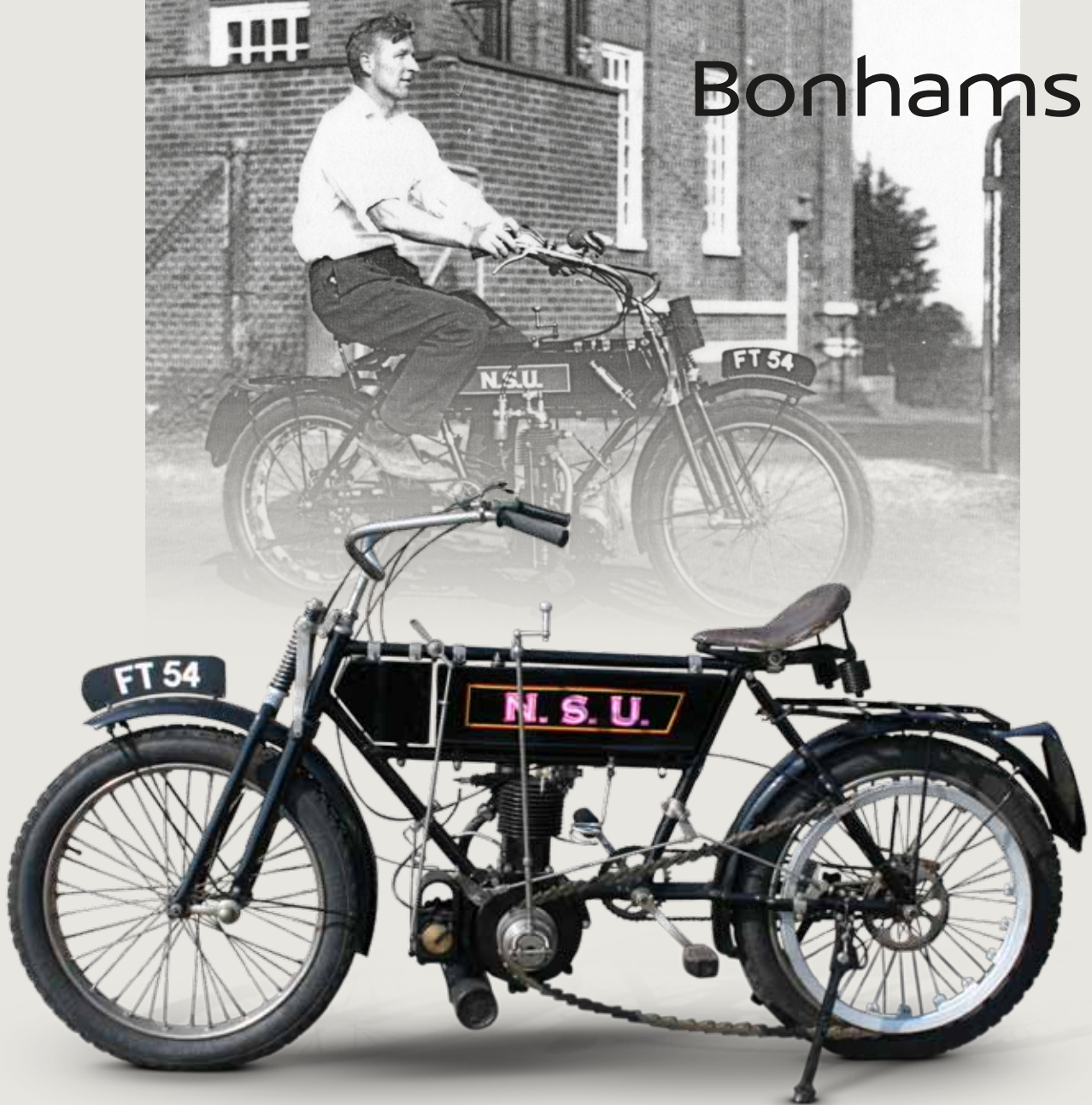
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**Consignments now invited**

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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 £400)**  
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% on the first £25,000 of the *Hammer Price*  
20% from £25,001 to £500,000 of *Hammer Price*  
12% from £500,001 upwards of *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 3% 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 3% surcharge.

**Credit cards:** Visa and Mastercard only. Please note there is a 3% 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](mailto: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.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	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> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	8.1.2	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.
7.1.5	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;	8.1.3	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> .
7.1.6	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
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;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	<b>9</b>	<b>FORGERIES</b>		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		



- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 MISCELLANEOUS**
- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://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](mailto: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*.

**"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](http://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."



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## African and Oceanic Art

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## American Paintings

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## Australian Colonial Furniture and Australiana

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UK/08/12

# Bonhams

1793



# Index

Lot No	Year	Model	Lot No	Year	Model
362	c.1958	AER Prototype	395	1998	Ducati 916 Senna
403	c.1966	Aermacchi 350cc Ala d'Oro Racing Motorcycle	394	1998	Ducati 916 Senna
204	c.1958	AJS 348cc Model 16M	391	1998	Ducati 916SPS 'Fogarty Replica'
390	2002	Aprilia RSV1000R Haga Replica	393	1999	Ducati 916 Senna
250	1929	Ariel Model 250cc LF de Luxe	397	1999	Ducati 916 Senna
288	1938	Ariel 500cc Red Hunter	433	2001	Ducati 998cc 996R
249	c.1942	Ariel 346cc W/NG	399	2007	Ducati 999 'Desmosedici Casey Stoner Replica'
418	1955	Ariel 998cc Square Four 4G Mk2	400	2007	Ducati 999 'Desmosedici Casey Stoner Replica'
287	1957	Ariel 998cc Square Four 4G Mk2	401	2007	Ducati 999 'Desmosedici Casey Stoner Replica'
431	c.1963	Ariel 247cc Leader	257	1913	Excelsior 61ci Model 7C Twin
266	1965	Ariel 247cc Leader	360	1937	Excelsior 250cc Model G11 Manxman
366	c.1958	Bianchi 175cc Tonale 4T	346	1918	Harley-Davidson 1,000cc Model F
304	1958	BMW 497cc R50	273	1974	Harley-Davidson 998cc Sportster
369	1961	BMW 980cc R69S Racing Sidecar Outfit	435	1977	Harley Davidson 1000cc XLCR Cafe Racer
309	1962	BMW 247cc R27	381	1963	Honda 125cc CR93 Racing Motorcycle
202	1968	BMW 245cc R27	214	c.1963	Honda 49cc C110D Sports Cub Project
230	1971	BMW 599cc R60/5	201	c.1964	Honda 125cc CR93 Racing Motorcycle
233	1978	BMW 1,000cc R100S & Squire Sidecar	215	1966	Honda 305cc CB77
232	1981	BMW 980cc R100RS	221	1971	Honda 450cc CB 450
216	1951	Bown 98cc Mark 1F	404	c.1973	Honda CB350 'K4' Racing Motorcycle
348	1921	Brough 5hp Model G	406	c.1973	Honda CB350 'K4' Racing Motorcycle
349	1926	Brough Superior 981cc SS80/100	206	c.1974	Honda XR75
350	1931	Brough Superior 980cc SS80	220	1976	Honda CB400F
313	1936	Brough Superior 982cc SS80	222	1979	Honda CBX1000Z
241	c.1939	BSA 500cc M20	213	1981	Honda CD200T Benly
386	1947	BSA 495cc A7 Motorcycle Combination	224	1999	Honda CBR1200XX Super Blackbird
281	1949	BSA 348cc B32 Competition Model			50th Anniversary Limited Edition
361	1950	BSA 350cc ZB32 Gold Star	223	1999	Honda CBR1200XX Super Blackbird
284	1956	BSA 500cc DBD34 Gold Star			Limited Edition
416	1956	BSA 500cc DBD34 Gold Star	405		Honda 398cc RC163 Grand Prix Replica
260	1957	BSA 650cc Golden Flash	438		Honda 736cc CB750 K7
306	1958	BSA 500cc DBD34 Gold Star	354	c.1952	Horex 342cc Regina
414	1959	BSA 500cc DBD34 Gold Star	356	1922	Humber 4½hp Motorcycle Combination
278	1960	BSA 343cc C15/B40 Trials	427	1914	Indian Model F Board-Track Racing Motorcycle
415	1960	BSA 646cc Gold Star	345	1915	Indian 682cc Model B 'Little Twin'
283	1961	BSA 499cc Gold Star Scrambler	217	1965	James 149cc M16 Cadet
279	c.1963	BSA 343cc C15/B40 Trials	246	1955	Jonghi 248cc H54T
209	1964	BSA 75cc Beagle	383	1971	Kawasaki 498cc H1B
340	1966	BSA 172cc D10 Bantam	382	1979	Kawasaki Z1000 Z1-R
211	1968	BSA 172cc D14 Bantam	437	1987	Kawasaki GPX750R Superbike
208	1969	BSA 172cc D14 Bantam	436	1989	Kawasaki 750cc ZXR-7 TTF1 Racing Motorcycle
210	1969	BSA 172cc D14 Bantam	412	c.1991	Kawasaki 249cc KR-1S Racing Motorcycle
237	1971	BSA 654cc Thunderbolt	229	1992	Kawasaki 750cc Zephyr
261	1972	BSA 500cc B50SS Gold Star	439		Kawasaki 499cc H1A
275	1981	Bultaco 350cc Sherpa Trials	254	1903	Kerry 308cc Lightweight
359	c.1933	Cotton-Norton 490cc Racing Motorcycle	242	1957	Lambretta LD125
358	1935	Cotton Blackburn	268	1957	Lambretta LD125/57
388	1934	Coventry Eagle 250cc	371	1969	Laverda 'American Eagle' 750GT
267	1969	CZ 175cc Model 450 & Pav Trailer	373	1972	Laverda 750SFC Production Racing Motorcycle
363	1955	DKW 75cc Hobby Luxus	327	1983	Laverda 1200TS
251	1927	Douglas 347cc EW	245	1955	Magnat Debon 250cc SSD
385	1934	Douglas 744cc Model Z1 'Powerflow' Motorcycle Combination	368	c.1958	Maserati 50cc Model 50/T2/SS
384	1952	Douglas 348cc 80 Plus	389	1956	Matchless 593cc Model G11
372	1969	Ducati 486cc Grand Prix Racing Motorcycle	277	1961	Matchless 348cc Model G3C Trials
434	1981	Ducati 864cc Mike Hailwood Replica	274	c.1980	MBA 125cc Racing Motorcycle
379	1982	Ducati 864cc 900SS	205	c.1980	Montesa Cota 349 Trials Motorcycle
378	1988	Ducati 851 Superbike Kit	280	1983	Montesa 175cc Impala 2
271	1990	Ducati 748cc Paso	351	1924	Montgomery-JAP 1,000cc V-Twin
272	1997	Ducati 600SS	203	1972	Moto Guzzi 749cc V7 Sport Project
398	1997	Ducati 916 Senna II	365	1955	Moto Morini 175cc Corsa
396	1998	Ducati 916 Senna	269	1968	Moto Morini 49cc Corsarino
			270	1975	Motograziella 47cc Moped



Lot No	Year	Model	Lot No	Year	Model
367	1976	MV Agusta 350 Sports 'Ipotesi'	322	c.1954	Triumph 649cc Tiger 110
380	1978	MV Agusta 750S America	321	c.1955	Triumph 498cc Tiger T100
376	2001	MV Agusta 952cc F4 Production Racing Motorcycle	298	1955	Triumph 499cc Tiger T100
392	2004	MV 750cc F4SR	295A	1955	Triumph 649cc Tiger 110
428	1929	Norton 500cc Model 18	320	c.1955	Triumph 650cc Thunderbird
342	1938	Norton 490cc ES2	219	1959	Triumph 199cc Tiger Cub
355	1939	Norton 490cc ES2	308	1961	Triumph 649cc T120R Bonneville
248	c.1944	Norton 490cc Model 16H Military	218	1965	Triumph 200cc Tiger Cub
338	1952	Norton 500cc Model 7 Dominator Project	300	1966	Triumph 649cc T120 Bonneville
339	1955	Norton 500cc Model 7 Dominator Project	282	1967	Triumph 199cc Comerford's Cub 'Works Replica' Trials Motorcycle
263	1957	Norton 350cc Model 50	231	1969	Triumph 250cc TR25W Trophy
337	1960	Norton 596cc 'Dominator 99' Project	332	1969	Triumph 490cc T100R Daytona
296	1960	Norton-Ariel 998cc Square Four Special	315	1970	Triumph 649cc T120R Bonneville
314	1961	Norton Dominator 650SS	336	1972	Triumph 649cc TR6R Tiger
301	1970	Norton 650cc Mercury	335	1972	Triumph 649cc TR6R Tiger & Squire Sidecar
324	1972	Norton 745cc Commando Fastback	317	1972	Triumph 740cc Trident T150
323	1972	Norton 745cc Commando Interstate	234	1974	Triumph 490cc TR5T Trophy Trail
303	1975	Norton Commando 850cc Interstate Mk111	236	1974	Triumph Trident T150V
325	1977	Norton Commando 850 MkIII	318	1975	Triumph 750cc T140 Bonneville
326	1985	Norton 588cc Interpol/Classic	316	1977	Triumph 741cc Legend
302	1988	Norton 588cc Classic	235	1977	Triumph 744cc T140 'Silver Jubilee' Bonneville
370		Norton 350cc Manx Replica	328	1977	Triumph 744cc T140 'Silver Jubilee' Bonneville
295	2005	Norvin' 998cc Café Racer	329	1977	Triumph 744cc T140 'Silver Jubilee' Bonneville
310	1962	NSU 247cc Supermax	331	1980	Triumph 744cc T140
430	1955	Panther 250cc Model 65	333	1982	Triumph 649cc TR65 Thunderbird
259	1905	Peugeot 3½hp V-Twin	330	1982	Triumph 744cc TSX
307	c.1910	Peugeot 660cc V-Twin	410	c.2000	Triumph TT600 Racing Motorcycle
243	1989	Peugeot SX Scooter	411	c.2004	Triumph 599cc Daytona
258	1913	Rex 896cc V-twin	429	1921	Velocette 220cc Model DL2
357	1926	Rex-Acme 2¾hp TT Replica	290	c.1929	Velocette 349cc KSS/KTT
352	c.1928	Rhony'x 499cc Model 'GX'	425	c.1939	Velocette 348cc KTS MkII Project
347	c.1915	Rover 500cc	264	1947	Velocette 347cc MAC
240	c.1944	Royal Enfield 346cc Model CO	421	1948	Velocette 348cc MAC
239	1953	Royal Enfield 693cc Meteor	265	1951	Velocette 350cc MAC
238	1960	Royal Enfield 495cc Meteor Minor Sports	420	c.1954	Velocette 499cc 'Venom to Thruxton specification'
276	c.1963	Royal Enfield 248cc 'Works Replica' Trials Re-creation	285	1955	Velocette 349cc Viper
256	1911	Rudge 499cc 'Brooklands' Racing Motorcycle	343	1955	Velocette 350cc MAC
252	1925	Rudge 499cc 4 Valve,	426	c.1955	Velocette 498cc MSS Project
364	1950	Rumi 125cc Turismo	419	1959	Velocette 499cc Venom
402	1973	SCITSU-Yamaha 475cc Racing Motorcycle	432	1960	Velocette 500cc MSS Enduro Scrambler
289	1930	Scott 596cc Sprint Special	424	c.1965	Velocette 499cc Venom Project
305	1957	Scott 596cc Flying Squirrel	311	1965	VéloSolex 3300 Moped
409	1991	Spondon Yamaha TZ250B Racing Motorcycle	293	1949	Vincent 998cc Rapide
377	1977	Suzuki RG500 MkII Racing Motorcycle	292	1949	Vincent 998cc 'Red' Rapide
228	1982	Suzuki GS850G	422	1950	Vincent 498cc Comet Project
247	c.1960	Terrot 123cc Ténor	294	1951	Vincent 998cc Black Shadow Series C
244	c.1931	Terrot 347cc Type HSST Racing Motorcycle	417	1952	Vincent 498cc Comet
407	1994	Tigcraft-BMW F650 Racing Motorcycle	291	1952	Vincent 998cc Black Shadow
297	1959	Triton 650cc Motorcycle Combination	423	c.1954	Vincent 498cc Comet Project
334	1967	Triton 650cc 'Café Racer'	225	2007	Voxan 996cc Street Scrambler
353	1920	Triumph 550cc Model H	255	1914	Wolf 269cc Model B
253	1928	Triumph 277cc Model W Deluxe	375	c.1979	Yamaha TZ750 Racing Motorcycle
286	1939	Triumph 498cc Tiger 100	212	1980	Yamaha SR500
344	1947	Triumph 497cc Tiger 100	374	1982	Yamaha TZ500J Grand Prix Racing Motorcycle
312	1948	Triumph 499cc 'Tiger 100 Grand Prix' Replica	207	c.1985	Yamaha RD350F 'YPVS'
262	c.1950	Triumph 349cc 3T	227	1987	Yamaha FZR1000 Genesis
299	1950	Triumph 650cc Thunderbird	408	c.1990	Yamaha FZR750R OW01 Racing Motorcycle
341	1951	Triumph 499cc Tiger T100	226	2002	Yamaha 599cc YZF-R6 Racing Motorcycle
387	1951	Triumph 500cc TRW	413		Yamaha Rotax 690cc Supermono Racing Motorcycle
319	1953	Triumph 498cc Speed Twin			











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