

Important Pioneer, Vintage & Collectors'  
Motorcycles and Related Memorabilia  
Sunday 27 April 2014  
The International Classic MotorCycle Show  
Staffordshire County Showground

# Bonhams



## The Spring Stafford Sale







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

Sunday 27 April 2014  
at 11am and 12pm  
The International Classic MotorCycle Show  
Sandylands Centre  
Staffordshire County Showground

# The Spring Stafford Sale

## Bonhams

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

## Viewing

Saturday 26 April  
10am to 5.30pm  
Sunday 27 April  
from 9am

## Sale times

Memorabilia & Spares 11am  
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  
[bonhams.com](http://bonhams.com)

Please note that bids should  
be submitted no later than  
Friday 25 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

Ben Walker  
+44 (0) 20 8963 2819  
+44 (0) 8700 273 625 fax  
[ben.walker@bonhams.com](mailto:ben.walker@bonhams.com)

James Stensel  
+44 (0) 20 8963 2818  
+44 (0) 8700 273 625 fax  
[james.stensel@bonhams.com](mailto:james.stensel@bonhams.com)

Bill To  
+44 (0) 20 8963 2822  
+44 (0) 8700 273 625 fax  
[bill.to@bonhams.com](mailto:bill.to@bonhams.com)

Motorcycle Administrator  
Julia Morelli  
+44 (0) 20 8963 2817  
+44 (0) 8700 273 625 fax  
[julia.morelli@bonhams.com](mailto:julia.morelli@bonhams.com)

Automobilia Specialist  
Adrian Papiro  
+44 (0) 8700 273 621  
+44 (0) 8700 273 625 fax  
[adrian.papiro@bonhams.com](mailto:adrian.papiro@bonhams.com)

## Enquiries on view and sale days

+44 (0) 20 8963 2817  
+44 (0) 8700 273 625 fax

**Catalogue: £20 + p&p**  
(admits two to sale)

## Customer Services

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

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

**Please see back of catalogue  
for Important Notice to Bidders**

**Sale Number: 21897**

## Illustrations

Front cover: Lot 162 and 159  
Back cover: Lot 29  
Opposite page: Lot 44  
Inside front cover: Lot 232  
Inside back cover: Lot 233

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

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

## Bonhams 1793 Limited

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

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

## Bonhams 1793 Ltd Directors

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

## Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,  
Antony Bennett, Matthew Bradbury,  
Harvey Cammell, Simon Cottle, Andrew Currie,  
David Dallas, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant,  
Robin Hereford, Asaph Hyman, Charles Lanning,  
Sophie Law, Camilla Lombardi, Fergus Lyons,  
Paul Maudsley, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,  
Mike Neill, Charlie O'Brien, Giles Peppiatt,  
Peter Rees, Julian Roup, Iain Rushbrook,  
John Sandon, Tim Schofield, Veronique Scorer,  
James Stratton, Roger Tappin, Ralph Taylor  
Shahin Virani, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.

# General Information

## Admission

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

**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. Buyer's Premium on all **Automobilia** lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For **Motor Cars** and **Motorcycles** a 15% Buyer's 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.

## Novo

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

## Vehicles imported under Temporary Admission (TA)

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

## Artists Resale Right Regulations 2006

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

## Vehicle Insurance

Representatives of 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. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For Motor Cars and Motorcycles a 15% Buyer's 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.

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Any machine not collected by 7pm on the day of the sale will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page. Should you have difficulty collecting your purchased lots by 7pm, please notify a member of staff during or directly after the sale.

## Can someone deliver the motorcycle for me?

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

### IMPORTANT V5/V5C INFORMATION

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

### 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.

### Keys and Documents

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

## Can someone arrange insurance for me?

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

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

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

# Your contacts for this sale

## Motorcycle Specialists

London  
Ben Walker  
+44 (0) 20 8963 2819  
+44 (0) 8700 273 625 fax  
ben.walker@bonhams.com

James Stensel  
+44 (0) 20 8963 2818  
+44 (0) 8700 273 625 fax  
james.stensel@bonhams.com

Bill To  
+44 (0) 20 8963 2822  
+44 (0) 8700 273 625 fax  
bill.to@bonhams.com

Malcolm Barber  
+44 (0) 207 468 8238  
malcolm.barber@bonhams.com

Devon & Cornwall  
Jonathan Vickers  
+44 (0) 1872 250 170  
jonathan.vickers@bonhams.com

East Anglia  
David Hawtin  
+44 (0) 1507 481 890  
+44 (0) 1507 481 890 fax  
david.hawtin@bonhams.com

Home Counties  
Colin Seeley  
+44 (0) 20 8302 7627  
colin.seeley@bonhams.com

Herts, Beds & Bucks  
Martin Heckscher  
+44 (0) 1494 758 838  
martin.heckscher@bonhams.com

Hampshire  
Mike Jackson  
+44 (0) 01794 518433  
mike.jackson@bonhams.com

Midlands  
Robert Cordon Champ  
+44 (0) 1543 411 154  
robert.cordonchamp@bonhams.com

Roger Etcell  
+44 (0) 1327 856 024  
roger.etcell@bonhams.com

Lancashire, Cumbria & Yorkshire  
Mark Garside  
+44 (0) 1457 872 788  
mark.garside@bonhams.com

Alan Whitehead  
+44 (0) 1204 844 884  
+44 (0) 1204 401 799 fax

Gloucestershire  
George Cohen  
+44 (0) 1460 526 46  
george.cohen@bonhams.com

France  
+33 (0)1 42 61 10 10  
paris@bonhams.com

Italy  
Gregor Wenner  
+39 06 485 900  
gregor.wenner@bonhams.com

Germany  
Paul Gockel  
+49 160 9498 4316  
paul.gockel@bonhams.com

USA  
Los Angeles  
Nick Smith  
+1 323 436 5470  
nick.smith@bonhams.com

## Motorcycle Administrator

Julia Morelli  
+44 (0) 20 8963 2817  
+44 (0) 8700 273 625 fax  
julia.morelli@bonhams.com

## Automobilia Specialist

Adrian Pipiros  
+44 (0) 8700 273 621  
adrian.pipiros@bonhams.com

## Buyers/Sellers Accounts

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax

## Catalogue subscriptions

+44 (0) 1666 502 200  
+44 (0) 1666 505 107 fax  
subscriptions@bonhams.com

## Press Office

Julian Roup  
+44 (0) 20 7468 8259  
+44 (0) 20 7468 8209 fax  
julian.roup@bonhams.com

## Recommended Transporters

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

## Memorabilia

Alban Shipping  
+44 (0) 1582 493099  
andrew@albanshipping.co.uk  
www.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



Please note that the auction venue has moved within the Showground to the Sandylands Centre.

## 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 2 May, by appointment only.

To arrange collection please contact the Automobilia Department:  
+44 (0) 8700 273 621 (tel)  
+44 (0) 8700 273 625 (fax)  
motorcyclememorabilia@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 in Stoke-on-Trent. Please contact Polygon Transport to make arrangements for the collection/delivery of your lot:

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

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

Lots will be available for collection from local store from 12pm Tuesday 29 April, by appointment with Polygon Transport.

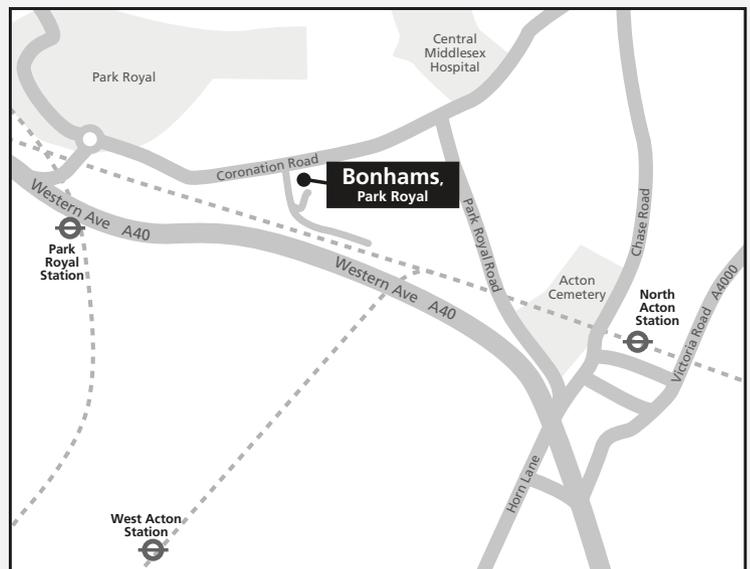
Vehicle Removal charges to local store  
£74 + VAT per motorcycle  
£120 + VAT per motorcycle combination

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

**Limited transport is available to the South of England (by request with Polygon Transport) 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

11am

Lots 1 - 73

Images of each lot can be found at:  
[www.bonhams.com/21897](http://www.bonhams.com/21897)







19



20

**1\***

A quantity of books relating to BMW, American and military motorcycles, including Mick Walker: BMW The Racing Story, and BMW Twins; Harry V Sucher: The Iron Redskin; books relating to Harley Davidson, and Indian, and others for mainly British and German wartime motorcycles, in good order and majority with dust jackets, together with assorted BMW sales brochures, 1990s.

(Qty)  
£250 - 350  
€300 - 420

**2\***

A quantity of TT Racing books, programmes and ephemera, including David Wright: 100 Years of The Isle of Man TT; Stuart Barker: TT Century; Matthee Freudenberg: The Isle of Man TT, various Reviews and Yearbooks, a 1951 TT Who's Who booklet, and a quantity of TT Official race programmes for 1964, 1965, and 1970s to present, TT Special newspapers from 1950s, and other magazines.

(Qty)  
£250 - 350  
€300 - 420

**3\***

A quantity of books relating to post-War motorcycle racing, including Colin Seeley: ...And The Rest, and Racer...And The Rest; an author signed edition of Alistair McCook: The Power and the Glory; two biographies signed by Agostini (one French text), race programmes, other biographical titles, and various books and annuals in Dutch and German text.

(Qty)  
£250 - 350  
€300 - 420

**4\***

A quantity of books relating to British motorcycles, including an author-signed limited edition (872/998) of David Wright: Vincent and HRD Motorcycles; Burgess & Clew: Velocette - Always in the Picture; Mick Walker: Velocette - The Racing Story, and Norton Dominator; Geoff Preece: HRD Motor Cycles; Rod Burris: Velocette Motorcycles - MSS to Thruxton; Mick Woollett: Norton; Jeff Clew: Douglas - The Best Twin; and other titles relating to British marques, majority in good order and with dust-jackets.

(Qty)  
£300 - 400  
€360 - 480

**5\***

A quantity of books and sales literature for Italian motorcycles, including Mario Colombo & Roberto Patrignani: MV Agusta, and Moto MV Agusta, Antonio Gentile: Edoardo Bianchi; Ian Falloon: Moto Guzzi; Sport & Le Mans Bible; Raymond Ainscoe: Laverda; Bruno Tamiello & Paolo Palma: Moto Laverda - The Story of a Passion; other books relating to MV Agusta, Laverda, Moto Guzzi and Glieria and a quantity of mainly Ducati modern sales brochures and publicity material.

(Qty)  
£250 - 300  
€300 - 360

**6\***

A quantity of books and literature for Japanese motorcycles, including Mick Woollett: Honda: Mick Walker: Suzuki Production Motorcycles 1952-1980; Ted Macauley: The Yamaha Legend; and other titles including Kawasaki and mopeds, majority English text, together with a quantity of mainly Honda modern sales and publicity literature.

(Qty)  
£250 - 350  
€300 - 420



22 (part)



22 (part)

- 7  
Literature, photographs and badges relating to trials and off-road racing, including assorted pin badges for CZ and Jawa, a quantity of monochrome photographs of post-War trials riders and machines, and related books and literature including Ed Stott: Memories of the Scottish Six Days Trial; Paul Stephens: Moto-Cross - The Golden Era; Rob Carrick & Mick Walker: Greeves; two autobiographies signed by Derry Kissack; several Greeves spares lists, and other titles and magazines.  
(Qty)  
£250 - 350  
€300 - 420
- 8\*  
Motocourse annuals; 1976/77 to 2012/13, a complete run of 37 annuals, in good order and all with dust jackets, together with two Motocourse 50 Years of Moto Grand Prix and TT 1907-1989 annuals, 13 various Superbike annuals 1996-2011/12 and two other Superbike reference books.  
(54)  
£600 - 800  
€720 - 960
- 9\*  
A collection of Ducati annuals and literature, including a run of Ducati Corse Yearbook/ Review annuals 1999-2012 including several special editions, one with a 2001 insert signed by Troy Baylis, Ruben Xaus and Ben Bostrum, in good order and with dust-jackets, other books related to Ducati sports and racing machines including titles by Ian Faloon, and four file folders of related articles and ephemera 1970s-90s.  
(Qty)  
£250 - 350  
€300 - 420
- 10\*  
A Brough Superior range brochure for 1939, black card covers, 12pp, with details and specifications for SS100, SS80 Special and De Luxe, 11.50 Special, Dream and Alpine Grand Sports Sidecar models, 8vo, unfolded.  
£100 - 150  
€120 - 180
- 11\*  
A good collection of early Land's End Trial, Exeter Trial and London to Land's End Trial programmes, twenty two in total dating from the 1920s to the 1950s, together with a collection of 'The Motorcycle' issues from the 1920s-1950s.  
(Qty)  
£250 - 350  
€300 - 420
- 12  
A 1960 Senior IOM TT award presentation programme, signed by John Surtees and Mike Hailwood, four-page programme, signed to cover in blue ball-point by the winner Surtees and Hailwood who finished in 3rd place at the event, together with a postcard featuring race image of Surtees.  
(2)  
£100 - 150  
€120 - 180
- 13  
George Brown's 'World Record Holder' MOT certificate, issued September 30th 1965 for a 1959 650cc Triumph motorcycle registered '386 SMT', signed by Brown and stamped with his personal rubber stamp in red ink 'George Brown, World Record Holder'.  
£100 - 200  
€120 - 240
- George Brown was a Trials and Grasstrack rider and, post-War, also a prolific motorcycle World Speed Record holder, at one point holding 24 speed records in various disciplines including on his Vincent 'Super Nero' class of race machines.



23 (part)



24 (part)

**14•**

A 1986 British Grand Prix programme signed by Barry Sheene, Offered on behalf of The Joan Seeley Pain Relief Memorial Trust, together with the autograph of Jackie Stewart, the inner pages signed by Riccardo Patrese and Derek Warwick, some wear to corners, 4to.  
**£60 - 100**  
**€70 - 120**

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

The following four lots are from the Library of the Late Peter Roydhouse.

**15•**

**Three post-War bound Volumes of The Motor Cycle, and other periodicals,** comprising Vol 80/81 (Jan-Dec 1948), Vols 84/85 (Jan-Dec 1950) and Vol 86/87 (Jan-Dec 1951), blue cloth covers worn and detaching, several pages loose, together with assorted loose issues for mainly 1930s and 1950s, other post-War issues of Motor Cycle and Motor Cycle Sport, 11 volumes of The Classic MotorCycle 1996-1006 and other magazines. (Qty)  
**£250 - 350**  
**€300 - 420**

**16•**

**Motor Cycling; a bound volume for 1912,** black clothbound covers, incomplete run of issues for Vols VI and VII from 25th June to 31st Dec 1912, bound with covers and advertisements, spine and covers worn.  
**£500 - 600**  
**€600 - 720**

**17•**

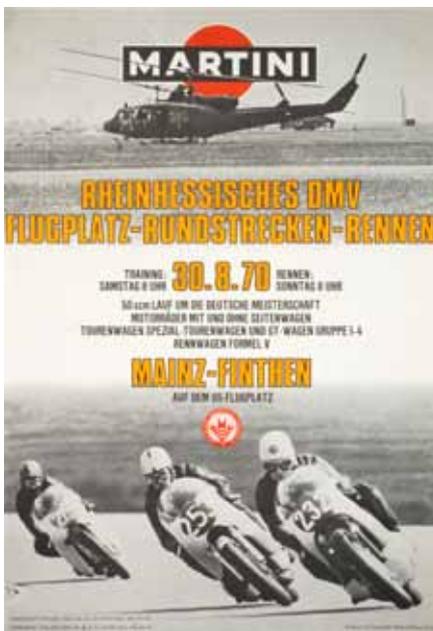
**Motor Cycling; nine pre and post-War bound volumes,** comprising Vol 38 (May-Nov 1928), Vol 43 (Nov-May 1930-31), Vol 44 (May-Nov 1931) and Vol 46 (May-Nov 1932), each in publishers green bindings (worn), two volumes for 1949 (Jan-Dec) in green bindings, and three volumes for 1954, 1956 and 1959 in blue bindings, together with a quantity of assorted loose issues for 1930s and late 1940s to early 1960s. (Qty)  
**£600 - 800**  
**€720 - 960**

**18•**

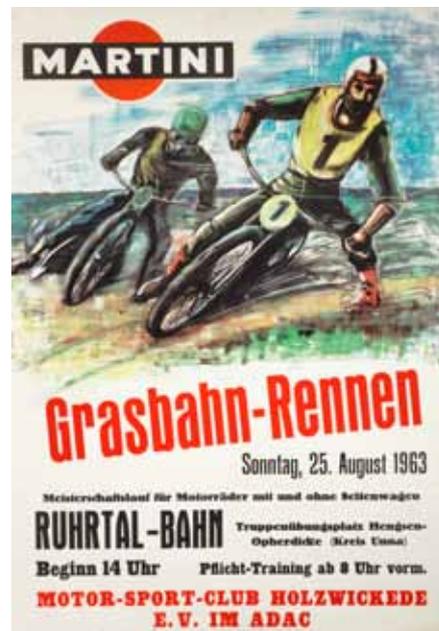
**Four 1930s Norton 'The Road-Holder' range brochures and other Norton literature,** comprising range brochures for 1934, 1935, 1936, and 1938, each with black covers, some wear and staining and two with covers loose, another dated 1939 with cream covers, together with various parts lists for pre and post-War Norton models including Dominator, books relating to the marque, and parts books and assorted technical literature for other British marques. (Qty)  
**£350 - 450**  
**€420 - 540**



24 (part)



26 (part)



26 (part)

19

From the Colin Seeley archives - a collection of racing photographs, programmes and related memorabilia, Offered on behalf of The Joan Seeley Pain Relief Memorial Trust,

including approximately 1000 photographs contained in albums and folders, depicting the action of solo and sidecar racing stars past and present and including 40 race images of Barry Sheene, 100 images of the 1995 IOM TT winning Castrol Honda Team of Joey Dunlop, Phillip McCallen, Nick Jefferies and Steve Ward, 500 images of the 1997 GSE Ducati Team featuring Sean Emmett at the British Superbike championship, 190 images of 2004 World Supersport Champion Karl Muggeridge during his period under Colin Seeley's management, 20 framed photographs including Jim Redman, Bob McIntyre, 1996 Duckhams-Ducati and 1999 Castrol-Honda Teams, other prints including Hailwood and Duke signed examples, 180 Short Circuit race programmes from 1960s, and other GP, Ulster GP and IOM TT programmes, BP, Shell and Castrol successes booklets, and other racing related books and ephemera.

(Qty)

£500 - 700

€600 - 840

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

20

A Socovel motorcycle advertising poster, Belgian, 1948, full colour print on paper, by Marci of Brussels, an untrimmed printer's proof of the poster, 70 x 100cm.

£250 - 350

€300 - 420

Socovel produced motorcycles from 1947-1955 and used the strapline 'The Motorcycle that gives you wings' to promote their products.

21

Four 1970s Czechoslovakian motorcycle race posters, comprising 1973 Prerov International Motocross and Sidecar poster, 99 x 67cm, 1972 FIM Zlata Prilba (Golden Helmet) Speedway, 1972 Dirt Track Championship (laid to linen), and a 1978 FIM Holicc Motocross Championship poster, each 84 x 59cm.

(4)

£250 - 350

€300 - 420

22

Five Czechoslovakian motorcycle race posters, comprising 1971 FIM Jicin International motorcycle and race car poster, 1972 Mohelnice Quarry Motocross, 1969 Prerov Moto-Cross Championship, each 83 x 57cm, a 1975 Prerov International Motocross poster, 97 x 66cm, and a 1978 FIM Brezolupy Dirt-Track poster, 82 x 58cm.

(5)

£300 - 400

€360 - 480

23

Seven German and Austrian motorcycle race posters, comprising 1978 ADMV German Grand Prix (fold marks), 1976 OAMTC/FIM Austrian International Six Day Trials, 1972 ADMV Bergrennen, and 1971 ADMV/FIM Moto-Cross Championship, each 81 x 57cm, a 1972 ADAC Belstein Moto-Cross poster, 47 x 69cm, and two Wipperfurth German Moto-Cross Championship posters, both 60 x 43cm.

(7)

£300 - 400

€360 - 480



27

24  
Seven post-War Czechoslovakian and Polish motorcycle race posters, comprising a 1956 Svazarm Dirt Track poster, 59 x 83cm, 1964 Polish Motocross World Championship, 1968 Polish Speedway Semi-finals, 67 x 48cm, 1966 Holiczka Motocross World Championship, 1966 'Mezistatni' Dirt Track, 83 x 58cm, 1967 Motocross Championship, 82 x 57cm, and a 1967 FIM Piestany International motorcycle and race car poster, 94 x 58cm.

(7)  
£350 - 450  
€420 - 540

25  
Six German Martini Moto-Cross race posters, believed late 1960s-70s pre-race posters without race details, including ADAC/FIM Olching and ADAC/FIM Rodenbach Motordrome, each bearing image of a race scene, each 86 x 61cm.  
£250 - 350  
€300 - 420



28

26  
Six German Martini motorcycle race posters, comprising a 1963 ADAC Grass-Track poster, 1970 DMV 'Rheinhesisches Flugplatz-Rundstrecken-Rennen', 1970 ADAC/FIM International Speedway, 1972 ADAC Trials, 1973 ADAC/FIM Rodenbach Motodrome Speedway Championship, and 1973 DMV/FIM Beuern Moto-Cross, each 84 x 59cm.

(6)  
£300 - 400  
€360 - 480

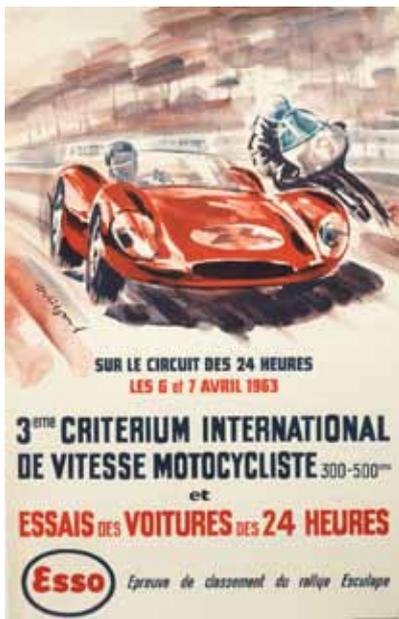
27  
A 1969 German DMV/FIM 'Eis-Weltmeisterschaft' motorcycle race poster, colour poster for the international ice-racing event held on 9th March, featuring artwork image of racing motorcycles, light fold marks, 94 x 63cm.  
£250 - 350  
€300 - 420

28  
A 1938 Latvian motorcycle rally poster, block-printed poster in four colours, advertising the event held on 6th June, with artwork design image featuring racing motorcycles and sidecar, light fold marks, 92 x 60cm.  
£300 - 400  
€360 - 480



29

29  
A 1936 DKW 'Deutch Meister' race poster, in association with Auto Union, colour poster featuring dramatic artwork after V.Mundorff of racing motorcycles, some light creasing, 90 x 32cm.  
£250 - 350  
€300 - 420



30



30



30



30



31

30  
Three French Le Mans motorcycle/motor racing posters for 1963, 1964 & 1970, colour posters printed by Thivillier of Paris, for motorcycle speed events and sports car events held at the Sarthe circuit, each featuring race images, two with artwork after Beligond, each 59 x 38cm, together with a German Firestone Pheonix DMV 'Gelandefahrt' poster for the event held at Molln, 59 x 42cm.

(4)  
£500 - 700  
€600 - 840

31  
A 1957 German FIM 'International Schleizer Dreieck' race poster, colour poster for the event held on 7th July, featuring image of a racing motorcycle, fold marks, 84 x 59cm.

£300 - 400  
€360 - 480

32  
A 1968 Hells Angels/Janis Joplin Carousel Ballroom poster, American, for the concert held on May 15th at the San Francisco club, with live appearances by Joplin, The Youngbloods, Big Brother & The Holding Company, and Rejoice, featuring image of a devil rider on his motorcycle, 45 x 57cm.

£500 - 600  
€600 - 720

33  
Six 1960s German and Austrian motorcycle race posters, comprising, 1963 Austrian Grand Prix (minor wear to left edge), 1962 ADAC German Moto-Cross Grand Prix, 1969 ADAC/FIM International Six Day Trials, 1962 OAMTC Austrian Moto-Cross Grand Prix, 1968 Veith Pirelli Grass-Track Race (minor loss to lower section), each 83 x 59cm, and a 1962 DMV Trials poster, 61 x 42cm.

(6)  
£350 - 450  
€420 - 540

34  
Seven Dutch and Czechoslovakian Motocross race posters, comprising 1957 Dutch 'Grote International' poster, 68 x 48cm, 1971 FIM Czechoslovakian International Motocross, 70 x 100cm, 1971 Brezolupy Motocross, 96 x 67cm, 1970 FIM International Championship Meeting, 86 x 59cm, 1970 'Roznovske Kotary' Championship, 82 x 58cm, 1975 Kudlovska Dolina Championship, 81 x 59cm, and a 1960 Dutch St Anthonis Internationale Motocross poster, 55 x 36cm.

(7)  
£350 - 450  
€420 - 540



32

35

A film poster for 'The Great Escape', 1970, US re-release '3-sheet' poster for the 1963 film starring the iconic actor Steve McQueen, featuring artwork image of McQueen as 'Hilts' jumping the fence on his Triumph and other scenes from the film, 195 x 104cm, folded.

£1,000 - 1,200

€1,200 - 1,400

36

'On Any Sunday', an original film poster starring Steve McQueen, 1971, US style 'A' poster, depicting image of McQueen on his trials motorcycle, some wear to fold-creases, 103 x 69cm.

£500 - 600

€600 - 720

37

A 1935 German 'Marienberger Dreieksrennen' race poster, lithographic poster printed by Richard Müller, Chemnitz, for the event held on the 30th May, light fold marks, 84 x 59cm, laid on linen.

£600 - 800

€720 - 960

38

A 'Dubonnet' motorcycle themed advertising poster, Belgian, 1950s, colour poster by Odon Warland of Brussels, advertising the alcoholic aperitif and featuring image of a race motorcycle and rider, light fold marks, 84 x 56cm.

£250 - 300

€300 - 360

39

A large 'Shell Motor Oil' advertising poster, Belgian, 1956, printed by Marci of Brussels, in three colours on paper, featuring partial image of a speeding moped, with official stamp to top right corner, some light staining and minor creases in places, 79 x 119cm.

£500 - 600

€600 - 720

40

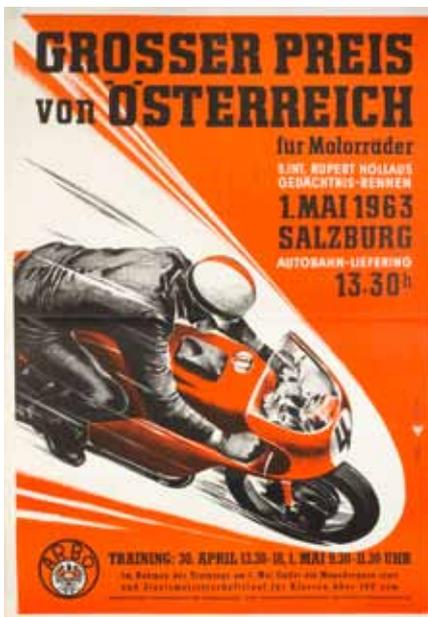
David Daisy (1975- ): Mike "The Racer" Hailwood, signed, acrylic on canvas, 76.5 x 101.5cm, unframed.

£500 - 600

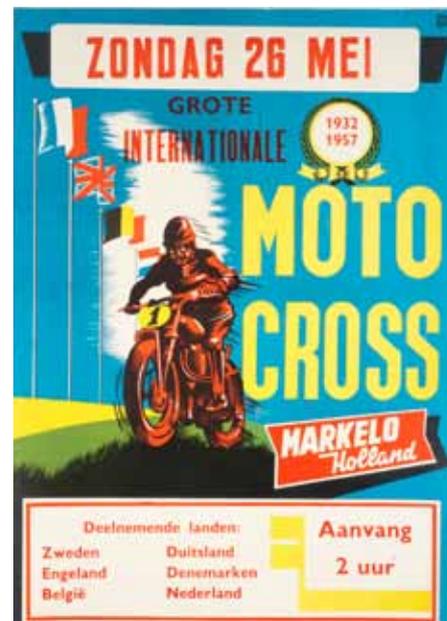
€600 - 720



33 (part)



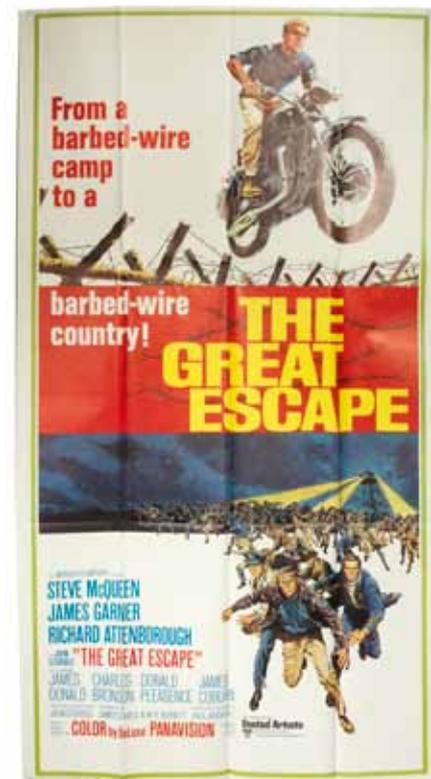
33 (part)



34 (part)



34 (part)



35



37

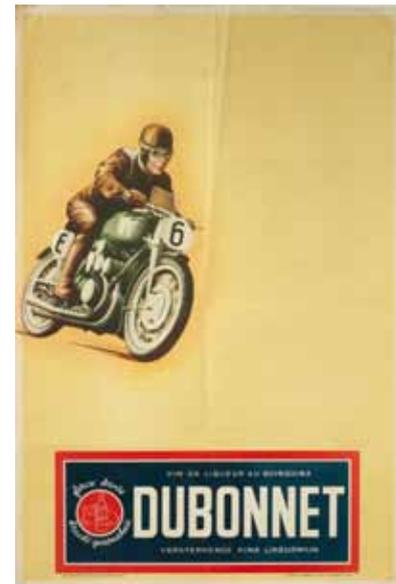
41  
 Four glazed displays of pre-War motorcycle and cycle dealer decals, in excess of 100 decals by Harold E Peace & Co of 47 Water St Birmingham, comprising three displays of motorycling decals applied to backing boards, including a circa 1910 Coventry's Master Motorcycles, and mainly inter-War for HEC, Empire, Attwood's, Renno's, Hubert Hassal, Terrot and many others, and one for cycle dealers including Phillips, each glazed and one framed.  
 (4)  
 £150 - 250  
 €180 - 300

42 ◇  
 A 'New-Hudson 3-Speeds' enamel sign, circa 1912, single sided, in red and white on blue enamel and featuring profile image of a motorcycle, some weathering, 84 x 125cm.  
 £400 - 600  
 €480 - 720

43  
 A 'Ride a B.S.A. Motor Bicycle' enamel sign, by Birmingham Small Arms Co.Ltd, in black and white on red enamel, in good condition with little sign of weathering, 72 x 110cm.  
 £500 - 700  
 €600 - 840



36



38

44  
 An 'AA Motor Cycle Specialist' enamel shield sign, by B B Kent of London, single-sided, in yellow and black enamel, in good condition with little sign of weathering, 80 x 57cm.  
 £700 - 900  
 €840 - 1,100

45  
 A 'New-Hudson Bicycles Motor Cycles', double-sided enamel sign, by Wildman & Mecuyer of Birmingham, in four-colour enamel, with flange mounting, some chips in places, 40 x 50cm.  
 £500 - 600  
 €600 - 720



39

46  
A 'New-Hudson Bicycles - Motor Cycles' enamel sign, by Wildman & Mecuyer of Birmingham, single-sided, in four-colour enamel, some chips in places and some weathering and loss to upper right corner, 62 x 108cm.  
£600 - 800  
€720 - 960

47  
Four motorcycle garage signs, comprising a Puch domed steel enamel sign, 42cm diameter (some chips), a post-War Sachs Moped-Service enamel sign, 56 x 36cm, a Mobylette dealer light-box sign, 30 x 38cm, and an Avon MkII Tyres printed tin sign, 30 x 22cm.

(4)  
£300 - 400  
€360 - 480

48  
A 'Humber Motor Cycles' enamel sign, single-sided shaped sign, in white on light-blue enamel, 45 x 60cm.  
£500 - 600  
€600 - 720

49  
"You can reach Gt Yarmouth Pleasure Beach quicker on a Newmount Motor Cycle", enamel advertising sign, 1929-1933, lettered in red on white with large central directional arrow, 31 x 76cm, minor restoration.  
£500 - 600  
€600 - 720

The Newmount Trading Co Ltd of 5 Warwick Road, Coventry were in operation from 1929-1933, building machines of Zundapp design with a tubular frame, engines ranged from 198-298cc Zundapp units and 348-498cc Python OHV single cylinders types.

50 ◇◇  
A motorcycle workshop ramp and other tools and equipment, the flatbed trolley ramp, in red, showing little sign of use, offered together with a jack-ramp (unused in box), two tool chests and a tool trolley complete with assorted tools, and two air compressors.  
(Qty)  
£700 - 900  
€840 - 1,100



40

51  
A boxed Powell & Hanmer No.137 sidecar lamp, new/old stock, in nickelled and black finish, believed unused, in original card box.  
£100 - 200  
€120 - 240

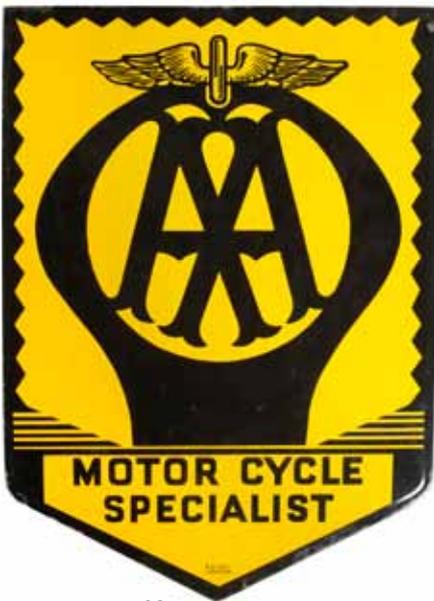
52 ◇  
Assorted pre-War sundry spares, 1920s-30s, including a Lucas Calcia Club lamp, other lamps and parts, levers, inner tubes and other sundry parts.  
(Qty)  
£60 - 100  
€70 - 120

53 ◇  
A pre-War Triumph Model NT 500cc engine, circa 1931, engine number 'F1427 B TAW', partially dismantled, inspection advised.  
£150 - 250  
€180 - 300

54 ◇  
A pre-War Triumph Model NM 350cc engine, circa 1931, engine number 'H1592 B RAW', inspection advised.  
£150 - 250  
€180 - 300



42



44



43

55 ◇  
 A 1920s Dunelt Model 'K' 250cc two stroke engine, No.K7462, appearing in complete condition although internal condition unknown, together with a 1920s Dunelt model 'K' petrol tank in good restoreable condition.  
 (2)  
 £250 - 300  
 €300 - 360

56 ◇

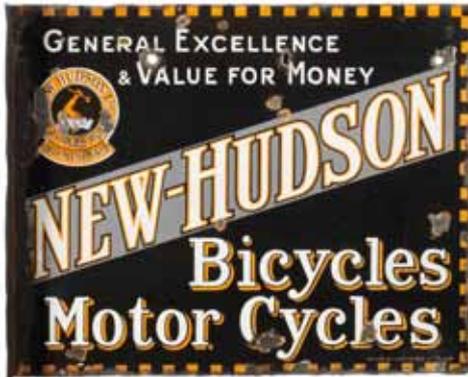
A BSA CB31/Gold Star frame with swing arm, Frame No. CB31.3193, primed.  
 £250 - 350  
 €300 - 420

57 ◇

An engine believed to be for an AJS commercial vehicle, Engine No A1767, water-cooled, fitted with carburettor and with oil tank, possibly for 3-wheeled delivery van.  
 £300 - 500  
 €360 - 600

58 ◇

A 1948 Norton Model 18 bottom end, No.C3 13920, with crank and con-rod, inspection advised, together with another Norton barrel (damaged) with piston, head and rocker, an unidentified Norton gearbox (bracket damaged), a brake plate, several carburettors including Amal, a Lucas lamp, Smiths 120mph speedometer, and other parts and sundry spares.  
 (Qty)  
 £300 - 400  
 €360 - 480



45



46



49

59 ◇

A Rudge 250 engine and gearbox, Engine No.Z488, fitted with Amal carburettor, and with gearbox (No.5791), seemingly complete, inspection advised.

£400 - 600  
€480 - 720

60 ◇

A pair of BSA ZB32 competition engine crankcases, circa 1949, numbered ZB32 497, matching halves, complete with aluminium barrel and head, timing side and exhaust rocker with valve lifter cover.

£400 - 600  
€480 - 720

61 ◇

A Triumph Speed Twin engine, 1950s, Engine No.5T76288, fitted with Westlake barrel and head (No.264103), and with Amal carburettor by Nourish Racing, inspection advised.

£500 - 700  
€600 - 840

62 ◇

A circa 1950 Triumph Speed Twin engine, Engine No 5T025986, with re-bored cylinders and pistons built up by David North, inspection advised.

£500 - 700  
€600 - 840

63 ◇

A circa 1910 Triumph single cylinder engine, Engine No 85065DRR, fitted with bronze carburettor, possibly for Model H, inspection advised.

£500 - 700  
€600 - 840

64 ◇

A believed Velocette OHV KSS Mk I engine, seemingly largely complete, with Ivan Rhodes head, fitted with BTH magneto and with carburettor, inspection advised.

£600 - 800  
€720 - 960

65 ◇

A 1922 Indian Chief V-Twin 1,000cc engine, Engine No.82T323, with gearbox, crankcase with crank, con-rods and pistons, together with accompanying barrels with heads, believed to have been fitted to the motorcycle with only 3 previous owners, the last being Swedish Baron Carl Eriksson Sparre, with copies of Swedish documents registering the machine to him in 1946 which he ran until 1951.

£400 - 600  
€480 - 720

66

A 1920s Indian petrol tank, possibly for a 1922 Indian Chief, with caps and hand-operated oil pump and remains of original cream paintwork and decals, some surface corrosion.

£250 - 300  
€300 - 360



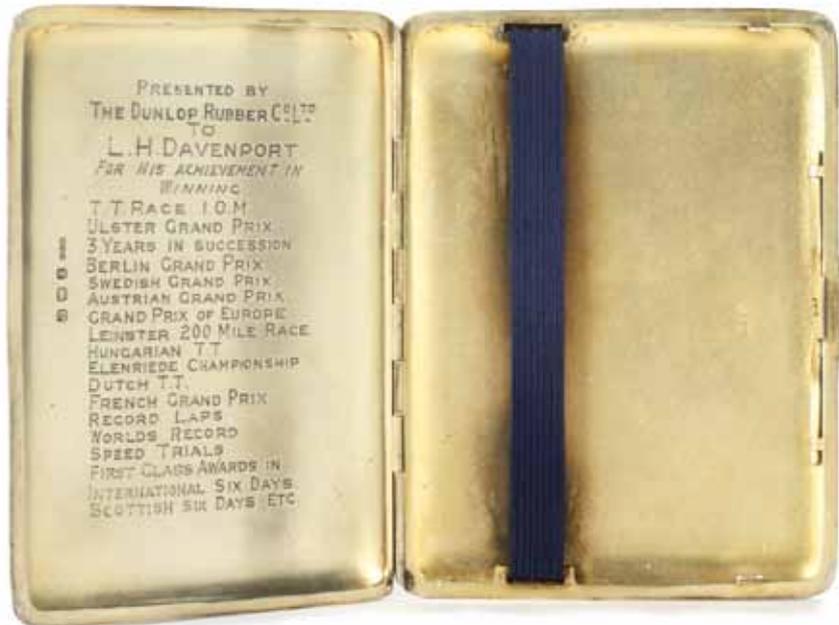
67



67



68



69



70

67  
A 1907 Auto-Cycle Club Six Days 1,000 Mile Trials gold medal, Offered for sale on behalf of the TT Riders Association, hallmarked 9ct gold (375), by Walker & Hall of Sheffield, awarded to W.T Smith, the obverse struck with design of victory goddess, the reverse with decorative wheel design and engraved with race and rider details, 29mm diameter, weight approximately 17gms, contained in a jewellery case.  
(2)  
£100 - 200  
€120 - 240

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

68  
The 'Salute to Seeley' chequered flag with multiple autographs, 1999, Offered on behalf of The Joan Seeley Pain Relief Memorial Trust, from the event held at the 1999 Mallory Park post-TT Bike Fest, cloth flag 65 x 80cm, the 18 white squares signed by Seeley Riders and friends of Colin Seeley in black marker pen, two further signatures on the flagpole, mounted in a wooden display stand applied with engraved brass plaque, together with the official programme from the event.  
(3)  
£200 - 300  
€240 - 360

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

69  
A sterling silver engraved cigarette case, presented by Dunlop to Leo H Davenport, 1940s, engine turned hinged case, hallmarked Birmingham 1944, awarded to Davenport for wins on AJS and New Imperial in mainly 1930's race events including Isle of Man, Dutch and Hungarian TT, Ulster, Berlin, Swedish and Austrian Grand Prix, Speed Trials, Worlds Record and other races, the interior engraved 'Presented by The Dunlop Rubber Co Ltd, to L. H. Davenport, For His Achievement in Winning...' and further engraved with list of Davenport's race victories, the case 11.5cm high, and with chamois cover.  
(2)  
£300 - 400  
€360 - 480



70

**70**  
 Carl Fogarty's 1994 World Superbike Championship winner's trophy, in the form of a twin handled ceramic vase with gilt finial and fixed cover, presented to Fogarty who rode for Ducati, at the last round at Phillip Island in Australia 1994 for the first of his four Championship wins, the green glazed fluted body with gilt embellishments is mounted on a wooden base with plaque inscribed '1994 World Superbike Champion Presented by Columbus Travel', measuring 55cm high, the trophy displays evidence of damage sustained by Fogarty on return of the trophy to the UK and subsequently repaired by him.  
 £1,500 - 1,800  
 €1,800 - 2,200



71

**71**  
 A fine 'one off' 1:6 scale model of a Norton Dominator, produced by staff at the Bracebridge Factory in 1948 for Gilbert Smith, scratch-built period model of the 497cc Model 7 which was originally exhibited at the 1948 Earls Court Motor Show and went into production 1949/50, constructed from metal parts, well detailed with chromed tank and brightwork, black painted barrel, mudguards and tinware, sprung seat, wire spoked wheels shod with solid rubber tyres, with articulating steering, measuring 35.5cm long, fixed to original stepped wooden base and displayed within original brass framed glazed display case, measuring 40.5cm long overall. This model is believed to have been produced by staff and engineers at the Norton Factory in Bracebridge Street and presented to Chairman/ Managing Director Gilbert Smith to celebrate the forthcoming release of the machine and believed to have been displayed in his office.  
 £1,500 - 2,000  
 €1,800 - 2,400



72

73

**Following two Lots are being sold to Benefit the Henry Surtees Foundation**

**72**  
 A set of Gilera 500 decorated plates, Italian, comprising 6 plates, 6 sideplates, 6 bowls and a serving bowl, each hand-decorated depicting 'Gilera 500 quattro cilindri 1954 Italia'.  
 (19)  
 £60 - 100  
 €70 - 120

**73**  
 A set of John Surtees decorated plates by C.M.S., Italian, comprising 6 plates, 6 sideplates, 6 bowls and a serving bowl, each hand-decorated with black text depicting "John Surtees - The only racer to win both the Formula 1 Championship in 1964 and the Motorcycle Championships on 350cc in 1958-59-60 and on 500cc in 1956-58-59-60" with facsimile signature.  
 (19)  
 £60 - 100  
 €70 - 120

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# Motorcycles

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Lots 101 - 285

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Yes—SHE  
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PHIL VARE.  
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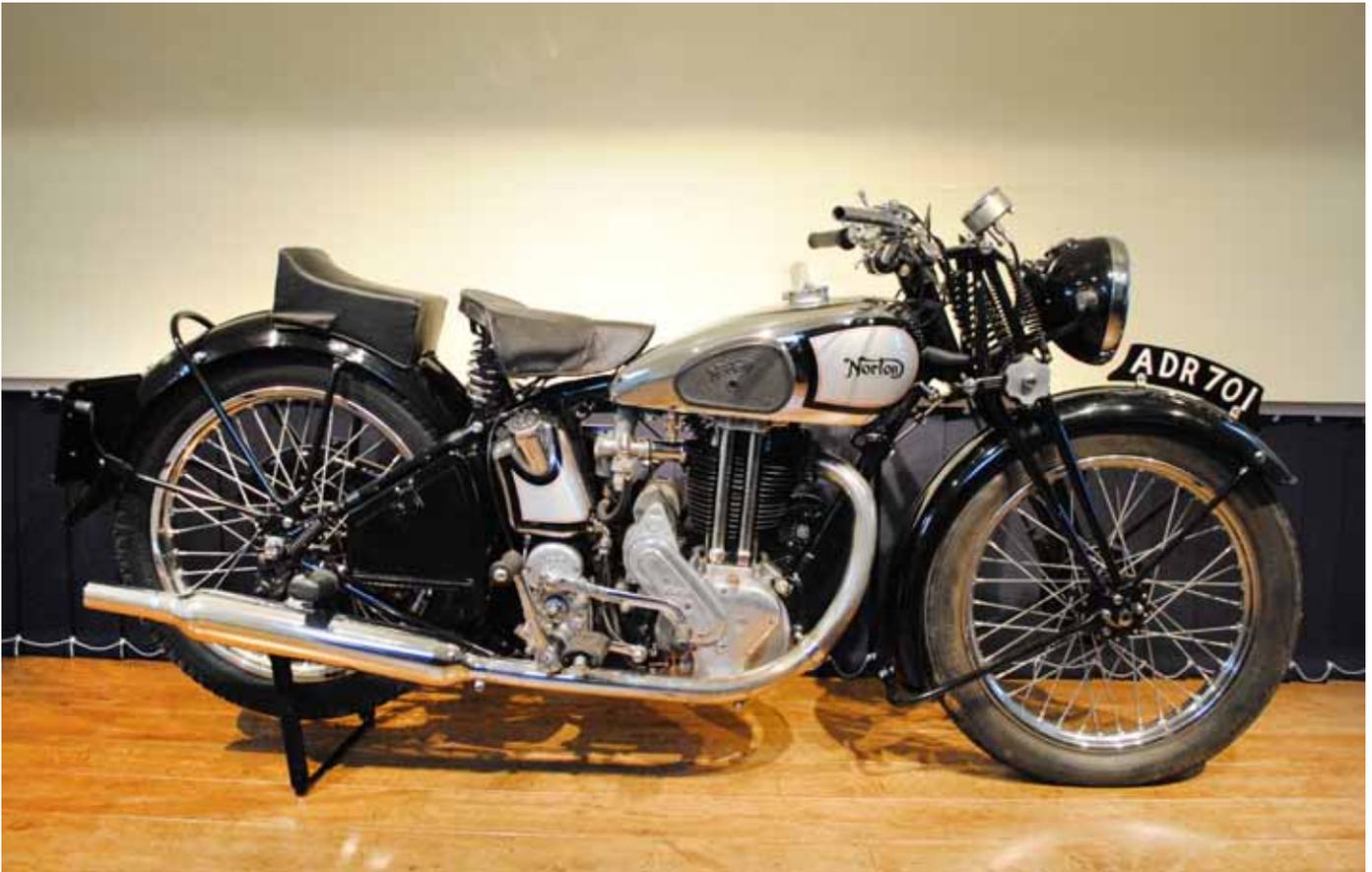
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1927 T.T.

SENIOR  
JUNIOR  
LIGHTWEIGHT

WELZKOW  
MOTOR CYCLES





101

*Property of a deceased's estate*

**1937 Norton 490cc Model 18**

Registration no. ADR 701

Frame no. 71286

Engine no. 71750



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920s, when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. Penned by James Lansdowne Norton himself and first seen in prototype form in 1922, the overhead-valve Norton made little impact in that year's Senior TT, though at Brooklands D R O'Donovan raised the world 500cc kilometre record to over 89mph using the new motor. A road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. Alec Bennett won the Senior TT for Norton in 1924 and, demonstrating that racing really did improve the breed, the Model 18 gaining Webb forks and better brakes for 1925 as a direct result of the works team's experiences.

The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. The most obvious external alteration in its appearance before then had been the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935.

Sold new via Snell's Motor House in Plymouth, this Model 18 was purchased by the immediately preceding owner in May 1994, having benefited from an engine rebuild undertaken in 1990 by marque specialist Les Belcher, its previous owner. The late vendor purchased the Norton at Bonhams' Stafford sale in October 2010 (Lot 321). Precisely when it was last used is not known and thus careful re-commissioning is advised before returning it to the road. It should be noted that the throttle control is missing, as are two fastenings from the drive-side crankcase. Sold strictly as viewed, the machine is offered with Norton Motors Ltd parts list, four old MoT certificates (most recent expired February 2013), a quantity of expired tax discs and V5C registration document. In addition, the machine comes with original and continuation old-style buff logbooks confirming matching registration/frame/engine numbers.

**£5,000 - 8,000**

**€6,000 - 9,600**

102

**Property of a deceased's estate**

**1954 Norton 490cc ES2**

Registration no. BSX 297

Frame no. 554088

Engine no. 57285 J4

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slim-line version of the race-developed Featherbed frame, which was introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, suitably re-badged as a Norton. Registered with the age-related number 'BSX 297' in 1991, this ES2 was acquired by the late owner in September 2010. Precisely when it was last used is not known and thus careful re-commissioning is advised before returning it to the road. Sold strictly as viewed, the machine is offered with VMCC dating certificate, SORN paperwork, insurance documents, two MoT certificates (most recent expired March 2013), old/current tax discs and V5C registration document. It should be noted that the frame and engine numbers do not match.

**£3,500 - 4,500**

**€4,200 - 5,400**



103

**Property of a deceased's estate**

**1952 Norton 490cc ES2**

Registration no. NAS 478

Frame no. G45289

Engine no. G45289

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slim-line version of the race-developed Featherbed frame, which was introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, suitably re-badged as a Norton. Registered with the age-related number 'NAS 478' in 2003, this ES2 was acquired by the late owner in September 2010. Precisely when it was last used is not known and thus careful re-commissioning is advised before returning it to the road. Sold strictly as viewed, the machine is offered with VMCC dating certificate, SORN paperwork, insurance documents, two MoT certificates (most recent expired March 2013), old/current tax discs and V5C registration document.

**£3,200 - 4,200**

**€3,800 - 5,000**





**104**

**Property of a deceased's estate  
1937 BSA 349cc B24 Empire Star**

Registration no. EG 3750  
Frame no. HB24 2507  
Engine no. HB24 1538

During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. The firm's single-cylinder range was re-designed by Val Page for 1937, the engines taking on many of the characteristics they would retain in the post-war era, most notably dry-sump lubrication, rear-mounted magneto and that distinctively shaped timing cover. There were four new offerings in the 350 class: the sidevalve B23 and a trio of overhead-valve models. These comprised the B24 Empire Star, the B26 Star, and the B25 Competition model, which came equipped for trials use. The new engines were housed in conventional cycle parts and drove via four-speed gearboxes, the Empire Star's benefiting from the convenience of foot change. These B-series models lasted until the wholesale revision of the range for 1940, which saw all four dropped. This B24 Empire Star was purchased by the late owner from Veteran and Vintage LLP in April/May 2010 (correspondence on file). The machine also comes with a substantial quantity of bills relating to its restoration in the late 1990s while in the ownership of one Alan Smith. Additional accompanying paperwork consists of insurance certificates, VMCC works records extract, SORNs, two old tax discs, V5C registration document and seven MoT certificates (most recent expired March 2013). Precisely when the machine was last used is not known and thus careful re-commissioning is advised before returning it to the road. An original BSA Motor Cycle Instruction Book is included in the sale. Sold strictly as viewed.

**£3,000 - 4,000**

**€3,600 - 4,800**



**105**

**Property of a deceased's estate  
1934 Triumph 249cc Model 2/1**

Registration no. 741 UXU  
Frame no. SL575  
Engine no. 1 R4 367

Just as he had done at Ariel in the 1920s, Val Page transformed his new employer's ageing range on his arrival at Coventry as Triumph's Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the top-of-the-range 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature this most prolific designer would employ at BSA later in the decade - the engines were simple yet robust in construction, and amenable to a fair degree of tuning in the case of the overhead-valve units. Suitably embellished with extra chrome, the latter formed the basis for Edward Turner's sporting Tiger models from 1936 onwards. This twin-port Model 2/1 was purchased by the late owner from Veteran and Vintage LLP in August 2010 (bill of sale on file). Additional accompanying paperwork consists of insurance certificates, dating certificate, SORNs, old/current tax discs, V5C registration document and five MoT certificates (most recent expired March 2013). Precisely when the machine was last used is not known and thus careful re-commissioning is advised before returning it to the road. Sold strictly as viewed.

**£2,800 - 3,800**

**€3,400 - 4,500**



106

**Property of a deceased's estate**

**1925 Excelsior Lady's Model**

Registration no. SV 9104

Frame no. D465

Engine no. 97662

Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Excelsior offered a diverse range of machines in numerous different capacities during the 1920s, among them the dropped-frame Lady's Model, which was powered by the 147cc Villiers two-stroke engine. The Excelsior Lady's Model offered here comes with an old-style continuation logbook (issued 1942) recording that it was fitted with the 147cc engine originally. Its sidevalve JAP engine was new when fitted during restoration by Les Belcher, from whom the immediately preceding owner purchased it in 2002. (It should be noted that the accompanying V5C document records the engine capacity as '200cc', though JAP never manufactured a motorcycle engine in this size). The late vendor purchased the Excelsior at Bonhams' Stafford sale in October 2010 (Lot 324). Precisely when it was last used is not known and thus careful re-commissioning is advised before returning it to the road. Sold strictly as viewed, the machine is offered with SORN paperwork, insurance certificates, two MoTs (most recent expired 2011), old/current tax discs and V5C registration document. Once re-commissioned, this would be an ideal machine for a lady competitor to ride on the Banbury Run.

**£3,800 - 4,800**

**€4,500 - 5,700**



107

**1925 Henley-Blackburne 550cc 4¼hp Sports**

Registration no. SV 6943

Frame no. XU 3178

Engine no. F 619

The Henley Engineering Company was founded in 1920 in Steward Works, Doe St., Birmingham by a Major Gardiner, who used the name of his home town, Henley-on-Thames, as the company trademark. They remained in business under various ownerships until the early 1930s, latterly as New Henley in Oldham, Lancs., manufacturing well-built machines using proprietary engines from JAP, Bradshaw and Blackburne, but never became a mass-production maker. The 550cc outside-flywheel engine of this 'Sports' Henley was originally designed by the de Havilland aircraft firm with the manufacturing rights being sold to Blackburne, famed for its sporting engines. During WW1 the design was further developed to a point where Blackburne gained second and third in the 1920 Junior TT. This very rare and beautifully presented example of the 'big' Henley has had only two previous owners since registered in 1925 by a sweet-shop owner from Kettering. Partially restored by its second owner it was purchased in 1998, joining the Bakewell-based MMC Collection and featured in the collection catalogue. It has completed the Banbury Run on a number of occasions and was performing very well when tested by the writer. One of the very last machines to be sold from the Collection, it is offered with V5C and a comprehensive collection of Blackburne and Henley material in original and photocopied form. Ready for the season, this very rare and powerful flat-tanker is a pleasing ride with a rather robust exhaust note and will certainly be welcome at all vintage events, if not by your neighbours on early-morning rides!

**£7,500 - 8,500**

**€9,000 - 10,000**





108



110



109



111

### 108

#### 1923 BSA 499cc S23

Registration no. AF 7605 Frame no. C 909 Engine no. 1053  
BSA's first motorcycle was cloned from the 1911 Triumph 499cc 'single'. BSA, masters of component manufacture, soon developed their own distinctive style and a side-valve '500' became a fixture in their range until the 1960s. Reliable to a fault, they are comparatively rare because so many were ridden to destruction during a long lifetime. AF 7605, a 1923 S23, is a torquey, economical, machine of the period. A typical Vintage mount, it has retained its original back-swept 'bars, so often sadly lost through 'modernisation'. This sound and characterful machine, the subject of much recent work, with some history and a V5C for its Cornish number, will repay re-commissioning before commencing a VMCC career.

**£4,900 - 5,500**

**€5,900 - 6,600**

### 109

#### 1924 Douglas 2 3/4hp Model SW

Registration no. DA 8219 Frame no. 70905 Engine no. 70099  
The Bristol-based Douglas Foundry commenced motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2 3/4hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. This Vintage-era Douglas Model SW has the sidevalve engine of fixed-head type with outside flywheel, clutch and two-speed chain/belt transmission. Other noteworthy features include a 'zoom zoom' exhaust, recently rebuilt magneto, and acetylene lighting front and rear. Purchased from a member of the Douglas Club's committee in November 2006, the machine is described as in generally good condition and offered with old-style logbook, expired MoT certificate (2009), current road fund licence and old/current V5/V5C registration documents.

**£5,500 - 7,000**

**€6,600 - 8,400**

### 110

#### 1932 Velocette 249cc GTP

Registration no. 697 YUX  
Frame no. B3110 Engine no. GA14334

Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed the characteristic slim-line Velocette clutch. Previously registered 'WV 1255', this GTP was completely restored in 2010 when works undertaken included shot-blasting and powder-coating the frame and overhauling the engine, gearbox and front forks. Parts renewed included the clutch, control cables, electrics, wheel rims, tyres and tubes. Most of the work was done professionally. Described as in generally excellent condition, the machine is offered with dating letter, (copy) old V5 and current V5C registration document. A foot-operated gearchange (a feature standardised in 1934) is the only notified deviation from factory specification.

**£3,000 - 4,000**

**€3,600 - 4,800**

### 111

#### c.1930 Coventry Eagle 196cc

Registration no. LG 6060 Frame no. 14202  
Originally a bicycle manufacturer, Coventry Eagle built a diverse range of machines using proprietary engines, mainly those of J A Prestwich, from 1901 to 1939. Although the firm manufactured its own small-capacity two-stroke engines, the majority of its 'strokers' used Villiers power like the example offered here (believed to be an F24 model) which is powered by a 196cc 2E engine driving via an Albion gearbox. Registered 'LG 6060', a Cheshire mark, this Coventry Eagle was last taxed in 1978; the licence was issued in Cheshire, suggesting the machine had remained in that county all its life. The machine was acquired by the elderly vendor many years ago from a local garage and, apart from a couple of outings, has been kept in storage. Its condition seems generally very good, thanks to the application of a protective coating of oil. There are no documents with this Lot, which is offered without reserve.

**£1,000 - 1,500**

**€1,200 - 1,800**

**No Reserve**

**112\***

**1925 Douglas 2¾hp Model CW**

Frame no. CF8320

Engine no. 52289

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second, and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of military machines. This Douglas CW has a 350cc sidevalve engine of 'fixed head' type with outside flywheel and magneto ignition, while the transmission comprises chain primary drive to a three-speed gearbox with chain final drive. The front fork is of the side-spring type while retardation is by means of v-block belt-rim brakes front and rear. A 'veteran' of many South African classic runs and rallies, the machine is offered with copies of the London Douglas Motorcycle Club's Machine Register and 'Douglas Motor Cycle Range 1907-39'.

**£5,500 - 7,500**

**€6,600 - 9,000**



**113**

**1928 Dunelt 249cc Model K Royal**

Registration no. RL 8240

Frame no. 7987

Engine no. K7703

The first Dunelt of 1919 was unusual in being powered by a 499cc two-stroke single at a time when 350cc was considered the maximum capacity for such an engine, and even more so by virtue of its stepped piston, which was of larger diameter at the bottom than the top. On its way up, the piston drew 770cc of charge into the crankcase and on its way down forced it via the transfer ports into the 499cc cylinder, thereby achieving a measure of supercharging. By the end of the 1920s the original 499cc model had gone but the firm continued to offer a 249cc version of the stepped-piston engine in the Model K, which first appeared in 1925 and set two Double Twelve-Hour World Records at Brooklands, the second in September 1928. This Model K Dunelt was purchased by the current vendor in 1978 from an auction of un-restored vintage vehicles in Wadebridge, Cornwall. The original sales catalogue (copy on file) states that the Dunelt had been 'used in London to Lands End trials by Mr Kirkland, Wadebridge' (the vendors father). Restored between 1979 and 1981, the machine was used subsequently only for outings to shows, the last such occasion being in 1997. Since then this rare Vintage-era two-stroke has been dry stored and started only occasionally. Now in need of sympathetic re-commissioning, 'RL 8240' is offered for sale together with spare Binks carburettor jets and other items including a Dunelt range catalogue, instruction book, two old-style buff logbooks and an old-style V5 registration document.

**£3,000 - 4,000**

**€3,600 - 4,800**





**114**  
**1913 Triumph 3½hp Motorcycle Combination**  
 Registration no. AC 3574  
 Frame no. 215783  
 Engine no. 26713



This Triumph motorcycle combination was purchased new in 1913 by Henry Goddard of Henley-in-Arden, grandfather of the immediately preceding owner, Henry James 'Jim' Hammant. The prime purpose was to take Mr Goddard's wife, son and daughter out at weekends. Mr Goddard moved to Henley-on-Thames in the mid-1920s, taking over the Argyll public house as tenant. He soon discovered that Henley was surrounded by hills and that he was unable to travel out of the area as the Triumph was a direct-drive single-speeder with no gears or clutch. An NSU 'Gradua' two-speed gear/clutch was obtained and fitted by Tommy Russell, an employee of Stuart Turner's, Henley and these modifications at last enabled the family to venture out of town.

When Mr Goddard died in the mid-1930s the Argyll was taken over by his son, Royle, and the Triumph lay undisturbed in a stable at the rear of the pub until 1947. As an eleven-year-old, Jim Hammant had wanted a larger bike than the 225cc Royal Enfield Lady's model that he had been thrashing around the local fields and caught sight of the Triumph while visiting his uncle. The latter said that his nephew could have it, so the sidecar was temporarily removed and the bike taken to a shop owned by the family. The Triumph's arrival caused uproar, Jim's father declaring, "Whatever are you doing with that rusty old heap?" Nevertheless, the Triumph was soon got going again and shortly thereafter Jim spotted an article in Motor Cycle magazine about the Pioneer Run. Together, father and son began a proper renovation and the Triumph duly took part in its first Pioneer in 1949.

Ridden by father with son as passenger, the Triumph reached Brighton despite drive-belt problems, and was helped up hills on the way home by Mike Dowsett, one of the observers. The following morning it was discovered that the engine would not turn over: the shellac had melted inside the magneto and re-solidified, locking the motor. The Triumph has since completed the Pioneer Run on 17 occasions without any further problems. It was also the first Veteran combination to complete the inaugural Coventry-Brighton Run, a round trip of 300 miles, and has taken part in numerous other national events. The machine had been laid up since the 1970s when it was offered for sale by the Hammant family at Bonhams' Stafford auction in April 2006 where it was purchased by the current vendor (Lot 496). Since acquisition the machine has been kept in storage as part of the owner's extensive private collection, and although not used has been started recently. Re-commissioning and the customary safety checks will be required before it returns to the road. 'AC 3574' is recorded in the Pioneer Register and is supplied with Certificates, old-style logbook, two expired MoTs (most recent 2009), V5C registration document and copies of various photographs showing the Triumph on the Pioneer Run. A spare NSU gear is included in the sale, complete with operating mechanism, tools and instructions, while other noteworthy features include acetylene lighting, Klaxon horn and handlebar-mounted Ingersoll clock. A wonderful opportunity to acquire a most handsome and original Pioneer combination, benefiting from long-term single family ownership and possessing impeccable provenance.

**£10,000 - 14,000**  
**£12,000 - 17,000**



115

**1923 BSA 557cc Model H Motorcycle Combination**

Registration no. FU 292

Frame no. B4592

Engine no. R4558



Originally established in 1861 as an armaments manufacturer, The Birmingham Small Arms Company first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. This was produced, not at the famous Small Heath works in Birmingham, but at the old Eadie Manufacturing Company factory in Redditch. The acquisition of Eadie in 1908 had brought with it considerable experience in the manufacture of bicycle hub brakes as well as the services of Albert Eadie, who, together with ex-James Cycle Company works manager, Charles Hyde and engine designer, F E Baker, would be responsible for establishing BSA as a motorcycle manufacturer.

Displayed at the 1910 Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, built initially with single-speed, belt-drive transmission and later on with a three-speed countershaft gearbox in the case of the Model K. Well engineered and equally well made, this first BSA proved an enormous success and for 1914 was joined by a 557cc (4¼hp) long-stroke development. Intended for sidecar duty, the Model H version incorporated a stronger frame and forks, the three-speed gearbox and fully enclosed all-chain drive.

According to information on file supplied by a previous owner, this Model H combination was displayed on the BSA stand at the 1923 Crystal Palace Show and purchased there by John Vere, a police constable living in Lincolnshire. Mr Vere kept the BSA until he was too old to ride it and in the mid-1960s it was sold to C Wylde & Son Ltd, the well-known Leeds motorcycle dealership (see old-style continuation logbook on file). The machine was kept on museum display for most of Wylde's ownership before being re-commissioned and MoT'd for sale in 2007 when it was purchased by the current vendor. Kept in storage as part of the owner's extensive private collection, 'FU 292' has not been used since acquisition, although it has been started recently. Re-commissioning and the customary safety checks will be required before the machine returns to the road. Ideal for this year's Banbury Run, this wonderful BSA combination is offered with the aforementioned logbook, an expired MoT (2008) and V5C registration document.

**£8,000 - 12,000**

**€9,600 - 14,000**



116

**1939 Excelsior 500cc Manxman**

Registration no. FXP 692

Frame no. MVH249



Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve Mechanical Marvel proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design - the Manxman. Like the Marvel, the Manxman's Ike Hatch-designed engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production early in 1936, with further developments masterminded by Melbournian, Alan Bruce, the company's Technical Manager.

A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities, the latter being the least numerous. Sports roadster and racing versions were offered, though the '500' was only ever marketed as the former. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the MGP Lightweight race three times on the trot between 1936 and 1938.

Notable Manxman developments included the switch to a shorter-stroke 250 engine in 1937 and the adoption (also applied to the 350) of an aluminium-alloy cylinder head with right-hand exhaust port. Ask any Excelsior enthusiast and they will tell you that in terms of performance, component quality, ease-of-maintenance and rider pleasure, the Manxman is a better road machine than the Velocette KSS or Norton International. Sadly, unlike its rivals, the Manxman did not resume production after WW2 and today is one of the most sought after of all post-Vintage thoroughbred motorcycles.

Restored during the 1960s, this rare 500cc Manxman had been in the immediately preceding owner's hands for some 30 years when it was offered for sale at auction in 2010 and purchased there by the current vendor. The vendor believes that the machine has been raced and advises us that the engine has been changed (it is un-numbered). Kept in storage as part of the owner's extensive private collection, 'FXP 692' has not been used since acquisition and will require re-commissioning and the customary safety checks before it returns to the road. The machine is offered with old-style continuation logbook, V5C registration document and a quantity of photocopied Excelsior-related literature

**£10,000 - 14,000**

**€12,000 - 17,000**



117

**1967 Velocette 499cc Venom Thruxton**

Registration no. MKD 82E

Frame no. RS 19213

Engine no. VMT 501



“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.” – ‘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 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, and today the Thruxton is one of the most sought after of post-war Velocettes.

We are advised by the Velocette Thruxton Machine Register that this is a matching numbers (frame/engine/gearbox) machine despatched new to the USA in February 1967 (see letter on file). Imported from Massachusetts, USA on 11th March 1991, at which time the recorded mileage stood at 7,487, this highly original Thruxton currently displays a total of 8,053 miles on the odometer, which is believed to be the actual total from new. The machine was purchased by the current owner at Bonhams’ Stafford auction in April 2006 (Lot 499) and has been kept in storage as part of his extensive private collection since acquisition; although not used it has been started recently. Re-commissioning and the customary safety checks will be required before further use. The machine is offered with old US Certificate of Title, importation paperwork, service manual, spare parts list, various SORNs, a quantity of expired MoTs and V5C registration document.

**£12,000 - 16,000**

**€14,000 - 19,000**



**118**

**1961 Maserati 50cc Model 50/T2/SS**

Registration no. 7102 MP (see text)

Frame no. SS 4409

Engine no. SS S 7656



The only original documentation accompanying this 50/T2/SS is its old-style logbook, which shows that it was first registered on 2nd February 1961, making it one of the last Maserati motorcycles produced. The first and only stamped entry is clearly that of the original dealer who taxed it for the first year. It has never been taxed since and could only have been used on the road for that year; therefore the recorded mileage of 3,848 is almost certainly correct. Although entered on the logbook, the two subsequent owners, the second of whom is another dealer, failed to date or register the changes. The immediately preceding owner acquired the machine circa 1981 from its fourth owner's wife following her husband's death. He was told that it had been on museum display for the previous ten years, and its restoration is believed to date from that period. There are no fundamental deviations from factory specification. However, the restoration involved some additional chromium plating and polishing of aluminium parts. The handlebar grips are new, as the originals (included in the sale) had perished. From these and the footrests, which likewise are original, it is clear that the machine has had little use. There is no wear on the sprockets and the tyres too are original. Early versions of the Model 50/T2/SS were fitted with bicycle pedals operating through the gearbox, primarily as a means of starting since there was no conventional kick-starter. On this machine there is no pedal system, therefore only push starting is possible. Following its acquisition circa 1981, the machine remained virtually untouched in the preceding owner's humidity-controlled and heated garage before being exhibited at the 2007 Race Retro Show at Stoneleigh Park.

Prior to that event the machine was stripped and cleaned, excluding the engine and gearbox. No wear was found in any moving parts except the rear suspension rubber bushes, which were replaced. Other work carried out included repainting the cycle parts in Maserati Red, re-trimming the saddle in dark blue leather, re-plating various components and internally sealing the fuel tank. Two new original-pattern tank badges were fitted (enamelled rather than painted) while the front mudguard badge is original, although its colours should be as the tank badges. The wiring loom, which was completely renewed, incorporates a multiple connector permitting removal of the headlamp and handlebar switch for racing. Originally there were two fuel feeds: main and reserve, although there is now only one feed through an original tap. The other tap is damaged but is included in the sale together with the race-kit comprising: front racing numberplate, two tank pads and a megaphone exhaust extension. Purchased by the current owner at Bonhams' Stafford auction in October 2007 (Lot 428), the Maserati has been kept in storage as part of his extensive private collection since acquisition, and although not used has been started recently. Re-commissioning and the customary safety checks will be required before it returns to the road. It should be noted that there is no oil in either the gearbox or the suspension units, which have been drained, and that the machine is not currently registered with the DVLA. Offered with the aforementioned original logbook, history folder and a quantity of photocopied Maserati-related literature including an instruction/parts manual (in Italian).

**£7,000 - 9,000**

**€8,400 - 11,000**

119

**1953 Maserati Tipo 160/T4 Sport**

Frame no. 546

Engine no. 546

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, prompting FCAM to purchase Italmoto, a small independent 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 one of Italmoto's existing designs, a 158cc overhead-valve four-stroke single, while new Maserati-designed models were developed. Renamed the Tipo 160/T4, the 158cc single remained in the Maserati line-up until motorcycle production ceased in 1959. Presented in original, un-restored condition, the machine offered here is one of the first series of 50, which were produced with the engine and frame plate still marked 'Italmoto'. Previously forming part of the Professor Fritz Ehn Collection, it was purchased by the current vendor at Bonhams' sale of the Ehn Collection at the RAF Museum, Hendon in June 2008 (Lot 219). The machine has been kept in storage as part of the vendor's extensive private collection but has not been used since acquisition. Re-commissioning and the customary safety checks will be required before further use. There are no documents with this Lot.

**£2,600 - 3,400**

**€3,100 - 4,100**



120

**1955 Parilla 175cc MDS Turismo**

Registration no. YSU 647

Frame no. 403217

Engine no. 403217

Giovanni Parilla's first motorcycle of 1946 was a 250cc overhead-camshaft single. The Milan-based firm went on to build a range of lightweight machines using two-stroke and four-stroke engines, and in 1954 introduced the high-camshaft model for which it is best remembered. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods. Stunningly beautiful, the Parilla was also exceedingly quick, one not-yet-run-in Competizione being clocked at over 96mph by an American magazine. Not surprisingly the 'high-cam' model proved extremely successful on the racetrack, and enlarged versions of 200cc and 250cc capacity followed. This Parilla 175 was purchased from Rotadale Ltd of London SE25 (probably its importer) in 1990 and remained unused as part of the same private collection until October 2009 when it was offered for sale at Bonhams' Stafford auction (Lot 447). Purchased there by the current vendor, the machine has been kept in storage as part of his extensive private collection since acquisition, and although not used has been started recently. Re-commissioning and the customary safety checks will be required before it returns to the road. Presented in original and un-restored condition, this rare Italian thoroughbred is offered with a photocopied instruction manual and V5C registration document.

**£2,800 - 3,600**

**€3,400 - 4,300**





121

**1972 Ducati 248cc Barcelona 24 Horas**

Frame no. MD97656

Engine no. 24H MD97735



Prior to its curtailment on safety grounds in the 1970s, the Barcelona 24 Hours race, held on the demanding Montjuic Park circuit in that city, was one of the most prestigious endurance races on the calendar. Endurance racing was - and still is - for modified production motorcycles, enabling manufacturers to make a direct link between success on the racetrack and the models offered to the motorcycling public. The challenging nature of the Montjuic track and the sheer length of the event meant that victory at Barcelona really counted for something. Ducati first entered the event in 1957, its third year, when the 125cc entry ridden by Bruno Spaggiari and Alberto Gandossi belied its small size by winning outright, an astonishing achievement. Over the next seven years Ducati won on four more occasions and would go on to become the most successful marque in the event's history.

When Ducati pulled out of racing at the end of 1960, its Spanish subsidiary Mototrans took on responsibility for the firm's Barcelona entries. In 1964 an over-bored (to 285cc) Mach 1 based '250' ridden by Spaggiari and Giuseppe Mandolini won at record speed, and this success prompted Mototrans to introduce a special model for the Spanish market by way of celebration: the 24 Horas (Hours), which was first shown to the public in December 1965. Inevitably, the '24' was styled like a 'café racer', complete with clip-on handlebars, rear-set footrests, racing seat and a megaphone silencer.

All previous Mototrans Ducatis had only four speeds in the gearbox but the '24' came with five and had a top speed of around 100mph. The model was produced in three series up to 1974, by which time approximately 2,000 had been made. Today the beautiful and rare 24 Horas is among the most sought-after of all single-cylinder Ducatis.

The current owner purchased this example at Bonhams' Harrogate sale in November 2005 (Lot 382B). At that time the machine was described as in excellent overall condition, having resided in a Spanish private collection until 1989. Extensively refurbished in 1994 and last MoT'd in 1995, it is fitted with a street legal speedometer but is not currently registered in the UK. Accompanying documentation consists of sundry correspondence, an expired MoT, various receipts and a Spanish taxation certificate.

**£3,200 - 3,800**

**€3,800 - 4,500**

122

**1960 Ducati 175cc 'Silverstone'**

Registration no. OVL 982

Frame no. 151768DM

Engine no. 78833DM175

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement and was produced in various capacities from the original 98cc up to 450cc. A pair of 175cc roadsters was introduced for the 1956 season, the sports version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models. Top speed of either was in the region of 85mph. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukes are a purist's delight to ride. This Ducati had been in long-term ownership, seeing only infrequent use since being restored in 1990, when it was offered for sale at Bonhams' Harrogate auction in November 2009 (Lot 377). Purchased by the current vendor c.2011, the machine has been kept in storage as part of his extensive private collection since acquisition, and although not used has been started recently. Re-commissioning and the customary safety checks will be required before it returns to the road. The machine is offered with V5C registration document and four expired MoTs dating from 1979 at 12,265 miles to 1992 at 12,834. The current odometer reading is 12,950 miles. Sold strictly as viewed, an Elite fuel tank and rear numberplate bracket are the only notified deviations from factory specification.

**£2,000 - 3,000**

**€2,400 - 3,600**



123

**1964 Motobi 125cc Racing Motorcycle**

Engine no. 6465.G.O.BEN.S.125

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after WWI, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2. In 1950 Giovanni Benelli left the family firm to set up 'MotoBi', introducing a range of lightweights powered by distinctive egg-shaped two-stroke engines featuring horizontal cylinders. A range of four-strokes was built later but the overall look of the MotoBi engine remained the same. MotoBi was reabsorbed by Benelli in 1962 and sometime later the bikes became re-badged Benellis. Previously forming part of the Professor Fritz Ehn Collection, this four-stroke Motobi was purchased by the current vendor at Bonhams' sale of the Ehn Collection at the RAF Museum, Hendon in June 2008 (Lot 364). The machine had been competing in 'Oldtimer' races in Italy when it was purchased by Professor Ehn in 1980. Kept in storage as part of the vendor's extensive private collection, it has not been used since acquisition, although it was started recently. Re-commissioning and the customary safety checks will be required before further use. There are no documents with this Lot.

**£2,200 - 2,800**

**€2,600 - 3,400**





124



126



125



127

#### 124

##### 1950 BSA 499cc B34 Gold Star

Registration no. FSJ 825  
Frame no. ZB32GS 2673  
Engine no. ZB34GS 2251

Post-war, BSA's icon, the Gold Star, came into its own in 1950 with the introduction of the alloy-engined B34 model, as offered here, with its Q.D. wheels, excellent brakes, and distinctive finish, nowadays preferred by many to the later models because of their light weight and good handling. FSJ 825, an original machine, a long-time favourite - and the last to be sold - of the Matlock-based M&C Collection, is illustrated in their catalogue and has been restored over a period with excellent paintwork (tank by Lewis and Templeton) and mechanics. A regretted sale, this lovely Gold Star is offered with V5C, expired MOTs to 2011, dating certificate, hand-book and a wealth of documents.

**£7,500 - 9,000**

**€9,000 - 11,000**

#### 125

##### 1960 Velocette 350cc Viper

Registration no. SFV 654  
Frame no. RS/13636  
Engine no. VR1682

'One's outstanding impression is of the exceptional flexibility and smoothness of the engine - it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio,' enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. This particular Viper has been owned by the current vendor for the last six years and been ridden by him on VMCC road runs. The machine retains its original registration mark and is described as mostly original and in generally good/very good condition, benefiting from recent re-commissioning that included servicing the magneto. This well presented Viper is offered with V5C registration document.

**£3,500 - 4,500**

**€4,200 - 5,400**

#### 126

##### c.1952 Norton 490cc Model 18

Frame no. G3 4464 Engine no. D4 23349

Introduced in 1923, the Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. This particular Model 18 is fitted with an ES2 engine dating from 1949. It was extensively refurbished in 2013 when works carried out included a complete engine rebuild; overhaul of the gearbox, magneto and dynamo; rewiring the electrics; and fitting new chains, clutch plates, tyres and tubes. Described as in generally excellent condition, the machine is offered with VMCC dating certificate and some bills. It is not currently registered.

**£2,500 - 3,500**

**€3,000 - 4,200**

**No Reserve**

#### 127

##### 12 miles since full restoration

##### 1957 DOT 197cc TDHX Trials

Registration no. WSU 258

Frame no. H560678 Engine no. 580B 2253

This Dot trials was supplied new in June 1957 by Chapel-en-le-Frith motorcycle dealer Eric Bowers to one Bran Golling of Holmfirth. Originally a TDHX model, it has since lost its lights and is now effectively a THX. Reregistered in 1989 by a Sheffield-based owner, the machine subsequently passed to a well-respected Scott collector/restorer who gradually completed a total restoration. The engine/gearbox unit was rebuilt by Villiers Services of Brierley Hill while any cycle parts or suspension components required were purchased directly from the Dot factory in Manchester (some bills available). On completion in 2007 the Dot was MoT'd and taxed, and since then has been kept in warm and dry storage. We are advised that it remains in effectively 'as new' condition apart from a couple of minor dents in the alloy fuel tank. The machine is offered with dating certificate, expired MoT (2008) and copy V5C registration document.

**£1,600 - 2,000**

**€1,900 - 2,400**



128



130



129



131

**128**

**1961 Triumph 490cc 5TA Speed Twin**

Registration no. 269 DRH

Frame no. H22188 Engine no. 5TA H22188

Introduced in September 1958, the 5TA Speed Twin was the second of Triumph's new family of unitary construction vertical twins, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing and larger-section rear tyre. Restored in 2001, this matching-numbers Speed Twin has been in the current owner's possession for the last 18 years and was last on the road in 2004, since when it has been dry stored. Expired MoTs on file issued between 1996 and 2004 show the recorded mileage increasing from 8,692 to 10,360, a total of only 1,668 miles in eight years. The current odometer reading is 10,365. Described as in generally good/fair condition, the machine is offered with the aforementioned MoTs and V5C registration document. Re-commissioning and the customary safety checks will be required before further use.

**£1,400 - 2,000**

**€1,700 - 2,400**

**129**

**1962 Ariel 247cc Super Sports**

Registration no. 665 BEA

Frame no. T30255/G Engine no. T30255/G

'Fast, robust and handling like a thoroughbred, the Arrow Super Sports goes into the record as one of the most pleasant sports mounts to pass through our hands in recent years.' – Motor Cycling, 26th October 1961. Amazingly, despite being given a proper caning for the road test, Motor Cycling's Arrow averaged 68 miles per gallon! This Super Sports (or 'Golden Arrow') was purchased by the current (second) owner in December 1978 and used for the next three years before being placed in storage, remaining there for many years before being fully restored to original condition by Mr Brian Rowell of Oswestry. Completed and MoT'd in May 2012 - with only 3 miles recorded on the odometer – it has not been used since then and is presented in generally excellent condition. The machine is offered with three expired MoT certificates (1978-79, 1980-81, 2012-13), two old tax discs (1980, 1981), various restoration photographs and old/current V5/V5C registration documents.

**£2,500 - 4,000**

**€3,000 - 4,800**

**130**

**1961 Triumph 200cc Tiger Cub**

Registration no. 687 ADF

Frame no. T79276 Engine no. T20 79276

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 before being dropped in 1970. Restored in 2005 and purchased that same year, this example has won concours awards and the VMCC's Marjorie Cottle Trophy. Described as in generally good condition, the machine comes with sundry restoration invoices and V5C registration document, and will be MoT'd and taxed prior to sale. Boyer electronic ignition, stainless steel wheel rims and stainless fastenings are the only notified deviations from factory specification.

**£1,800 - 2,500**

**€2,200 - 3,000**

**131**

**1947 James 125cc ML**

Registration no. VFF 128

Frame no. L644 Engine no. B3833

Intended for use by airborne forces during WW2, James's famous Military Lightweight - it weighed around 150lbs and was known as the 'mechanical mouse' - continued post-war as the civilian 'ML'. Powered by a Villiers 9D single-cylinder two-stroke engine, the ML employed a rigid frame with bolted-on rear section and blade-type girder forks with central spring. The gearbox was a Villiers three-speeder with tank-mounted hand 'change while a single sprung saddle and rear luggage carrier were standard equipment also. The model was superseded by the James Comet at the end of 1948. Acquired by the current owner in 2008, this pretty James ML has been fully restored and is described as in generally excellent condition. The machine is offered with photocopied spare parts books, V5C registration document and MoT to 15th May 2014, and is currently taxed for the road.

**£1,500 - 2,000**

**€1,800 - 2,400**



132



134



133



135

**132**  
**1979 Yamaha 79cc V80 Step-through**

Registration no. EFP 902T  
Frame no. 3K 30001085  
Engine no. 3K 31085

The ubiquitous 'step-through' is, arguably, the most significant motorcycle design of them all, approaching 30 million sold worldwide since their introduction over fifty years ago. All of the major Japanese makers produced their own, Honda's being the most prolific in this country. The Yamaha V80 was more scarce, though reckoned to be smooth and reliable in use. EFP 902T is understood to have been laid up many years ago. With a believed genuine 288 miles only from new, the little Yamaha is complete with V5, original service handbooks, working electrics, two keys and tool-kit and may be the equivalent, almost, of a new machine following safety checks and re-commissioning.

**£600 - 800**

**€720 - 960**

**No Reserve**

**133**  
**1983 MZ 243cc ETZ 250**

Registration no. A44 ASF  
Frame no. 2062241 Engine no. 1062357

Although the Zschopau marque established its reputation with the British motorcycling public as the purveyor of reliable if somewhat unexciting commuter machines, the East German concern had been in the forefront of high-performance two-stroke development in the post-war years. Under the direction of Walter Kaaden, the racing team achieved some notable triumphs against the might of Japanese opposition in the 1960s and although its Grand Prix effort eventually faded, the firm produced many highly successful ISDT machines in the 1970s. Last taxed for the road in 2011, this MZ roadster will be MoT'd immediately prior to sale and is described as in generally good condition and fully functioning mechanically. The machine is offered with SORN, expired MoT (2011) and V5C registration document. A total of 11,700 miles is currently displayed on the odometer.

**£300 - 500**

**€360 - 600**

**No Reserve**

**134**  
**1967 Honda 305cc CB77**

Registration no. WVO 399G  
Frame no. CB881052839  
Engine no. CB77E 105294Z

Just as Honda's CB72 was a sports version of the C72 'Dream', so the CB77 was the big-bore sporting ohc twin, a fast, well-finished and good-handling machine with that important electric starter. WVO 399G was imported from America by the vendor in 1993, the only modification made being the fitting of UK-spec. flat 'bars. Because of its condition and originality, this particular CB77 was featured in the May 1994 'Classic Bike' and is also pictured in the 'Encyclopaedia of Motorcycles' by Roland Brown. Complete with V5C, import and other documents, carefully maintained in excellent condition with new rectifier fitted, this 'sixties Honda sports bike is taxed, Mot'd and ready to go.

**£3,400 - 3,800**

**€4,100 - 4,500**

**135 N**  
**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**

**€1,600 - 1,900**



136



138



137



139

### 136 N

#### 1992 Kawasaki GPz900R Ninja

Frame no. ZX900A-060136

Engine no. ZX900AF063270

'When it appeared in 1984, the GPz900R moved the goalposts in the performance bike market. It was the first real 150mph bike and it was at the cutting edge of motorcycle development with four valves per cylinder, liquid cooling, rising-rate rear suspension, a 16" front wheel and anti-dive forks.' - Bike magazine. Reviewing Kawasaki's increasingly collectible 'time machine' in its November 2002 issue, Britain's best-selling motorcycle magazine rated the GPz900R a decent sports tourer (even by today's standards) and a good budget buy with an excellent club spares back-up. This un-restored and original example has had only three owners prior to the current vendor and has always been maintained by an official Kawasaki dealer. Currently displaying a total of 36,270 kilometres (approximately 22,500 miles) on the odometer, the machine is described as in generally excellent condition and is offered with Netherlands registration papers.

**£1,300 - 1,600**

**€1,600 - 1,900**

### 137 N

#### 1991 Suzuki GSX-R1100

Frame no. GV73B106563 Engine no. V711-106559

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. Lighter than a 600 and as powerful as a 1,000, it made all other super-sports 750s seem flabby and slow. When the 1,100cc version arrived for 1986, it similarly eclipsed every other big-bore sports bike. 'The acceleration is awesome - like being charged in the back by a rugby scrum,' enthused Bike magazine's tester, attempting to sum up the experience of riding a bike weighing a relatively svelte 450lbs that produced 127bhp and could top 150mph with ease. This un-restored example has had only two owners prior to the current vendor and has always been maintained by an official Suzuki dealer. Currently displaying a total of 36,063 kilometres (approximately 22,300 miles) on the odometer, the machine is described as in generally excellent condition both cosmetically and mechanically. It is offered with Netherlands registration papers and a quantity of maintenance invoices.

**£2,200 - 2,600**

**€2,600 - 3,100**

### 138

#### 1991 Ducati 907 I.E.

Registration no. J833 CGO

Frame no. 001010 Engine no. 000757

'After two years, the 906 Paso was replaced by the much improved 907 I.E. for 1991. This drew on the engine and chassis technology of the 851, and the resulting 907 I.E. was finally a homogenous sport-touring motorcycle that could compete with anything on offer from Germany or Japan.' - Ian Falloon, 'Standard Catalog of Ducati Motorcycles'. Sold new via Moto Vecchia, this example of an Italian sports-tourer that can only become increasingly collectible was acquired new by the current (third) owner in August 2008 and has been in more or less continuous use ever since. The machine is MoT'd to 9th September 2014 and comes with its original instruction manual and warranty booklet, sundry service invoices, SORN paperwork, old/current V5/V5C registration documents and a substantial quantity of expired MoT certificates.

**£1,200 - 1,500**

**€1,400 - 1,800**

### 139

#### 1990 Ducati Paso 906

Registration no. G374 MNV

Frame no. ZDM906PC 000699 Engine no. 000544

Introduced for 1989, the Paso 906 was a development of the preceding 750 and enjoyed a similarly improved level of equipment and build quality. The bigger Paso retained the same basic desmodromic v-twin engine architecture but added water cooling to the package. Like the 750, the 906 featured a square-tube frame, hidden beneath all-enveloping bodywork penned by Massimo Tamburini, late of Bimota, while another 750 carry-over was the twin-choke Weber carburettor, chosen for its emissions friendliness. Suspension on the 906 was by Marzocchi at both ends with brakes supplied by Brembo. Both Pasos were fitted with the then fashionable 16" wheels but only the 906 enjoyed the benefit of a sixth speed in the gearbox. This 906 Paso was acquired by the current owner in 2008 and used regularly until a few years ago, since when it has been kept in dry storage. The machine is offered with SORN paperwork and V5C registration document. Re-commissioning and the customary safety checks will be required before further use.

**£900 - 1,200**

**€1,100 - 1,400**



**140**

**1980 Honda CBX1000Z**

Registration no. PLM 938W

Frame no. CB12014329

Engine no. CB1E2014466



'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.

This particular twin-shock CBX has been in the current (fourth) owner's hands since 1983 and in 1986 won a Honda Owners Club 'Best in Show' award. It has won other concours awards and been ridden only sparingly over the course of the last 14 years. Described as in generally very good condition, the machine benefits from overhauled brakes, 4th gear pinion replaced, new battery, 'as new' tyres and ultrasonic cleaning of the carburettors. Non-standard features include the exhaust system, swinging arm, chain guard, seat, polished alloy casings and extra 'show' chrome. The original swinging arm, chain guard, seat and tool kit come with the machine but it should be noted that the centre stand is missing. Accompanying documentation consists of a quantity of expired MoTs, old/current V5/V5C registration documents and MoT to August 2014.

**£7,200 - 8,200**

**€8,600 - 9,800**



141

**1982 Honda CBX1000-C Pro-Link**

Registration no. C715 XLK

Frame no. JH2SC0605CC400945

Engine no. SC03E2400941



'There still isn't a road bike that sounds anywhere near as good as a CBX. The rustling at tickover, the instant pick-up when you so much as twitch the throttle and the unholy yowl when you gun it are a technofreak's dream.' - Bike magazine, December 1982.

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.

Presented in all-original condition, exhausts included, this particular Pro-Link CBX has been in the current (second) owner's hands since 1989 when he imported it from the USA. While in his possession it has won the 'Best in Show' award at the Honda Owners Club's Isle of Man rally as well as other concours trophies. The machine is described as in generally very good condition, having been ridden only sparingly over the course of the last 10 years. Benefiting from a new battery, it comes complete with its original tool kit, tyre pressure gauge and handbook. Accompanying documentation consists of a quantity of expired MoT certificates and old/current V5/V5C registration documents.

**£5,800 - 6,800**

**€6,900 - 8,100**



**142**

**1982 Honda CBX1000-C Pro-Link Project**

Registration no. YLW 312X

Frame no. JH2SC0608CC400941

Engine no. 2400921

Launched in 1978, the outrageous Honda CBX 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. Even today, few bikes can match the six-cylinder CBX for charisma, visual appeal and, above all, sound. This all-original 1982 Honda CBX1000 Pro-Link had been of the road for some time before the current vendor acquired it in 2004 as a restoration project. Complete and in running condition when acquired, it has been stripped down and partially restored. Works carried out include re-bushing and refitting the Pro-Link rear suspension; refurbishing the frame paintwork; cleaning and refitting the wheels; reinstalling the forks; and stripping and ultrasonically cleaning the carburettors, which have been polished ready for re-assembly. A luggage rack and boxes are included in the sale and the machine comes with all the removed cycle parts and a spare (used) Corbin seat. Offered with V5C registration document and sold strictly as viewed, this should be a relatively simple project to complete in time for summer enjoyment.

**£2,000 - 3,000**

**€2,400 - 3,600**



**143**

**c.1961 Honda 125cc CB92 Benly Super Sport**

Frame no. to be advised

Engine no. 2101306

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction, horizontally split crankcase and chain-driven overhead camshaft. These latter features, together with the pressed-steel spine frame and leading-link front fork - influenced by the contemporary NSU Max - would remain common to Honda twins for many years. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the C92 and CB92 respectively. With its aggressive styling, class-leading specification, phenomenal 15bhp power output (at 10,500 revs!) huge - for a 125 - brakes and 250-beating performance, the CB92 proved an outstanding success and today is one of the most desirable and sought after of early Japanese classics.

Unfortunately, nothing is known of the history of this particular CB92, which is believed to have been restored several years ago and been kept in a favourable environment. There are no documents with this Lot.

**£8,500 - 10,000**

**€10,000 - 12,000**



144 N

**1994 Ducati Paso 906**

Frame no. ZDM906PC000830

Engine no. ZDM906W2C001298

Introduced for 1989, the Paso 906 was a development of the preceding 750, one of the first models to emerge following Ducati's take-over by the Castiglioni family's Cagiva concern, and enjoyed a similarly improved level of equipment and build quality. The bigger Paso retained the same basic desmodromic v-twin engine architecture that had first appeared on the Pantah 500SL in 1979, but added water cooling to the package. Like the 750, the 906 featured a square-tube frame, hidden beneath all-enveloping bodywork penned by Massimo Tamburini, late of Bimota, while another 750 carry-over was the twin-choke Weber carburettor, chosen for its emissions friendliness. Suspension on the 906 was by Marzocchi at both ends (the 750 had an Öhlins rear shock absorber) with brakes supplied by Brembo. Both Pasos were fitted with the then fashionable 16" wheels but only the 906 enjoyed the benefit of a sixth speed in the gearbox. This original and un-restored 906 Paso has always been maintained by the well-known Ducati dealer Biggelaar in Oisterwijk, Holland. The machine was in use until its purchase by the vendor in 2013 and is described as in generally excellent condition. This charismatic and collectible Italian sports-tourer is offered with Netherlands registration document.

**£1,800 - 2,400**

**€2,200 - 2,900**



145 N

**1986 Honda XL350R**

Frame no. ND035101171

Engine no. ND03E5105056

Honda's long line of successful off-road models commenced in 1972 with the launch of the SL250 trail bike, though the prefix soon changed to the more familiar 'XL'. At that time Honda was Japan's biggest bike manufacturer (it still is, of course) but the smallest producer of off-road models. Big H's first attempt at building an engine specifically for 'dirt' use, the XL single-cylinder four-stroke motor was typically Honda in conception, being an all-alloy, overhead-cam, four-valve unit with integral five-speed gearbox, which was housed in a robust cradle-type frame. Larger-engined models constructed along similar lines followed. Honda's trail bike range was updated in the early 1980s gaining Pro-Link mono-shock rear suspension (as developed on the factory motocrossers), long-travel front forks and an 'R' model suffix. This original and un-restored XL350R was in regular use until its purchase by the current vendor in 2013. Currently displaying a total of 19,086 kilometres on the odometer, the Italian-registered machine is described as in generally excellent condition and offered with ACI papers.

**£1,500 - 2,000**

**€1,800 - 2,400**



## The following six machines are offered from the estate of the late John Lawley



146

*The Ex-John Lawley, Isle of Man TT*

**c.1963 Honda 50cc CR110 Racing Motorcycle**

Frame no. CR110 20169

Engine no. CR110E 20283



'Not only did they epitomise the virtues of a racing motorcycle, being small, light, fast and simple, but they handled wonderfully well, and if properly (and rather expensively) maintained they were remarkably reliable.' – Brian Woolley on the Honda CRs, *Directory of Classic Racing Motorcycles*.

Little more than 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 CR110's maximum power of 8.5bhp arriving at a then stratospheric 13,500rpm. 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 gearbox, the more tractable '125' made do with six. First made available in 1963, 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.

This CR110 is one of 90 manufactured for the 1963 season of which only 22 were exported to Europe. The Honda's history is not known prior to its acquisition by John Lawley, who raced the machine in the 1966, 1967 and 1968 Isle of Man 50cc TTs. John's 7th place in the '68 race was his best ever TT result, netting him a coveted Silver Replica, while 10th in '67 was good enough for a Bronze. He also raced the Honda at the Ulster Grand Prix in 1969 (9th) and 1970. The machine was also ridden on the Isle of Man TT 'Lap of Honour' parades in the 1980s and last ran in 1993. Offered in need of re-commissioning, it represents a wonderful opportunity to acquire one of these jewel-like masterpieces, which are highly sought after by classic racers and collectors alike.

**£18,000 - 24,000**

**€22,000 - 29,000**



**147**  
**The Ex-Ken Armstrong, John Lawley, Isle of Man Lightweight TT**  
**1964 Honda 125cc CR93 Racing Motorcycle**  
 Frame no. CR93-3100170  
 Engine no. CR93E 3100156



'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. Only 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

This particular CR93 was ridden by Ken Armstrong to 10th place in the Isle of Man 125 TT in 1970 and has been owned by the late John Lawley since 1971. John raced the little Honda in the 1971 and 1972 Lightweight 125 TTs, recording a 'DNF' on both occasions, and then finished 24th in 1973, a result he repeated the following year. He was a member of the winning club team in '73 and '74, and in the latter year also rode the CR (temporarily enlarged to 182cc) in the Lightweight 250 TT, recording a 'DNF'. John also rode the Honda on the 1979, 1981 and 1982 Isle of Man TT 'Lap of Honour' parades. The machine is presented in 'as last raced' condition and will, of course, require re-commissioning before returning to the racetrack.

**£16,000 - 20,000**  
**€19,000 - 24,000**



148



149

**148**

**1974 Honda CB250 Production Racing Motorcycle**

Registration no. UDM 672M    Frame no. CB250-6010592  
 Engine no. CB250E-6017788

This Honda CB250 production racer was built by Holloway Garage of Shropshire for the 1975 Isle of Man Production TT. The '75 race was somewhat unusual in so far as it was run over ten laps and was for two-man teams. John Lawley was teamed with his brother Stan on the Honda, which unfortunately seized its engine towards the end of the first lap. The race was won by Dave Croxford and Alex George on the works Triumph Trident 'Slippery Sam' with Chas Mortimer and Billy Guthrie 2nd on an RD250 Yamaha. A spare engine was installed in the Lawley Honda and later in the week John raced it in the Lightweight 250 TT, finishing 45th. The machine has remained in John's possession ever since. Offered without reserve, it comes with the original engine ('CB250E-6009726') that failed at the 1975 TT and is now minus its cylinder head.

**£400 - 800**

**€480 - 960**

**No Reserve**

**149**

**1976 Yamaha RD250 Formula 3 Racing Motorcycle**

Frame no. LA2-003618    Engine no. A2-003416

This Yamaha RD250 racer was built by Wylie & Holland Motorcycles of Shropshire for John Lawley and was first raced by him on the Isle of Man in the inaugural Formula 3 TT of 1977, an 'equivalency' event that pitted 400cc four-strokes against 250cc two-strokes. The Yamaha's debut resulted in a 'DNF' but John was back with in the following year and finished 16th. 1979 brought with it another 'DNF', which was followed by a 22nd place finish in 1980 and 29th place in 1981. John was a member of the winning club team in 1980. Owned by him since 1977, the machine is presented in 'as last raced' condition - still carrying its number '67' from the 1981 TT - and is offered without reserve. It should be noted that the front brake is seized.

**£1,500 - 2,000**

**€1,800 - 2,400**

**No Reserve**



150



151

**150**

**c.1961 Itom 50cc Racing Motorcycle Project**

Engine no. 141943/SS

Inspired by Ducati Cucciolo importers Britax, 50cc racing began in the UK in 1955 but did not really take hold until the late 1950s, when the availability of the quick and relatively inexpensive Italian Itom Competizione made the class viable. Indeed, the two-stroke Itom was the machine to have at the time, for it dominated the class in Britain and provided a number of future stars, most notably Mike Hailwood, Dave Simmonds and Bill Ivy, with their first taste of circuit racing. This dismantled example has been owned from new by John Lawley and was ridden by him in the 1962 Isle of Man 50cc TT, finishing 21st. John came home one place ahead of Beryl Swain, who made history by becoming the first female rider to complete a TT race. The machine is offered for restoration and sold strictly as viewed. Two new-old-stock alloy wheel rims are included in the sale.

**£400 - 800**

**€480 - 960**

**No Reserve**

**151**

**1962 Francis-Barnett 149cc Fulmar 88**

Registration no. 160 UN

Engine no. V15T 9227

Streamlining and enclosure were popular themes in the 1950s and 1960s, with the styling of many British lightweights showing signs of Italian influence. In the case of the Francis-Barnett Fulmar, there were clear traces of both the Aermacchi Chimera and Moto Guzzi Zigolo. Introduced for 1962, the Fulmar 88 represented a major departure from the Francis-Barnett norm, featuring a tubular spine frame, leading-link forks and pressed-steel tank/seat unit that formed the frame's upper structure. The engine was AMC's own 149cc single, manufactured by Villiers. This particular Fulmar was purchased circa 1980 for the late owner's son. In 1981 it was displayed at the International Classic Bike Show, and featured in Classic Bike's report on the event (December edition, page 24, copy available). An older restoration, the machine will require re-commissioning before returning to the road and is sold strictly as viewed. Offered with V5C registration document.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**

152

**c.1963 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. 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 sidcar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Only 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. 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 having been kept on display since completion. The current vendor purchased the Honda at Bonhams' Stafford Sale in April 2013 (Lot 381). There are no documents with this Lot.

**£26,000 - 30,000**

**€31,000 - 36,000**



153

**Property of a deceased's estate**

**Honda 250cc RC163 Grand Prix Replica**

Frame no. JML-PMR005

Engine no. MC14E-1050509

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 CB250R sports roadster, a Japan-only model never officially imported into the UK. When first introduced in 1986 as the Type MC14, this little jewel had around 45bhp on tap at 14,500rpm. The series progressed via the CBR250R (MC17 and MC19) to the CBR250RR (MC22) and was last made in 1999, though the engine type (MC14E) remained the same throughout. Water-cooling aside, it is the closest in spirit to Honda's Grand Prix power units of the 1960s. This RC163 replica is the fifth of 21 constructed by Phil Morris, who sold the machine to the late owner over a year ago. Scrutineering stickers bear witness to the fact that it has been used on track; indeed, this machine is believed to have been ridden in parades by Tommy Robb, Jim Redman and Malcolm Wheeler. There are no documents with this Lot, which is sold strictly as viewed.

**£4,000 - 6,000**

**€4,800 - 7,200**



154

**Property of a deceased's estate**  
**2012 Norton 498cc Molnar Manx**  
**Racing Motorcycle**

Frame no. 186

Engine no. SEC 186



One of the modern-day classic scene's most surprising features is the plethora of replicas of great racing motorcycles from the not-too-distant past. Enthusiasts with deep enough pockets can choose from remanufactured versions of classic British singles such as the Norton Manx, Matchless G50 and Seeley, or Italian exotica such as the Paton twin, MV Agusta three-cylinder or Gilera four. You can even buy a Moto Guzzi V8. In the case of the British singles, and the Manx Norton engine in particular, specialist firms have taken the opportunity to develop the design way past the level achieved in-period by the works. Development has concentrated on increasing the bore size (with commensurate reductions in the stroke) enabling the use of larger valves and higher revs. One of the most successful of these short-stroke motors is the '95 bore' developed by Molnar Precision Ltd in conjunction with Fred Walmsley Developments, which has powered winners of the Classic Senior Manx Grand Prix, InCA European Championship and FIM World Classic Series. Engines built to the stock (1954-onwards) bore/stroke dimensions of 86x85.8mm have continued to be available, and it is one of these motors that is fitted to the Molnar Manx offered here.

The late owner ordered this machine from Molnar Precision Ltd in 2011 (see build details on file). Delivered in April 2012 at a final cost of £20,400, it is believed only to have been ridden on a few short test runs on an airfield runway and is presented in commensurately excellent condition. A close replica of a 1962 Manx, the machine features a Hemmings five-speed gearbox, Amal GP2 carburettor, Roadholder forks, aluminium Manx front brake, magnesium Manx rear brake, Hagon shock absorbers, Smiths tachometer, alloy five-gallon fuel tank, and 19" wheels shod with Avon tyres.

Bonhams would like to thank Andy Molnar of Molnar Precision for providing copies of the build sheets.

**£14,000 - 18,000**

**€17,000 - 22,000**



155

## 1959 Norton 498cc Model 30 Manx

### Racing Motorcycle

Frame no. 11M 81973

Engine no. 81973



According to copies of factory records held by the Norton Owners Club, this particular Manx, with matching frame/engine number '81973', was shipped from Norton to Whitham of Greenwich on 25th March 1959. The engine is stamped with the Shop Number 'BM20' while the same works Fitter Number '48' is stamped on all the magnesium crankcase components. Other original engine details include the con-rod engraved '17.3.59'; correct Alfin cylinder barrel; cylinder head with hairpin valve springs; and the cam box. It has an original 1 13/32" Amal GP1 carburettor as supplied to Norton for the Manx with longer inlet stub, still in its original grey paint finish. It also has the internally braced alloy fuel tank and large oil tank. In 1962 the machine was fitted with the first of Fontana's double-sided front brakes and a Michael Schafleitner five-speed gearbox (stamped number '63' of the first batch of 100 made). These have been retained as period features of its racing history. There were stories that this Manx had been ridden by John Hartle in 1963 in a return after his injuries of 1961, but the current owner has found no substantiating evidence.

The previous owner, Peter Pack of Harrold, Bedfordshire, purchased the Manx in 1981 from Internova Motors of Northampton and used it for shows and the occasional ride. The current owner purchased the machine in 2004. It was then re-commissioned for racing while retaining all original components. The Manx completed a full season of racing in 2006 and has entered occasional events and parades since then. Consideration of its history and condition has always been top priority.

The engine was routinely stripped and rebuilt in 2008 with a new Molnar big-end bearing. At the Salzburgring in 2009 the Manx was pulling around 117mph at 6,900rpm and at its last race in April 2013 it lapped Mallory Park in 1m 09s and came 10th. Cam box bearings, valve pusher bushes, clutch plates, clutch springs and front brake linings were replaced recently. The machine is offered with a file detailing engineering work and running settings; a file of sundry bills; copies of all the known Manx Workshop Manuals (six of including Norton Bracebridge Street, John Tickle, Unity Equipe and Bruce Main-Smith copies); parts lists from Molnar, McIntosh, etc; and sales receipts from 1981 and 2004. It also comes with an optional racing silencer (tested at 102dB) and a box of competition spare parts. Ready for use on any circuit, this is without doubt one of the most original and best-looking Manx Nortons that has been raced in the last ten years.

**£25,000 - 30,000**

**€30,000 - 36,000**



156

***Built from spares; never used***

**c.1963 Honda 125cc CR93 Racing Motorcycle**

Frame no. none

Engine no. CR93E 3100140



'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. 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. Only 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

This pristine example was built from spares by the current vendor, starting some 20 years ago, and has not been touched, other than cleaning, since its completion 12 years ago. Parts were sought periodically as required - a task that became ever harder as time progressed. Many of those found were new-old-stock. The fuel tank, seat and mudguards were fabricated in alloy by Custom Tanks and Designs of Pershore, and the machine was painted by the vendor. The fairing sides though, retain their factory-applied paintwork. The vendor advises us that the machine is almost identical to a factory-original example apart from the non-stock carburetors. Given the fact that the machine has never even been started, careful re-commissioning and the customary safety checks are advised before it is put to any use. Accompanying documentation consists of assorted correspondence relating to the supply of parts. A wonderful opportunity to acquire a beautiful example of this iconic classic racer in virtually 'brand new' condition.

**£13,000 - 15,000**

**€16,000 - 18,000**



157

**1963 Aermacchi 248cc Ala d'Oro**

**Racing Motorcycle**

Frame no. 141130

Engine no. 141130

A relative latecomer to motorcycle manufacture, Aermacchi became a household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever: the Ala d'Oro (Golden Wing). Alberto Pagani's 9th place on the 250's Dutch TT debut in 1960 demonstrated the Aermacchi's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix. Although the pushrod Aermacchi never won a World Championship race, it did achieve a number of 2nd places, Alan Barnett's in the 1970 Isle of 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 today, having benefited from several decades of development, remains a competitive force in historic motorcycle racing. A 250cc wet-clutch model, this example was completely restored by the world-renowned Sammy Miller Museum workshop in 2010 and is sold ready to parade or race. The competition history of this ex-Clubman's racer is not known but the machine does come with a spare faring nosecone complete with its last competitor number: '14'.

**£5,500 - 6,500**

**€6,600 - 7,800**



158

**1965 Royal Enfield 248cc Continental GT**

Registration no. JPF 489C

Frame no. 70866

Engine no. GT16228

The Royal Enfield Crusader's ultimate development - the Continental GT - arrived in November 1964. For his £270 the GT owner got clip-on handlebars, rear-set footrests, a racing-style glassfibre fuel tank and 'bacon slicer' brake cooling discs up front, in addition to an extra 1.5bhp. With its café racer styling, brisk performance and excellent handling, the GT was every young motorcyclist's dream and a well-deserved success for the Redditch concern. This example was purchased circa 1985 and kept in dry storage for approximately the next 21 years before undergoing a chassis and engine overhaul. A new V5C registration document was applied for in 2006. Running very nicely at this point in time, the Continental was not used regularly and has been back in dry storage for the last few years. Presented in good clean condition, 'JPF 489C' should require little more than a new battery, fresh fuel/oil and a carburettor clean to return it to good running order. The machine is offered with instruction manual, parts book, workshop manual, sundry bills and V5C registration document.

**£2,900 - 3,500**

**€3,500 - 4,200**



159

**Ex-Phil Vare, Senior TT, Works  
1929 Scott 596cc Racing Motorcycle**

Registration no. VF 6543

Frame no. 7M

Engine no. RZ 2513





1, Phil Vare, entrant 20, Ramsey Parliament Square, Isle of Man Senior TT 1929. Copyright Motoring Picture Library, Beaulieu

2, Vare pictured on the machine prior to the start of the race.

3, Central Hotel, 1929 Isle of Man Senior TT. Copyright Motoring Picture Library, Beaulieu





What makes '7M' so unique a works Scott is that, after the race, Phil Vare negotiated a deal with the cash-strapped factory, in which his 'Replica' Scott was part-exchanged for the repaired '7M', which, when taken home to Norwich, was registered as VF 6543. Riding again for Scott in 1930, Vare rode the Senior TT on a spare '29 machine - retiring again with piston trouble - the supplied 'works' bikes being the 'vertical' Scott twins, described by him as 'un-rideable'.

Their participation continued during the 1920s, though the under-capitalised factory found it increasingly difficult to match the better funding and organisation of Norton, Rudge and Sunbeam. Scotts pinned their faith on their unique central-flywheel, water-cooled twin, an engine which remained in production until the 1970s and which has given such riding pleasure to generations of riders, the writer included.

In 1929, Scott fielded six riders on completely re-worked racers with distinctive frames and running-gear and much more powerful engines. Owing to the late arrival of the machines, the Scott riders had to practise on earlier bikes or their own machines. P A E (Phil) Vare qualified on his own 1928 'TT Replica' Scott, with only brief rides on a Works machine before the race. All six started, but five went out, Vare being the last to go on the final lap. After a fall at Quarter Bridge damaged his twist grip he used the cut-out button when changing gear. This caused the holed piston that forced his retirement. Only Tommy Hatch finished, coming thirteenth in the race.





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Phil Vare kept VF 6543 for some years, riding it at short-circuit events until selling it on when he was a Scott agent. Amazingly, it has had only three owners, the third, the vendor, acquiring it in the early '60s from the second owner Mr J F H Roberts (of Brentwood, Essex). Very commendably, and fully realising what a unique Scott he had, the vendor resisted the temptation to do a cosmetic restoration, restricting work to mechanical reconditioning, or the careful replacement of missing parts with period replacements, such as the '600' cylinder block now fitted ( a contemporary blind-head '500' block and pistons are amongst the spares offered with the lot). The engine has never run, nor has the machine been ridden in his ownership and thus re-commissioning will be required.

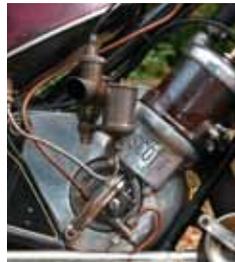
Trophy winner at the 2012 Scott Abbotsholme Rally, and most emphatically not a racer 'reconstructed from parts' but an arguably unique, original and beautiful reminder of that pre-war era, VF 6543 comes with not only a V5 and old style continuation log-book but many papers relating to its history and copies of period photographs as well as detailed autographed letters from the late Phil Vare containing important details of this racer's - and Scott's - TT history.

**£23,000 - 28,000**  
**€28,000 - 34,000**





**160**  
**1926 Scott 498cc Super Squirrel**  
 Registration no. IK 9455  
 Frame no. 2185  
 Engine no. Z9440



'...for my money the two-speeder of 1925-26 is the last Scott to be truly representative of Alfred Angas.' – C E A 'Titch' Allen, *The First Vintage Road Test Journal*.

Two-speed Scotts have a proud and distinguished history, which can be traced back directly to Alfred Angas Scott's original ground breaking design for these famous water-cooled twin-cylinder two-strokes. New-for-1925, the Super Squirrel was based on the 1924 TT machines.

Most of this Scott's history is known. It was supplied by the factory to Woods, their Dublin dealer, on 17th July 1926. Factory records confirm that the engine and frame are the original pairing, and that it was supplied without a magneto or saddle, presumably because the new owner, Francis Howard Crowe of Shrewsbury Road, Dublin, intended to fit his own favourite items. He took delivery of the Scott on 27th July 1926. The last recorded Irish owner was Patrick McMahon, also of Dublin, who last licensed the machine in 1941.

In the 1960s the Scott was rediscovered by Peter Godwin in a shed in County Tipperary. An accompanying card from the Scott factory (complete with the original 'works' envelope) dated 17.11.65 confirms the machine's despatch details. There is also a letter from H M Customs & Excise concerning its re-importation.

According to the accompanying old-style logbook, it was registered in Coventry on 6th May 1969. Pleasingly, the original Irish registration number has been retained. A copy of a photograph that appeared in 'Yowl' (the Scott Club magazine) in January 1970 is supplied also.

Apparently, Peter Godwin restored the machine in the late 1960s and kept it until 1983. It then passed through the hands of a few owners over the next 27 years. The vendor, a long-term Scott enthusiast and Scott Owners Club committee member, bought it from Verrall's in June 2010. He has ridden it in The Graham Walker Run; the 2011 Banbury Run (the accompanying OBM review of the event specifically mentions the machine); and on longish rides in the Peak District on Scott Club Abbotsholme weekends as well as other regular usage over the last four years. 'IK 9455' was the subject of a four-page feature in January 2012's *The Classic Motorcycle* (article supplied). Wire-on wheel rims, which might be considered a desirable upgrade, are the only noted deviation from standard.

The most recent MoT certificate was issued in May 2012. A further 13 earlier MoT certificates are supplied, as are 12 old tax discs, the oldest dated 1969. Currently taxed and offered with V5C, the Scott is being sold only because of a lack of space and other Scott two-speeder projects on the bench.

**£8,000 - 10,000**  
**€9,600 - 12,000**



161

**Restored by The Sammy Miller Museum  
1930 James 499cc Model B1 Sports Twin**

Registration no. GF 6476

Frame no. 3771

Engine no. B2 226



Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based initially at Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle, a Minerva-powered machine, in 1902. The first model to be powered by James's own engine followed in 1908; this was the 'safety' James, a radical design featuring wheels carried on stub axles, scooter-fashion. More orthodox designs followed, with two-stroke, sidevalve, overhead-valve, single-cylinder and twin-cylinder models featuring in the range before the end of the 1920s. The company was proud of the fact that, unlike the majority of the competition, its motorcycles were manufactured in their entirety in the James works, with only components such as the Bosch magneto, Mills carburettor, tyres and lamps being bought in from other manufacturers.

For 1914, James offered a revised single-cylinder model in three-speed and two-speed versions, both of which featured fully enclosed, all chain drive. The firm's first v-twin, the 500cc (3½hp) 'No.7', arrived that same year. Priced at 60 guineas, James's top-of-the-range offerings were quality products that incorporated some interesting ideas, one of the more practical being the 'spring drive' shock absorber built into the rear wheel hub. 'We confidently claim that this refinement affords all the sweetness of "belt drive" with none of the attendant foibles,' declared its maker.

From the mid-1930s onwards James began concentrating on the lightweight two-stroke models for which it is best remembered, but before then the top-of-the-range 499cc v-twin was being built in sidevalve and overhead-valve forms, and there was even a speedway version of the latter. For 1930 the roadsters were typed B1 (overhead-valve) and B2 (sidevalve). James guaranteed a top speed of 80mph for the B1 in solo trim, stating: 'We have no hesitation in recommending this model, which will adequately meet every demand which the most critical rider may require.'

This superb Vintage-era example of James' charismatic Sports Twin is offered fresh from restoration in 2013 by the world renowned Sammy Miller Museum workshop. The machine is presented in ready-to-ride condition and comes with V5C registration document.

**£26,000 - 30,000**

**€31,000 - 36,000**

162

***The ex-George Brough, London-Edinburgh  
Trial, single family ownership since 1961***

**1939 Brough Superior 990cc SS100**

Registration no. FTV 702

Frame no. 2107

Engine no. 1108

Originally attached to a sidecar, 'FTV 702' was first registered by George Brough on 24th May 1939 and only two days later took part in the London-Edinburgh endurance run piloted by George with Motor Cycling journalist Henry Laird in the 'chair'. Laird's article about the event was published in Motor Cycling's edition of 14th June 1939, a copy of which is supplied with the machine.

Perhaps in George Brough's haste he forgot to fill in a 'Record Card' as none can be found. Also of note is the engine number, '1108', which is two digits higher than that of the last Brough out of the factory ('1106') so possibly the motor was selected out of turn. Alternatively, after such arduous use throughout 1939, which included various road tests and the Tour of Ireland as well as the London-Edinburgh, it may have been replaced. In the record card's absence, we will never know. All numbers agree with the registration document. Castle forks replaced the original Monarchs before the machine was sold on.

In April 1945, the Brough was advertised for sale in Motor Cycling for £200 having had £30 spent on a rebuild in 1943. The original logbook no longer exists but a continuation logbook shows that one Frank Whittaker registered the machine on 24th August 1955, followed by John Alldritt on 14th May 1957 and then the vendor's father, Eric Checkley, who bought it for £70 and registered it on 14th August 1961. The Brough was purchased because it was the best British motorcycle one could buy; indeed, its late owner went on to acquire two more SS100s and restore both of them, one of which, registered 'EVM 635', was sold at Bonhams' Stafford sale in April 2010 (Lot 445). Eric Checkley's day job was Machine Shop Superintendent at Alcan, Banbury so he was well qualified for such undertakings.





'George Brough In the saddle and Henry Laird in the sidecar on their way to Edinburgh'. MotorCycling, 14 June 1939. Copyright Mortons Archive





"The Edinburgh" With George, MotorCycling, 14 June 1939. Copyright Mortons Archive



A solo by this time, 'FTV 702' was a runner and useable when purchased but well short of the perfection demanded by Eric Checkley, whose search for spare parts took him to the Brough works in Haydn Road, Nottingham where he met George Brough. In 1965 'FTV 702' was back on the road, being used as ride-to-work transport and trips farther afield. Shortly after passing his motorcycle test, the vendor borrowed the Brough from his father for a holiday, travelling to Wales, the South Coast and the Isle of Wight.

'FTV 702' was used on the road until 1967 and then placed in storage. Eric Checkley was very busy at the time, not only working at Alcan but also running a 77-acre farm, so had little time for motorcycles. From his retirement in 1980 until his death in 2008, Eric was free to pursue his hobby and all three Broughs (and various other machines) were refurbished yet again. Many new parts were made in stainless steel for 'FTV 702', which he considered was an improvement, and it should be noted that the fuel tank is a copy (original included in the sale) and that the gearbox is not the original, although it is of the correct type.

In 2000 Eric gifted the Brough to his son, who has looked after it ever since. In preparation for sale, the engine has been tested (starts second kick cold, first kick warm), the dynamo refurbished, a new battery fitted and the machine road tested. Accompanying documentation consists of the aforementioned logbook and magazine article; assorted correspondence; a quantity of technical information and SS100-related literature; many early Brough Club newsletters; sundry receipts for parts; Swansea V5 and various photographs of 'FTV 702'. Recent video footage of 'FTV 702' in action is available to view; please contact Bonhams for details.

**£140,000 - 180,000**

**€170,000 - 220,000**





**163**  
**1939 Brough Superior 990cc SS80 with 'Petrol Tube' Sidecar**  
 Registration no. CUS 276  
 Frame no. M8 2064  
 Engine no. BS/X 4777



As is well-known, the name Brough Superior was coined by George Brough as a riposte to the machines which his father had made pre-WW1, then merely the 'Brough'. That sense of superiority was sustained by the Nottingham company to the end of manufacture in 1939. Frequently compared to the Rolls-Royce, the Brough Superior was always a sporting machine and thus more akin to Bentley or Invicta in the contemporary car world, all three beautifully made and excitingly fast. The SS80 model name dates from 1922, when a JAP-powered model was guaranteed to do the then phenomenal speed of 80mph, with the famous racing Brough 'Old Bill' amassing an impressive competition record.

The SS80 re-appeared as part of what became the final range of Brough machines in 1935, using the excellent AMC sidevalve V-twin, as fitted to the Matchless Model X, though with subtle differences in specification and a crankshaft to Brough's preferred design. Production continued until 1939. Alongside his machines, Brough always offered a range of sidecars, an important market segment in the 1930s, which were made to specification by outside firms and the SS80 became the machine most often specified by sporting sidecar owners. It should be remembered that an SS80 makers' combination would out-speed the majority of cars on the road at the time.

CUS 276, the SS80 and Alpine Grand Sport Cruiser sidecar offered here is perhaps the most complete and original Brough Superior combination ever to have been offered at auction. Invoice No: M2814 from the Brough works and registered in April 1939 by Brough agents Alexander and Co. of Glasgow, this 'money-no-object' machine was specified from new with Monarch forks, 'spring-wheel' rear suspension, Amal touring 'bars, Wasdell front and Cranford rear 'guards, and with the famous 'petrol-tube' Alpine sidecar, No. 212, all of which equipment is still fitted.

The second owner, an engineer with Hawker-Siddeley, had found the Brough in 1941, covered in dust on an RAF station, the owner, a pilot, having been killed. After some negotiation, detailed in the history sheets, the machine was purchased from the pilot's grieving father. Laid up on blocks until petrol again became available post-war, this lovely outfit, corresponding in every way with the works build card, has remained as functional and original as it was then.

CUS 276 is offered with a V5C and copies of the works build cards, as well as a series of bills and papers relating to the Brough's history. It would be difficult to find so historic and complete a maker's combination as this Brough Superior, with yet more research to be done and ready to grace almost any motorcycle event whilst carrying two people at speed.

**£49,000 - 55,000**  
**€59,000 - 66,000**



164

*Property of a deceased's estate*

**1939 Brough Superior 990cc SS80 Project**

Registration no. GJO 560

Frame no. M8/2094

Engine no. BS/X 4757

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

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

Retaining matching frame and engine numbers, this example is one of 460 Matchless-engined SS80s built, of which some 300-or-so survive. 'GJO 560' was supplied new by Layton's of Oxford on 10th January 1939. The earliest registration document on file, an old-style buff logbook issued in 1958, records the owner at that time as one Adrian Richard Upfold of Aldershot.

However, Mr Upfold may have acquired the machine somewhat earlier as evidenced by numerous bills for spare parts supplied by George Brough Ltd, the earliest of which is dated 1956. By 1968/69 'GJO 560' had passed to the late owner, who joined the Brough Club at around that time. Subsequently dismantled as a prelude to restoration, it is offered in that state today. Parts present include the frame, fuel tank (non-original but probably from one of the late owner's other Broughs), oil tank, forks, wheels/brakes, headlamp, speedometer, gearbox (non-original but of correct pattern), clutch, primary drive cover, sprockets, rider's saddle, pillion saddle, rear chain guard, footrests, mudguards and mudguard stays. Engine components present include the crankcases, crankshaft and con-rods (built up), cylinders, cylinder heads, pistons, cams, timing cover, tappet covers, carburettor and magdyno. However, the motorcycle is by no means complete and is therefore sold strictly as viewed. Accompanying paperwork consists of the aforementioned logbook and invoices; assorted Brough-related literature; and an old-style V5 registration document.

**£12,000 - 18,000**

**€14,000 - 22,000**



**165**

**1923 New Imperial 8hp Model 7 Motorcycle Combination**

Registration no. IJ 4563

Frame no. B2878

Engine no. KT/E9687/EW

New Imperial's popular JAP-engined v-twin had been conceived as a sidecar outfit in 1916 to War Office order for shipment to Britain's Russian allies, only for the 1917 Communist Revolution to scupper the plan. A large machine even by the standards of its day, the imposing 'New Imp' combination owed its generous proportions to contractual specifications that called for a minimum ground clearance of 6", with other dimensions scaled up accordingly. Its military origins notwithstanding, the twin remained in production after WWI (as the 'Model 7' from 1922) and was last catalogued in 1925. This Model 7 combination was first registered in Ireland in 1923 and was purchased there in 2010 by the current vendor, who advises us that the Irish registration authorities record only one previous owner. Restored between 2011 and 2012, with all worn parts replaced and the paintwork done professionally, 'IJ 4563' received a 'Highly Commended' award at the Newark Classic Bike Show in January 2012. Only 50-or-so miles have been covered since the rebuild's completion and the machine is said to start easily and run well. It should be noted that the 'chair' is a modern, period-style item made by sidecar specialists Charnwood Restorations. The chassis is original. Sold only because the owner is emigrating, this well restored early Vintage motorcycle combination is offered with sundry bills, current road fund licence and V5C registration document. An ideal mount for the 2014 Banbury Run.

**£14,000 - 18,000**

**€17,000 - 22,000**



**166**

**1938 New Imperial 500cc Model 110 Clubman**

Registration no. 408 YUC

Frame no. 126/32409/R

Engine no. 127/43781/110

Builder of the last British-made machine to win the Lightweight 250 TT, New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The 350cc Model 100 was one of a pair of sporting non-unit overhead-valve Clubman models (the other being the 250cc Model 90) introduced for 1936, the same year Bob Foster claimed that historic TT victory. Engines were based on those of the previous year's works machines, featuring vertical cylinders. These model designations were retained for the following season when inclined cylinders made a reappearance at New Imperial, which added a 500cc model – the 110 – to its high-performance Clubman range. This post-Vintage sports roadster was completely rebuilt from a 'basket case' in 2011. Works carried out include straightening and overhauling the forks; straightening the frame; overhauling the electrics; reconditioning the magneto and dynamo; and rebuilding the engine with new main/big-end bearings, re-bored cylinder and new piston, valves, guides, springs, etc. Other parts renewed include the clutch bearing, gearbox bearings, wheel rims and wheel bearings. Only some 1,500 miles have been covered since the rebuild's completion and the machine, which was last ridden in 2013, is described as in generally good-to-excellent condition. It is only being sold because the owner is emigrating. Offered with current road fund licence and V5C registration document.

**£7,000 - 8,000**

**€8,400 - 9,600**



167

**1928 Sunbeam 347cc 'Model 8'**

Registration no. DC 8085

Frame no. C1207

Engine no. K1254

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new 500 roadster was known as the Model 9 while its competition counterpart, which could top 90mph, was accordingly designated the Model 90. The road and race 350s were typed Model 8 and Model 80 respectively. The Wolverhampton concern missed the industry's virtually wholesale switchover from flat-tank to saddle-tank frames for the 1928 season, and saddle-tank models did not appear until September of that year. Changes to the overhead-valve engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Later on in the 1920s Sunbeam followed the then fashionable trend to twin-port 'heads before reverting to a single-port design. The frame of this overhead-valve Sunbeam is believed to have started life in a sidevalve model. Further information about its precise specification will be available at the sale. 'DC 8085' was restored in the 1970s and last MoT'd and ridden on the road in 1972. Kept in storage since then, it will require re-commissioning and the customary safety checks before further use. Offered with V5C registration document.

**£5,000 - 7,000**

**€6,000 - 8,400**



168

**1933 Norton 490cc CS1**

Registration no. VH 5524

Frame no. 50102

Engine no. CS 52756

Following its successful Senior TT-winning debut in 1927, the overhead-camshaft Norton had enjoyed mixed fortunes in the Isle of Man, and when the engine's designer, Walter Moore, left to join NSU, Arthur Carroll was charged with carrying out an extensive redesign. First seen in the works racers in 1930, the new motor borrowed features from the successful KTT Velocette, contriving to look very different from its predecessor while remaining unmistakably Norton in execution. The Carroll engine retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the Moore unit but shifted the magneto drive to the right-hand end of the crankshaft where it was enclosed in a distinctive timing case. The new overhead-cam racer was not an immediate success - 1930 was Rudge's year in the Isle of Man - but came good in 1931 when works rider Tim Hunt kick-started a four-year period of Norton TT domination by winning both the Junior and Senior events. Towards the end of 1930, the Carroll-type engine was introduced on the CS and CJ road models, which hitherto had used the Moore-type engine, and in 1932 these were joined by a new top-of-the-range sports roadster - the International or 'Inter' - that bore a closer resemblance to the works racers and was equally at home on the track. Restored in the 1970s, this CS1 'barn find' was purchased by the current owner in June 1983 and last MoT'd and ridden in 1985, since when it has been kept in dry storage. Re-commissioning and the customary safety checks will be required before further use. Offered with V5C registration document.

**£12,000 - 16,000**

**€14,000 - 19,000**





169

**Property of a deceased's estate**

**1951 Vincent 998cc Rapide**

Registration no. STW 635

Frame no. RC8370

Engine no. F10/AB/1/6470

Crankcase mating no. 0058



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

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

Its late owner purchased this Series C Rapide from Coburn & Hughes of Harringay, London N4 on 21st January 1970 (sales receipt on file). He was obviously a man unafraid to get his hands dirty, as evidenced by a notebook on file detailing numerous maintenance tasks undertaken between 1971 and 1978, with additional and final entries dated 1984. It is not known when the machine was last on the road, the only evidence being a tax disc that expired at the end of February 2000, while the most recent of six MoTs on file expired in 1991. The history file also contains a VOC Certificate of Authenticity confirming matching frame/engine numbers; assorted correspondence; DVLA paperwork; some magazines and press cuttings; spare parts list; and a photocopy of the old V5 registration document.

**£20,000 - 25,000**

**€24,000 - 30,000**



**170**

**1955 Vincent 998cc Black Prince**

Registration no. RLX 121  
 Frame no. RD128608/F  
 Engine no. F10/AB/2/10914  
 Rear frame no. RD12924B  
 Crankcase mating no. 16V



Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. So in September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months.

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle', though delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. Other Series-D innovations included a new frame and rear suspension, a user-friendly centre stand, plus many improvements to the peerless v-twin engine. When production ceased in December 1955, around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

The immediately preceding owner purchased this Black Prince in January 1965, the machine at that time being in a dismantled state and minus its engine and gearbox (see letter and receipt on file). Stored in boxes, it was still in this state when offered for sale at Bonhams' Stafford auction in October 2004 (Lot 424) where it was purchased by the current vendor. 'RLX 121' was supplied new via Conway Motors of Shepherd's Bush, West London and comes with its original logbook listing only five private owners including Peter Jolly, the seller in 2004. The Black Knight (Rapide) engine (number 'F10/AB/2/10914') from the owner's Egli-Vincent (Lot 210 in this sale) was transferred to the Black Prince, the restoration of which was duly completed in 2006, since when only 24 shakedown miles have been covered. Upgrades include Pazon twin-plug ignition and an electric starter. Unused for the last eight years, 'RLX 121' will require re-commissioning and the customary safety checks before returning to the road. Offered without reserve, the machine comes with the aforementioned logbook, expired MoT (2007) and V5C registration document. It should be noted that the V5C has not been updated with the current engine's number.

**£25,000 - 35,000**  
**€30,000 - 42,000**  
**No Reserve**



**171**  
**Believed unique**  
**1906 Fontaine 3hp**  
 Registration no. BS 8469  
 Frame no. 13.10.06  
 Engine no. 13.10.06



The early pioneering days of the European motorcycle industry saw a number of inventors, engineers and cycle shop owners produce their own motorcycles, many of which never got beyond the solitary prototype stage. This is almost certainly the case with the believed unique motorcycle offered here, which was constructed by one Emile Fontaine, who is described in the 1903 Havre (Le Havre) commercial directory as an engineer engaged in the manufacture and repair of bicycles, automobiles and child's cars. Founded in 1892, Fontaine's company had offices at 23 rue du Rocher and a workshop at 3 rue Lesueur in Havre (see correspondence on file). The words 'E Fontaine Havre' are cast into the timing-side crankcase, suggesting that the engine was intended for series production, probably for supply to other manufacturers as a proprietary unit. This motorcycle may well have been constructed as a 'one off' to showcase the Fontaine engine, which is a sidevalve unit of 401cc, rated at 3hp.

The Fontaine motorcycle does not appear in the standard reference works and is an 'NIT' ('Not In Tragatsch'). The machine offered here has been dated as of 1904 manufacture by the Sunbeam MCC (see Pioneer Certificate on file). However, looking at the engine one can clearly see that its number is rendered as '13.10.06', which almost certainly is the date it was built: 13th October 1906, an observation also made by a previous owner, Kees Koster, in an email to Bonhams' consultant Mike Worthington-Williams (printout on file).

It is most unlikely to be a series-production number; Norton, for example, had only just got past 90,000 by the start of WW2! In any case, the Fontaine is still eligible for the Pioneer Run for motorcycles built prior to 1915.

Mr Koster states that he discovered the Fontaine in the Burgundy region of France, not far from Beaune, around 1995. No other history is known prior to its purchase by the current owner from well-known Netherlands motorcycle dealers Yesterdays in 2004. A full restoration was carried out between 2005 and 2007, since when the Fontaine has completed both the London-Brighton Pioneer Run and the VMCC's Banbury Run. Said to be easy to ride, the machine is presented in generally excellent condition and offered with the aforementioned correspondence and V5C registration document. Unique motorcycles are exceptionally rare and this beautiful French example from the Veteran period would be a credit to any important museum or prestigious private collection. It is expected that the Sunbeam MCC will reconsider the dating of this machine at their next dating meeting and a Pioneer Certificate indicating 1906 manufacture will no doubt be issued in the near future.

**£12,000 - 16,000**  
**€14,000 - 19,000**



172

**1905 Rex 3½hp**

Registration no. BS 8318

Frame no. 15914

Engine no. 763



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

Rex 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. Despite many 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 Rex's Edwardian heyday, this 3½hp model was in a rusty condition when purchased in Shropshire. It was subsequently restored in two stages: the first to get it running and the second to finish the rebuild and get it painted. Since completion in 2005 the machine has been used enthusiastically, taking part in the Pioneer and Banbury Runs and winning awards at the Burton Parade and Levis Cup Trial. Prior to the Stafford sale it will have been ridden in this year's Pioneer Run. The machine has been fitted with a side stand, which is quicker and easier to use than the rear stand (no alterations have been made to the frame). Coil ignition and a replica Longuemare carburettor are the only other notified deviations from factory specification. Currently taxed, the machine is offered with Pioneer, VMCC and Science Museum certificates, three expired MoT certificates and old/current V5/V5C documents. The original fuel tank, front mudguard, stays and trembler coil backing plate are included in the sale.

**£12,000 - 16,000**

**€14,000 - 19,000**

173\*

**Property of a deceased's estate**

**c.1914 Henderson Model C Four**

Engine no. 3779



'... judged by its performance and life span of 19 years, it (the Henderson) was the most successful of all the fours made in the USA. It is still regarded, overall, as the most famous four in the world.' – T A Hodgdon, 'Golden Age of the Fours'.

One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1911, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. The Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours. Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a free engine clutch and a hand-crank starter instead of pedals. A shorter frame, folding kick-starter and three-speed sliding-gear transmission were all Henderson features by 1917, while the engine had been enlarged to 1,064cc for 1913.

This early, 'long frame' example of one of the most desirable of all American motorcycles was sold new via J Mölbach Thellefsen of Christiania (now Oslo) in Norway and retains the supplying dealer's plate in the tool box. This motorcycle has been in the late owner's possession for at least the last 40 years. An avid collector, he would drive around Norway in a lorry (with a tent on the back) buying, swapping and accumulating classic vehicles. The Henderson was discovered and purchased on one of these collecting trips. Restoration was planned but never started, and the machine has remained untouched as part of the owner's private collection. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£40,000 - 60,000**

**€48,000 - 72,000**



174\*

**Property of a deceased's estate  
c.1917 Henderson Model D Four**

Engine no. to be advised



'This machine, the brilliant conception of William G Henderson, immediately proved itself to be what the public wanted. Born in 1912, it lived a busy, successful and altogether sparkling life for a period of 19 years.' – T A Hodgdon, 'Golden Age of the Fours'.

One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1911, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. The Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours. Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a free engine clutch and a hand-crank starter instead of pedals.

The engine was enlarged to 1,064cc for 1913 while a shorter frame, folding kick-starter and three-speed sliding-gear transmission were all Henderson features by 1917. According to Hodgdon: 'the 1917 improvements soon demonstrated that the Henderson was really quite a motorcycle, able to outdo and outperform the several makes of big twins then on the market.'

A short-frame three-speeder, this example of one of the most desirable of all American motorcycles was sold new in Norway and has been in the late owner's possession for at least the last 40 years. An avid collector, he would drive around Norway in a lorry (with a tent on the back) buying, swapping and accumulating classic vehicles. The Henderson was discovered and purchased on one of these collecting trips. Restoration was planned but never started, and the machine has remained untouched as part of the owner's private collection. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£15,000 - 20,000**

**€18,000 - 24,000**



175

## 1915 Sunbeam 3½hp

Registration no. K 9429

Frame no. 2842

Engine no. 2838



The first Sunbeam motorcycle - a 350cc side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Designed by Harry Stevens (later to found AJS) the 2¾hp Sunbeam was equipped with a two-speed countershaft gearbox and fully enclosed all-chain drive, proving an instant success in an era when the norm was hub gears and belt-drive. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Their racetrack performances did nothing to discourage sales either. Howard Davies (later to found the H.R.D. marque) finished second in the 1914 Senior TT on his and Sunbeam's first visit to the Island, and Tommy De La Hay inherited victory in the 1920 Senior after George Dance, also Sunbeam-mounted, retired while leading. Sunbeam's second model was the John Greenwood-designed 3½hp of 1913. A sidevalve single like its predecessor, the 3½hp came with a three-speed hand-change gearbox and fully enclosed oil-bath chain cases, the latter first seen on the company's bicycles. With the coming of WWI, most of Sunbeam's production was earmarked for Allied forces, the biggest 'home' user being the Royal Naval Air Service (forerunner of the Fleet Air Arm), which ordered the 3½hp as its favoured model.

This handsome and mostly original Sunbeam was first acquired by the current vendor in 1974, subsequently sold and then repurchased in 1998 having been off the road for ten years (the 1988 tax disc is still in the holder). Some 30 years ago it was displayed at Selfridge's department store (see photographs on file). When inspected recently, the Sunbeam fired up (for the first time since 1988) but will nevertheless require re-commissioning following such a lengthy period out of use. The machine is offered with old-style continuation logbook, as-purchased photograph (1974) and old-style V5 registration document, the latter erroneously recording the engine capacity as 250cc. It should be noted that the carburettor is believed to be Triumph in origin.

**£8,000 - 12,000**

**€9,600 - 14,000**



176

**1920 Triumph 550cc Model H**

Registration no. KN 9892

Frame no. 310353

Engine no. 70813

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm was building its own power units. By the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders from the armed forces. 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 was owned by one P Scanlon Esq from at least February 1963, as evidenced by correspondence on file from him to the Triumph factory, and remained in his family's possession for the next 48 years. Registered in Mr Scanlon's wife's name in 1992, the machine was restored - almost certainly for the second time - in 2008 and two years later was advertised for sale. The current vendor purchased the Triumph ('the best I could find') from Mr Scanlon's widow in February 2011 and since then has used it regularly during summer months. Described as in generally very good condition, the machine is offered with the aforementioned correspondence, sundry restoration and other photographs, seven old tax discs, expired MoT (2011) and V5C registration document.

**£9,000 - 12,000**

**€11,000 - 14,000**



177

**1915 Indian 7hp 'Big Twin' Project**

Registration no. LP 3071

Engine no. 81G842

This Indian Big Twin was given to the vendor approximately 45 years ago in its present, dismantled, condition. Initially intending to restore the machine, the owner has been always occupied by other vehicles and never managed to start the work. Realising that he will not now restore the Indian, he has decided to pass it on to a fortunate new owner who can enjoy returning the machine to roadworthy condition. First registered in London in 1915, the Indian still bears the transfers of the supplying dealer: W H Elce & Co of 15 Bishopgate Avenue, Camomile Street, London EC. Although the wheels are missing, most of the machine's other parts appear present, even down to the toolbox. It is possible that the paintwork is original. The machine has a free-engine clutch, the optional Semi-TT racing handlebars, and comes with a spare cylinder head. Numerous parts not illustrated in the main photograph are contained in accompanying boxes, inspection of which is recommended. Prospective purchasers should satisfy themselves as to the completeness, or otherwise, of this motorcycle prior to bidding. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£5,000 - 8,000**

**€6,000 - 9,600**





**178**  
**1929 Ascot-Pullin 496cc Sports Utility**  
 Registration no. BF 4244  
 Frame no. 119A  
 Engine no. AP123



One of only eight-or-so surviving examples of 1914 TT winner Cyril Pullin's revolutionary design, 'BF 4244' was superbly restored by the Light brothers and has been on museum display in recent years.

Introduced in 1928, the Ascot-Pullin was manufactured in Letchworth, Hertfordshire, by the Ascot Motor and Manufacturing Company. Advertised as, 'The New Wonder Motorcycle', it was packed with innovations inspired by car-industry practice, but failed to appeal to the notoriously conservative motorcycling public. The engine was a horizontally mounted overhead-valve single that drove the in-unit three-speed gearbox via helical gears. A pressed-steel frame enclosed not only the engine/gearbox unit but also the fuel and oil tanks, both of which incorporated filler-cap level gauges. A pressed-steel dashboard housed the rest of the instrumentation, together with electrical switch gear and ignition/air controls.

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

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

'BF 4244' is one of three Ascot-Pullins previously owned and restored by the Light brothers: Derek ('Jack'), Colin and Rex. Although purchased as a 'job lot', they were finished at different times and painted in different colour schemes, the blue one completing the Banbury Run in 1988. In 1989 the blue one and the red one (that offered here) both completed the Run and in 1990 the black-and-white example together with the others successfully completed the Run with the three Light brothers on board. They also completed the Graham Walker Run that same year and were sold thereafter. The blue example – 'GH 3858' – was featured in The Classic Motor Cycle magazine (April 1990 edition).

In 2004 Jack Light sold the black-and-white and this red Ascot Pullin, which was serviced and ridden before being placed on display in the Hockenheim Museum as part of the Museum's collection. It was serviced again in May 2013. One of only seven-or-so known to survive, this rare, Vintage-era, technological tour de force is offered with V5C registration document.

**£20,000 - 25,000**  
**€24,000 - 30,000**

179

**1938 Ariel 499cc Red Hunter**

Registration no. EKH 284

Frame no. X 62920

Engine no. CD 1630

There can be no doubt that Ariel's decision not to race in the T.T. has led, wrongly, to a perception, seventy years later, that Ariels are, somehow, lesser bikes than Nortons or Velocettes. Back in the day, this would have been considered nonsense with Ariel's strong record at Brooklands and in Reliability Trials generating all-year-round publicity for the marque. In any case, the sheer performance of the twin-port Red Hunter, as offered here, when tested by Motor Cycling, with speeds of around 60, 80 and 90+ mph in second, third and top gears, dispels any idea that the Red Hunter couldn't go at contemporary racing speeds. The excellent handling from the taut running gear and better brakes than its rivals added to its desirability. EKH 284, the Red Hunter offered here, has been the subject of a careful and thorough rebuild by the vendor, its owner for twenty years and a restorer whose work and concern for originality never fall below the highest standards. Complete in all details, with all of the original equipment set present and functioning, down to the tank clock and gauges, it is, frankly, superb. This lovely Ariel, running as well as it looks, with V5C, road licence and brown RF.60 Log Book confirming its numbers, was ridden to pass its MOT with no advisories. The performance and exhaust note confirm that it will definitely 'keep up with the traffic'.

**£10,000 - 12,500**

**€12,000 - 15,000**



180

**1938 Norton 490cc Model 18 to Trials specification**

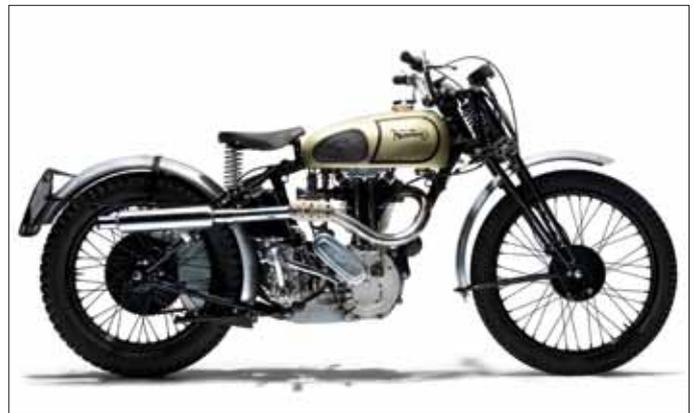
Registration no. OSL 171

Frame no. 84986

Introduced for 1923, the Model 18 was Norton's first overhead-valve production model and retained its essentially Vintage characteristics until extensively redesigned in 1931. At this time Norton's singles adopted the rear-mounted magneto - already seen on the ES2 - and switched to dry-sump lubrication. Norton continued to fit Sturmey-Archer gearboxes and all models - the ES2 excepted - used an open diamond frame. Changes between '31 and 1939 included an additional drive-side main bearing, revised cam gears, the adoption of Norton's own gearbox, and - in 1938 - a new cylinder head with enclosed valve gear. This Model 18 competition model dates from 1938, though the un-numbered engine is of the open-valve gear/parallel pushrod type in use prior to that year, and the front forks are slightly longer than standard. Previously forming part of the celebrated Autokraft Collection, the machine was sold by Brooks Auctioneers at its RAF Museum, Hendon sale in March 1999 when the Collection was dispersed (Lot 97). The current vendor acquired the Norton in January 2011 and since then has participated with it at several Brooklands hill climbs and the 2012 Graham Walker Run (competitor number '101'). Described as in generally good condition, the machine is offered with VMCC dating letter, current road fund licence, expired MoT (2011) and V5C registration document.

**£10,000 - 14,000**

**€12,000 - 17,000**





**181**  
**1936 Ariel 500cc Red Hunter Competition Model**  
 Registration no. DWL 136  
 Frame no. F4724  
 Engine no. CB2852



Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. There were also competition versions available, usually fitted with single-port cylinder heads, which came with specially tuned and bench-tested engines. Other special features included a crankcase under-shield, knobbly tyres, nail catcher, fabric clutch, high-clearance mudguards, BTH magneto, cut-down primary chain cases and, in the case of the 500cc VH version, a 2½ gallon fuel tank.

Resident in Cornwall since 1946, this pre-war Red Hunter Competition Model was purchased by the vendor circa 20 years ago. The accompanying old-style buff logbook indicates that 'DWL 136' moved from St Ives to Penzance, Hayle and then Redruth between 1946 and 1978 and at least twice in its lifetime formed part of the Prowse collection of Vintage motorcycles in Penzance. According to the Ariel factory records, this rare matching-numbers Red Hunter was sold as a competition motorcycle to Kings of Oxford on 23.7.36 complete with BTH magneto, pillion seat and footrests, crankcase under-shield, nail extractors, fabric clutch and 2½ gallon tank. Largely un-restored and original, it is reported as being in good running condition and offered with the aforementioned logbook and current V5C registration document.

**£5,500 - 7,500**  
**€6,600 - 9,000**



**182**  
**The ex-Ron Langston/Doug Cooper, British**  
**Championship-winning**  
**1956 Ariel 500cc Trials Sidecar Outfit**

Registration no. 678 ADD

Frame no. RJL1 PRS251

Engine no. LC647



Ron Langston with Doug Cooper in chair, 1961 Southern Experts Trail.  
 Copyright Mortons Archive

An all-rounder of the type seldom encountered these days, Gloucestershire farmer Ron Langston competed in scrambles, road racing and trials, the latter on both two and three wheels. He was signed by Ariel in 1956 and rode the Selly Oak machines in national and international trials and scrambles events including the ISDT, winning a gold medal, and the Motocross des Nations. When the Ariel competitions department closed in 1959, he tried his hand at road racing, making a sensational debut at the Manx Grand Prix by finishing 2nd in the Junior event. Riding Geoff Monty's bikes, he scored a double win at the Southern 100 in 1960 and later that year won the Thruxton 500-Mile endurance race, teamed with Don Chapman on a 650cc AJS. Ron also made a number of Grand Prix appearances in the early 1960s, finishing 4th in the Belgian 500cc round and 5th in the Isle of Man Senior TT, both in 1961. To keep his hand in over the winter months, Ron had purchased a 500cc scrambler from Ariel and fitted a sidecar for trials use. That first outfit is the machine offered here, '678 ADD', which was used up to the end of 1967. Ron and Doug are pictured on it at the 1964 Perce Simon Trial in 'Off-Road Giants Volume 2' by Andy Westlake (page 45). By the time they retired from active competition in 1968, Ron and Doug had won countless national events and premier awards, not to mention five British Championships.

Purchased by the current owner almost 30 years ago and kept in dry storage, '678 ADD' has not been used since acquisition, though the engine has been started regularly. The outfit is presented in largely original condition, although it has had an engine change at some point in its life. Ron Langston has confirmed to Bonhams that he built this machine, and his letter to that effect is expected to be with it by time of sale. It should be noted that the frame number 'PRS251' is prefixed 'RJL1', the latter stamped by Langston himself when he built the machine in the late 1950s. The accompanying original buff logbook bearing Langston's name records the frame number as 'PRS359', which is assumed to be a clerical error as the despatch records show that 'PRS359' was sent to the USA. There is no despatch record for 'PRS251', which was purchased by Langston directly from the factory. An historic machine, '678 ADD' is offered for sale in need of only sympathetic re-commissioning and the customary safety checks before returning to active use. Offered with V5C registration document.

**£6,000 - 8,000**

**€7,200 - 9,600**



**183**

**1958 Ariel 350cc HT3 Trials Motorcycle**

Registration no. WOB 374

Frame no. CRT529

Engine no. TH122



By the mid-1950s the swinging-arm frame's superiority had begun to be recognised in the trials world, overturning the conventional view that a rigid frame gave better grip. Ariel was one of the last manufacturers to introduce a trials frame with rear suspension, the prototype of what would become the HT first appearing at the 1955 Scottish Six Days event with production proper of the 350cc HT3 and 500cc HT5 commencing in September of that year. Little was achieved by the works HTs in their first season but the arrival of Ron Langston for 1956 brought with it the success Ariel had been seeking, their new signing winning the Cotswold and Greensmith trials. For the next few seasons the HT was the class of the field. Arguably the most capable of the 'heavyweight' trials irons, the HT disappeared along with the other Ariel four-strokes in 1959 after only 450-or-so HT5s had been made, though Sammy Miller's famous and much modified example - 'GOV 132' - would continue winning at the highest level well into the 1960s.

The machine offered here is an example of the ultra-rare HT3, of which it is estimated that fewer than 40 were made. 'WOB 374' was purchased by the current vendor 40 years ago and campaigned on road trials and other events in and around the county of Cornwall between 1982 and 1997 (see photograph on file of the vendor competing in the Cornwall Centre A-CU End-to-End Trial of 1993). Unused for the last five-or-so years while in dry storage, the machine has nevertheless been started regularly and is reported as being in good running order. Re-commissioning and the customary safety checks are advised before further use. Presented in largely un-restored and original condition, this rare classic 'trials iron' is offered with V5C registration document.

**£4,500 - 5,500**

**€5,400 - 6,600**



**184**  
**c.1939 Norton 490cc 16H/ES2 Trials**  
**Motorcycle Combination**  
 Registration no. 780 UXD  
 Frame no. 108360  
 Engine no. 76087



Combining a 1939 ex-WD 16H frame, a 1937 ES2 trials-specification engine and what is believed to be a Norton-made trials sidecar, this evocative Norton combination was campaigned by its builder and former owner Archie Appleby, accumulating an enviable competition record in the early post-war period. Archie and his elder brother Tom were formidable competitors in trials and grass track events, and also raced another Norton combination at Thruxton and elsewhere. Until his retirement, Archie had for many years been workshop foreman at Alec Bennett Motorcycles in Southampton, while Tom was senior mechanic in the superbly equipped Service Department, which at its peak employed over 20 personnel. It is no surprise that the brothers had Alec Bennett's personal approval to fettle their machinery on the premises, in addition to accessing an abundance of new and used Norton parts. It was in December 1975, having long ceased competing, that Archie – a founder member of the Southampton & District MCC - finally sold the complete Norton combination to a fellow club member, Bob Payton, who then undertook a thorough if lengthy rebuild, the most important aspect of which was replacement of the post-war telescopic forks with period 'girders'. It is believed that after the rebuild's completion the machine was used only for the occasional Graham Walker Run and various club displays, etc.

Previously registered 'EOF 859', the outfit was acquired by the immediately preceding owner, Michael Haines, around 12 years ago and offered for sale at Bonhams' Oxford auction in June 2012 (Lot 148) where it was purchased by the current vendor. Since acquisition the engine has been rebuilt, incorporating a new piston, bearings, valves and a new-old-stock oil pump, while the fuel tank has been professionally restored, painted and sign-written. Sold only because of the vendor's advancing years, the machine is offered with sundry invoices, Norton spare parts list, V5C registration document, three old MoTs (most recent expired 2012) and correspondence from the late Peter Roydhouse and others chronicling its competition career and despatch history. A box of spares is included in the sale.

**£6,000 - 8,000**  
**€7,200 - 9,600**



**185**

**1964 Greeves 250cc 24TES Scottish Trials**

Registration no. BPD 381B

Frame no. 24TES 471

Engine no. 45-DC-3510

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map. 'Scottish' had been adopted as the trials model's name following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event, but it would be 1969 before the Essex firm took the premier award, courtesy of Billy Wilkinson. A letter on file from the Greeves Riders Association dated November 2009 confirms that this 24TES was despatched from the factory on 2nd January 1964 to Comerfords of Thames Ditton. Purchased by the vendor in 2009 from the widow of the previous recorded keeper, Mr Terry Crook of Tilehurst, Reading, 'BPD 318B' is described as in generally very good condition having been well maintained and kept in dry storage since acquisition. However, the machine has not been ridden for some time, so will require the customary safety checks before returning to active use. It is offered for sale with the aforementioned letter, current V5C document, (photocopy) old V5 (which records the colour as black) and a 'Greeves - Half a Century Down the Road' booklet.

**£2,500 - 3,000**

**€3,000 - 3,600**

**No Reserve**



**186**

**1963 Greeves 250cc 24TES Scottish Trials**

Registration no. 271 VAE

Frame no. 24TES 414

Engine no. 453-DC-3320

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map. 'Scottish' had been adopted as the trials model's name following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event, but it would be 1969 before the Essex firm took the premier award, courtesy of Billy Wilkinson. This particular Scottish was purchased by the current vendor in 2012 and subsequently restored, as evidenced by a £862.86 bill on file from Villiers Services for an engine rebuild. The machine is described by the vendor as in generally very good order, having covered only test miles since the engine rebuild. A new tank has been fitted (original included in the sale together with the original front numberplate). Accompanying documentation consists of an old style buff logbook, current V5C, two old MoT certificates and quantity of expired tax discs. Deviations from standard include - most notably - the telescopic front fork and REH hub/brake, improvements made by the vendor.

**£2,000 - 2,500**

**€2,400 - 3,000**

**No Reserve**



187

**1962 Matchless 750cc G15/45**

Registration no. 983 YUX

Frame no. A82895

Engine no. G15/45 117

Associated Motor Cycles were late in producing a twin-cylinder model to rival those of Triumph, BSA and Norton. When announced in 1948, the Phil Walker-designed AJS Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing.

The new 498cc power unit was housed in the sprung frame recently introduced to the heavyweight singles line-up. Progressively developed, the motor underwent a number of capacity increases, arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. A few years later AMC stretched the motor yet again to a nominal 750cc (actually 738cc) to create the Matchless G15/45.

The '45' referred to its capacity in cubic inches, a sure sign that its target market was the USA. Only 212 were made before the project was abandoned - 120 in 1962 and 92 in 1963 - of which more than 60 have survived. AMC's next attempt at a '750' would use the Norton Atlas engine. Restoration of this ultra-rare post-war Matchless was started in Canada several years ago and completed in the UK in 2013. Described as in generally excellent condition, this matching-numbers machine is offered with AJS & Matchless OC dating certificate and V5C registration document. The recorded mileage total of 15,148 is believed genuine.

**£7,000 - 8,000**

**€8,400 - 9,600**



188

**5 miles since restoration**

**1965 Matchless 745cc G15CS**

Registration no. TEU 547C

Frame no. 114247

Engine no. G15CS/114247

Following the handful of G15s built for export only in 1962 and fitted with AMC's own 750cc engine, the concept was revived in the middle of the decade using the Norton Atlas motor in the existing G12CSR frame. By this time Norton production had been shifted to AMC's Plumstead factory, and in a further move towards product rationalisation, the new G15 roadster (and similar AJS Model 33) was fitted with Norton hubs and Roadholder forks. CSR sports roadsters and CS enduro models followed soon after, and these Norton-powered models were the only AMC twins left in production by the end of 1966. Manufacture ceased the following year and today these relatively rare AMC/Norton hybrids are becoming increasingly collectible. This rare Matchless G15CS was acquired in North America where most of the production ended up. Restored in Canada ten years ago and then put into storage, it was completed and mechanically checked over in the UK in 2013 and is described by the vendor as in generally excellent condition. This matching-numbers machine is offered with AJS & Matchless OC dating letter and V5C registration document.

**£5,500 - 6,500**

**€6,600 - 7,800**





**189**  
**1978 Triumph 750cc T140V Bonneville 'Strongbow' Flat-Track Racing Motorcycle**

Registration no. TKV 556W  
 Frame no. GTR1  
 Engine no. T140V AP81383

The machine offered here is one of a batch of six T140V Bonneville built by Triumph for flat-track racing in the UK towards the end of 1977. Cider maker Bulmers was involved in sponsoring grass-track racing to promote its Strongbow brand, and commissioned Triumph to build these special Bonneville, the idea being to establish a 750cc class for solo machines. The transformation involved reverting to a right-side gearchange, standard up to 1975. Inspired by the Trans-Atlantic Match Race road-racing series, a special event was staged that pitted six British riders on the Triumphs against a 'Rest of the World' team that included Ole Olsen, Barry Briggs and Ivan Mauger. The British were represented by Chippy Moore, Malcolm Carradine, Barry Robinson, Rob Lidgate, Alec Lidgate and Paul Pinfold. This Bonneville flat-tracker is offered fresh from complete restoration by Gerry Lisi at off-road specialists Mètisse Motorcycles. Completed in 2013, the machine features the 'Strongbow' racing livery and has been fitted with brakes to make it road legal. Described as in superb condition, this ultra-rare piece of Triumph's competition history is offered with Triumph Owners' Club Certificate of Authenticity, sundry press cuttings and event programmes, SORN, MoT to June 2014 and V5C registration document. One for the serious Triumph collector.

**£10,000 - 12,000**  
**€12,000 - 14,000**



**190**  
**1970 BSA 440cc B44 Victor Special**

Registration no. SVR 540H  
 Frame no. BD06673 B44VS  
 Engine no. BD06673 B44VS

In 1969 the B44 Victor Enduro was revamped, gaining an 8" front brake, coil ignition, full lighting equipment and a new name: 'Victor Special'. Made for export only, the Victor Special lasted for only a couple of years, disappearing when the BSA range was extensively revised in the autumn of 1970. Purchased by the vendor in 2008, this B44 Victor Special has been restored by him over a six-year period. The engine and gearbox unit was completely stripped and checked, and any worn components replaced as necessary, while the wheels were rebuilt with new British Chrome rims and new tyres/tubes. Most of the cables were replaced and a new rear chain and new rear suspension units fitted. Any bushes and bearings were replaced as necessary. The original seat base was refurbished and recovered, the rear mudguard re-chromed and a new front mudguard sourced. A Boyer Bransden electronic ignition system was fitted, in addition to a solid-state charging unit and a new battery. The machine is now being sold due to a house move with consequent loss of garage space. Accompanying documentation consists of sundry restoration invoices, current MoT certificate (expires 3rd February 2015), current road fund licence (expires end of January 2015) and V5C registration document.

**£3,000 - 4,000**  
**€3,600 - 4,800**



**191**

**1955 BSA 500cc 'Gold Star'**

Registration no. 500 GS

Frame no. CB31 10757

Engine no. DBD34GS 5804

Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s, and 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. Presented in Clubman's trim, this example consists of a B31/B33 frame dating from 1955 and a DBD34 Gold Star engine dating from 1961, while other noteworthy features include the RRT2 gearbox, 190mm front brake and alloy wheel rims. The machine was restored circa 2000 by the current owner and is described as in generally good condition. It was last taxed/MoT'd in 2006 and will require re-commissioning and the customary safety checks before further use. Accompanying paperwork consists of six expired MoT certificates and old/current V5/V5C registration documents.

**£5,000 - 6,000**

**€6,000 - 7,200**

**No Reserve**



**192**

**1955 Norton 500cc Dominator 88**

Registration no. TFO 836

Frame no. K122 61825

Engine no. 60945 K122

Designed by the legendary Bert Hopwood and introduced in 1948, Norton's 500cc twin-cylinder engine appeared in the racing singles' 'Featherbed' duplex frame in November 1951, having debuted in the cradle-framed Model 7. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. This example was purchased by its current owner in November 2004 and subsequently restored to a high standard. Used sparingly, it has been kept in a dry garage and is described by the vendor as in generally very good condition. The machine is offered with V5C registration document and is currently SORN'd. It should be noted that the frame and engine numbers do not match, though both components were produced for the 1955 model year.

**£4,500 - 5,500**

**€5,400 - 6,600**





**193**  
**1964 Scott 596cc Flying Squirrel**  
 Registration no. BPE 24B  
 Frame no. 1325  
 Engine no. DMS 2125



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.

Supplied new via Murphy Motors of Sutton, Surrey, this Birmingham-built Flying Squirrel was first owned by one Eric Lemon of West Ewell, Surrey, a member of the Scott Owners Club, who was pictured with 'BPE 224B' in the Club's magazine 'Yowl' (January 1971 edition, copy on file). Following Mr Lemon's death in 1970, the Scott passed to Derrick Chase of Hemel Hempstead, Hertfordshire, another SOC member, and while in his care underwent substantial refurbishment, as evidenced by numerous invoices on file dating from the 1970s, many issued by Scott specialists Silk Engineering of Derby. The current owner acquired the machine around 30 years ago, since when it has not been used, although the engine has been turned over regularly. Last MoT'd in 1981, the Scott will require re-commissioning and the customary safety checks before returning to the road. Accompanying paperwork consists of the aforementioned invoices, various letters, the original logbook, an expired MoT certificate (1982) and an old-style V5 document. A box of spares and accessories is included in the sale.

**£5,000 - 6,000**  
**€6,000 - 7,200**

**194**

**1969 Triumph 490cc T100SS**

Registration no. NED 998G

Frame no. H65008

Engine no. H65008

In a sorry state when purchased by the current owner in 1989, this T100SS was lovingly restored from the ground upwards over the following ten years. The engine has been rebuilt with a reground crankshaft and new bearings, pistons, valve guides, springs, etc. All needle roller bearings in the gearbox have been renewed and the rest of the transmission refurbished with a new clutch basket, cush centre, final drive sprocket and chains. New bearings were fitted to the hubs, and the wheels rebuilt with stainless spokes and new Akront alloy rims. The electrics have been fully rewired and upgraded with a single-phase power box voltage regulator, while the stock ignition has been replaced with a Boyer Bransden electronic system complete with dual-output coil. Flashing indicators have been fitted and the instruments refurbished. The engine mounting brackets and fasteners, wheel spindles, chain adjusters and exhaust roses are stainless steel, while the exhaust pipes and silencers are new. The machine is currently fitted with a 1970s Craven Clipper fairing, which can easily be removed if required. Only 996 miles have been covered since the Triumph returned to the road and it is said to go as good as it looks. Taxed and MoT'd to 2015, the machine comes with V5C registration document.

**£3,700 - 4,100**

**€4,400 - 4,900**



**195**

**1969 Triumph 490cc T100C**

Registration no. TTU 208H

Frame no. XD36462

Engine no. KD28152 T100R

Originally an export model, this T100C was purchased as an engine-less and unregistered rolling chassis in 1996 and rebuilt from the ground upwards between 1998 and 2006 using the best materials available. The T100R engine has been rebuilt with a reground and balanced crankshaft and a new sludge trap. Other parts renewed include the bearings, cylinder barrels, pistons, valve guides, springs, etc. All needle roller bearings in the gearbox have been renewed and the rest of the transmission refurbished with a new clutch basket, cush centre, final drive sprocket and chains. New bearings were fitted to the hubs, and the wheels rebuilt with stainless spokes and new Akront alloy rims. The electrics have been fully rewired and upgraded with a single-phase power box voltage regulator, while the stock ignition has been replaced with a Boyer Bransden electronic system complete with dual-output coil. Flashing indicators and Triumph Adventurer instruments have been fitted, together with a new headlight. The engine mounting brackets and fasteners, wheel spindles, chain adjusters, handlebars, mudguards and exhaust roses are all stainless steel, while the exhaust pipes and silencers are new. 'TTU 208H' is taxed and MoT'd to 2015 and said to go as good as it looks. The machine is offered with Triumph Owners Club dating certificate and V5C registration document. The refurbished original instruments are included in the sale.

**£3,800 - 4,200**

**€4,500 - 5,000**





196

**1953 Norton 490cc Model 30 International**

Registration no. TAT 110

Frame no. H11 50836

Engine no. H11 50836



One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kick-starter equipped gearbox. By the time production halted in 1939 it was being built with a four-speed foot-change 'box and plunger rear suspension (the 'Garden Gate' frame), reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter remained fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' gearbox. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of these later machines incorporating Manx components.

A desirable matching-numbers example dating from 1953, this 500 Inter had been in the ownership of a Norton enthusiast for 12 years when it was offered for sale at Bonhams' Stafford Auction in April 2010 (Lot 478). Purchased there by the current vendor, it is presented in substantially original specification albeit enjoying the benefit of long-stroke Manx cylinder barrel, 'head and cams, while the close-ratio gearbox is fitted with the standard 2nd gear (original offered with the machine). Restored circa 1999, 'TAT 110' covered well over 20,000 miles in the preceding owner's hands and has been rallied in Spain, Gibraltar, Norway, Northern Ireland and extensively throughout the UK. The only work carried out since the vendor's acquisition is repainting the fuel tank. Accompanying documentation consists of old/current V5/V5C registration documents and a quantity of expired MoT certificates for the period 1999 to 2010.

**£12,000 - 14,000**

**€14,000 - 17,000**



197

**c.1915 Ariel 5-6hp Motorcycle Combination**

Registration no. SA 3804

Frame no. 7532



A firm with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211cc, 1.5hp, Minerva engine. Ariel's own power unit followed in 1903, but the Birmingham firm continued to rely mainly on proprietary engines, the 4hp, single-cylinder, White & Poppe sidevalve being a fixture of the range well into the 1920s, by which time Ariel had taken over its production themselves. Ariel's first v-twin (powered by a 6hp JAP) was built in 1905 to contest the International Auto Cycle Cup Race on the Isle of Man, and a production version was made available for the following season. Its next venture along twin-cylinder lines was a White & Poppe-engined sidecar tug produced briefly before being replaced for 1914 by a new model powered by a 5-6hp Abingdon motor. The latter was superseded after 1919 by a more powerful 6-7hp (795cc) engine from the same manufacturer, this being built alongside a similar 8hp model with Swiss MAG v-twin engine. By 1924 the latter was the only Ariel v-twin catalogued, the Abingdon-powered model having been dropped the previous year.

This 1914/15 Ariel 5-6hp complete with coachbuilt sidecar previously formed part of the stock of George Cheyne Motorcycles, a firm established in Aberdeen in 1895 specialising in cycles and then motorcycles.

On purchasing the business, the current vendors inherited a few motorcycles that were left in the basement, this Ariel being one of them. 'SA 3804' had been acquired by Cheyne in 1964 when it came to the workshop to have some repair work and servicing carried out, and has not been used on the road since then. The Ariel was moved to the Grampian Transport Museum in the late 1980s and stayed there until the vendor's father's death in 2012. The machine had been drained of oil for display purposes and no attempt has been made to return it to running order or undertake any restoration. We are advised that the Ariel was first registered on 26th March 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, were only registered for the first time after the Act's passing).

Presented in original condition, 'SA 3804' represents a wonderful opportunity to acquire an unmolested example of an extremely rare model from one of Britain's foremost manufacturers. There are no documents with this Lot, which is offered for sympathetic restoration and sold strictly as viewed.

**£14,000 - 18,000**

**€17,000 - 22,000**



198

**1963 BSA 646cc Rocket Gold Star**

Registration no. 4252 TU

Frame no. GA10 1604

Engine no. DA10R 10261



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles. Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved. The Super Rocket engine's compression ratio was raised to 9.25:1 for the RGS, the claimed maximum power increasing to 46bhp. But for some reason best known to BSA, the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. Around 1,600 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after.

The restored, matching-numbers example offered here comes with Gold Star Owners Club dating letters confirming its authenticity. Previous owners include marque authority Harold Gardner and famous sports photographer and off-road motorcycling historian Don Morley. The current vendor purchased the machine from Cotswold Classics in August 2011 but has not registered it in his name (purchase receipt on file). Described as in generally excellent condition, this most desirable of post-war BSAs is offered with the aforementioned documentation, assorted email printouts, a substantial quantity of MoT certificates (most recent expired August 2012) and V5/V5C documents.

**£18,000 - 22,000**

**€22,000 - 26,000**

199

### 1951 Vincent 499cc Comet Project

Registration no. MNG 790  
Frame no. RC/1/8962/C  
Engine no. F5AB/2A/7062  
Crankcase mating no. 53 AA

Effectively a Rapide v-twin minus its rear cylinder, the Series C Vincent Comet built from 1948 to 1954 offered 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. Apart from the missing cylinder, the Comet followed Series C twin lines, the model featuring the newly introduced Vincent Girdraulic forks and hydraulic dampers at front and rear. An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954. This matching-numbers Comet was purchased at auction by the current vendor in 2003 when its deceased owner's private collection was dispersed, having been on museum display for the preceding 20-or-so years. Presented in 'barn find' condition and offered for restoration, which should be relatively straightforward, the machine is offered with copies of its factory records, assorted correspondence and V5 registration document.

**£8,000 - 12,000**

**€9,600 - 14,000**



200

### 1961 Velocette 499cc Venom

Registration no. 173 CEW  
Frame no. RS15881  
Engine no. VM4848

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. This restored Venom was purchased by the current vendor for his private collection in February 2010 (receipt on file). Described as in generally very good condition, the machine is offered with its original buff logbook, SORN paperwork, 12 MoT certificates (most recent expired January 2010), V5C registration document and a substantial quantity of invoices for parts and services dating back to the 1980s.

**£5,500 - 6,500**

**€6,600 - 7,800**





**201**

**1955 BSA 646cc Road Rocket – ‘Rocket Gold Star Replica’**

Registration no. WHN 708

Frame no. CA7 8074

Engine no. CA10R 8636

Widely recognised as one of the most desirable of all factory built ‘café racers’, the Rocket Gold Star arrived in 1962 along with the first of BSA’s new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old pre-unit line rather than a new departure, and thus was destined for a relatively short life. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,600 were made over a two-year period and today genuine examples are highly sought after. Presented in Rocket Gold Star trim, this Road Rocket features a ‘Goldie’ fuel tank and silencer, siamesed exhaust system and Akront alloy wheel rims. The previous owner used the machine on VMCC runs and the current owner has done likewise since acquiring the machine in 2004, reporting that there have been no problems. Restored circa 2000, ‘WHN 708’ is described as in generally very good condition and offered with purchase receipt, SORN paperwork, a quantity of old MoTs (most recent expired 2006) and V5C registration document.

**£4,500 - 5,500**

**€5,400 - 6,600**



**202**

**1959 BSA 499cc B33**

Registration no. XFO 979

Frame no. FB31 3989

Engine no. B33 922

A development of the 350cc B31, the 500cc B33 was manufactured from 1947 to 1960. The engine closely followed B31 lines but with larger (85mm) bore and heavier flywheels. Cycle parts were identical apart from a larger-section rear tyre. Produced initially with rigid frame and telescopic forks, the B33 was available from 1949 with optional plunger rear suspension and switched to a swinging-arm frame, along with the rest of the range, in 1954. A good, solid, all-round performer by the standards of its day, the B33 could top 80mph, cruise comfortably all day at 70mph and return in excess of 70mpg. A late model equipped with alternator electrics, this B33 was purchased by the current vendor via Bol d’Or Motorcycles of Tenterden, Kent in 1996 (sales invoice on file). Last MoT’d in 2001/2002, ‘XFO 979’ is described as in generally very good condition and should require only minimal re-commissioning before returning to the road. The machine is offered with assorted correspondence, five expired MoT certificates, four old tax discs, V5 registration document and some photocopied road tests, etc.

**£3,400 - 3,800**

**€4,100 - 4,500**



203

**1980 Ducati 864cc Darmah SSD 900**

Registration no. LFX 582W

Frame no. 950647

Engine no. 904096

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT tourer. 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. An improvement on its predecessors in many ways, the 860GT took a step backwards in styling, a mistake Ducati rectified with the introduction of the Darmah range in 1977. Build quality was much improved by using a mixture of Bosch, Lucas and Nippon Denso electrics and controls. A café racer styled variant - the Darmah 900 SSD (Super Sport Desmo) - arrived in 1978 complete with a cockpit fairing like that of the original 'SS' models. Offered for only four years, during that period 1,440 were made with a mere 100 sold in the UK, the 900 SSD is one of the rarest of Ducati 'bevel drive' twins. This 900 SSD was purchased via an Internet auction site in June 2013. The online description (printout on file, inspection recommended) stated that the engine had been rebuilt and up-rated by Ducati Technical Services, and that the machine had been extensively serviced. New parts listed include stainless steel brake hoses; EBC front brake pads; fuel lines and filters; spark plugs; sprag clutch; DID X-ring chain; sprockets and cush drive; front sprocket and countershaft oil seals; and an Odyssey dry cell battery with up-rated starter solenoid and heavy-duty cables. The silencers are stainless steel Conti replicas and the machine also features an hydraulic clutch conversion (spare cover included). Described as in generally very good condition, this rare Ducati is offered with purchase receipt and V5C registration document.

**£4,500 - 5,500**

**€5,400 - 6,600**



204

**c.1986 Honda CBX1000 Pro-Link**

Registration no. D37 UKB

Frame no. CB1E2009884

Engine no. SC03E240381

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 from the USA in 1994, this particular Pro-Link CBX has been in the current owner's hands since 2010 (purchase receipt on file). Little used since acquisition and last taxed in 2011, it is described as in good working condition and nice to ride, with a lovely smooth engine. Accompanying documentation consists of sundry invoices, a quantity of old MoT certificates (most recent expired December 2010) and old/current V5/V5C registration documents.

**£4,200 - 4,800**

**€5,000 - 5,700**





**205**

**1949 Triumph 499cc Trophy**

Registration no. MUG 557

Frame no. TC 113291

Engine no. TR5 9106322

From the time of its introduction in November 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. This particular Trophy has the alloy cylinder block, developed for the wartime airborne generator engine, which is correct for the 1949 and 1950 models. Restored in the 1970s, 'MUG 557' was in regular use in the 1980s, the vendor using it for 'café runs' from his home in Leeds to Skipton and back. The machine has been in storage for the last 30-or-so years and will require re-commissioning and the customary safety checks before further use. There are no documents with this Lot.

**£4,800 - 6,200**

**€5,700 - 7,400**



**206**

**1939 Panther 249cc Redwing Model 70**

Registration no. 624 YUU

Frame no. to be advised

Engine no. D6203

Panther introduced its most significant model of the 1930s - a 249cc overhead-valve 'sloper' - in 1932. This would be bored out to 348cc and in 'Red Panther' form was sold exclusively and in large numbers by South London dealers Pride & Clarke. Panther's 'own' versions were titled Redwing 70 and 80 respectively, and featured twin-port cylinder heads and four-speed gearboxes, unlike the cheaper Red Panthers. This example was completely restored early in 2013. Works carried out include rebuilding the front fork with new tubes, spindles and bushes; re-boring the engine and fitting new valves guides and springs; overhauling the Lucas Maglita (3-year guarantee, 14 months of which remains as of April, 2014) and renewing the exhausts, silencers, chains, sprockets and clutch plates. In addition, the wheels were rebuilt with new stainless steel spokes. The machine is offered with sundry restoration invoices, dating certificate, current road fund licence and V5C registration document. Final re-commissioning and the customary safety checks will be required before it returns to the road.

**£2,800 - 3,200**

**€3,400 - 3,800**





**207 N**

**c.1950 Vincent 499cc Grey Flash Replica**

Frame no. RC 8306

Engine no. F5AB/2A/3073



Development work by factory tester George Brown, himself an accomplished racer, resulted in the Vincent Grey Flash: a tuned version of the Series C Comet single with a power output of 35bhp and a top speed in racing trim of 115mph. The 'Flash retained the overall look of the Comet roadster, with Vincent's distinctive Girdraulic front fork and cantilever rear suspension, but featured an Amal TT carburettor, Elektron magnesium-alloy brake plates and an eye-catching pale grey colour scheme. Success eluded the works Grey Flashes in both the 1950 and '51 Isle of Man TT races but the model chalked up some notable victories on mainland short circuits in the hands of factory apprentice John Surtees. Catalogued only for the 1949 and 1950 seasons, during which time a mere 31 were completed, the Grey Flash is one of the rarest and most desirable of post-war Vincents.

This Grey Flash Replica was constructed approximately 25 years ago by the present owner in the Isle of Man, using a genuine Grey Flash for reference. It was constructed using 90% original parts, the rest being new. Leading Vincent experts Ted Davis, Glyn Johnson, Don Alexander and the late Chas Guy all provided assistance during its construction. The timing gears have been machined as per 'Flash, as have the forks, head stock and swinging arm, while the cylinder head has been ported and MkII cams installed. Differences from original specification include a two-start oil pump worm (for improved lubrication) and Monza-type oil tank filler. All breathers feed into the oil catch tank and thus conform to modern regulations.

The vendor has regularly paraded the Grey Flash at the following venues: Isle of Man TT Mountain and Willaston circuits; Jurby Airfield ('Festival of Motorcycling'); Ramsey Sprint; Thundersprint; VMCC 'Festival of 1000 Bikes'; Wirral 100 events at Anglesey Circuit; and Croix en Ternois, France. It won the concours at the 2005 Thundersprint for best competition machine and comes with the awarded cup. This Grey Flash Replica also features in the recently published book 'Vincent Motorcycles Since 1955' by David Wright.

**£14,000 - 18,000**

**€17,000 - 22,000**

208

## 1950 Vincent 998cc Rapide

Registration no. JHO 51

Frame no. RC7283

Engine no. F10AB/1/5383



Photo credit: Rick Parkington

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

This 'matching numbers' Series-C Rapide was purchased at auction by the current owner in 2005, at which time it was described as a 'barn find', having been off the road for over 30 years (see catalogue description on file). Factory records show that it was supplied new in November 1950 to Jenkins & Purser in Southampton. While in the vendor's ownership the machine has been completely restored from the ground upwards over a seven-year period, with most of the work carried out by marque specialist Bob Culver. There are no bills as such, the restoration being documented by a lengthy list of parts used in the process. Completed in 2012, the Rapide was featured in Classic Bike magazine later that year (December edition). A copy of the article is available and makes fascinating reading. Accompanying documentation consists of an old-style continuation logbook (1965), expired tax disc (1969) and V5C registration document.

**£28,000 - 32,000**

**€34,000 - 38,000**



209

## 1953 Vincent 998cc Black Shadow

Registration no. 160 AMU

Frame no. RC/11218/

Engine no. F10AB/1B/9318

Rear Frame no. RC/11218/B



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

This Black Shadow comes with a copy of its Works Order Form showing that it was shipped new to the Indian Sales Corporation in San Francisco, ISC being Vincent's US importer at that time. An older restoration, the machine was purchased by the current vendor in September 2005 and last taxed until the end of August 2008. '160 AMU' has seen little use in recent years because of the owner's deteriorating health, though it has been kept in dry storage and started regularly. Serviced recently and said to run well, the machine is offered with the aforementioned copy Works Order Form and Swansea V5C document.

**£38,000 - 45,000**

**€45,000 - 54,000**





**210**

**Egli-Vincent 998cc**

Registration no. 982 GMX

Frame no. CEV 72T

Crankcase Mating no. 2D 19S



One of the world's best known motorcycle frame makers, Swiss engineer Fritz Egli built his first frame in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-twin race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. This trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy.

As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists. Graham Binnion, who had worked with Egli in Switzerland, was licensed to build frames in the UK, which were marketed by Slater Brothers, the Laverda concessionaires at the time. There have been numerous copies made by other specialists since then.

This example was purchased by the current owner as an unfinished project in 2005, already painted but minus the rear wheel. The owner then removed the engine and used it to restore his Vincent Black Prince (Lot 170 in this sale). He then built another engine using new crankcases and new pistons. On completion later in 2005 the machine was briefly road tested (the odometer reading is 1 mile) but has not been used since then. Running in, re-commissioning and the customary safety checks will be required before further use. The machine comes with V5C registration document and is offered without reserve. It should be noted that the V5C still records the old engine number.

**£14,000 - 18,000**

**€17,000 - 22,000**

**No Reserve**



211

**Property of a deceased's estate  
c.1949 Vincent 998cc Series B Rapide**

Registration no. EGC 1B  
Frame no. R3110  
Engine no. F10AB/1/1735  
Rear frame no. RC/1/6760



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

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

This Series-B Rapide was purchased from Atlantic Motor Cycles of Twyford on 14th December 1982 (purchase receipt on file) and was last MoT'd in 1983 when the mileage was recorded as 190 (the 'Shadow speedometer's current odometer reading is 1,833 miles). We are advised that its overall condition is very good and that only gentle re-commissioning should be required. The machine is offered with two V5 registration documents (one relating to a registration number that was sold); expired MoT (1984); copies of Vincent-related literature; spare parts price lists; maintenance information; workshop manual for Vincent-HRD Motorcycles 1947-1955; and a programme from the first National Classic Bike Show, October 1980.

**£18,000 - 24,000**  
**€22,000 - 29,000**



**212**

**c.1950 Vincent 499cc 'Touring' Comet**

Registration no. PWL 581

Frame no. RC/1/5782

Engine no. F5AB/2A/6376

Rear frame no. RC/1/5782

Effectively a Rapide v-twin minus its rear cylinder, the Series C Vincent Comet built from 1948 to 1954 offered 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. Apart from the missing cylinder, the Comet followed Series C twin lines, the model featuring the newly introduced Vincent Girdraulic forks and hydraulic dampers at front and rear. An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954. Presented in 'touring' trim complete with valanced mudguards, this Comet was acquired as a restoration project by the current vendor in 1984. The vendor restored the machine himself, the engine being rebuilt with new bearings, electrics rewired, ignition converted to battery/coil, wheels rebuilt and cycle parts repainted. Last taxed until the end of July 2013, the Comet has seen little use in recent years because of the vendor's deteriorating health, though it has been kept in dry storage and started regularly. The machine is offered with copy Works Order Forms and Swansea V5C document. It should be noted that the engine is not original to the frame.

**£10,000 - 12,000**

**€12,000 - 14,000**



**213**

**Property of a deceased's estate**

**1952 Vincent 499cc Comet**

Registration no. NAH 879

Frame no. RC/1/12368

Engine no. F5AB/2A/7887

Rear frame no. RC/1/12368

Effectively a Rapide v-twin minus its rear cylinder, the Series C Vincent Comet built from 1948 to 1954 offered 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. Apart from the missing cylinder, the Comet followed Series C twin lines, the model featuring the newly introduced Vincent Girdraulic forks and hydraulic dampers at front and rear. An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954. This particular Comet was purchased from Mike R Berry of London on 14th August 1980 (purchase receipt on file). The accompanying old-style V5 registration document notes two owners since 1978 while the sole MoT certificate on file (issued 1980) records the mileage as 42,875 (the current odometer reading is 47,883). Last taxed to 30th September 1978, the machine appears in fundamentally sound condition but will require re-commissioning and the customary safety checks before returning to the road. It should be noted that neither the upper nor rear frame numbers match that on the V5.

**£8,000 - 12,000**

**€9,600 - 14,000**



214

**1950 Vincent 499cc Comet Project**

Registration no. JBM 234

Frame no. RC/1/6401

Engine no. F5AB/2A/4501

Rear frame no. RC/1/6401

Effectively a Rapide v-twin minus its rear cylinder, the Series C Vincent Comet built from 1948 to 1954 offered 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. Apart from the missing cylinder, the Comet followed Series C twin lines, this Comet was acquired by the lady vendor's deceased husband in the late 1950s. He used the Vincent to attend the A-CU National Rally in 1962 (Rhyl) and 1963 (London), receiving a 'Maximum Marks' finisher's plaque on both occasions (awards included in sale). The machine has been kept in dry storage since its last MoT expired in 1966 and is offered for restoration. Accompanying documentation consists of an old-style continuation logbook (issued 1954), expired MoT (1966), insurance papers and a 1963 A-CU rally programme.

**£7,000 - 9,000**

**€8,400 - 11,000**



215

**Property of a deceased's estate**

**1962 Velocette 499cc Viper**

Registration no. UVS 521

Frame no. RS 14052

Engine no. VR 3344

Engine development pursued as part of the works scrambles programme bore fruit in 1956 in the shape of the high-performance 500cc Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. When supplied with the optional dolphin fairing, the model was known as the Clubman Veeline. This particular Viper was purchased in 2010 by the lady vendor's late husband and restored immediately after acquisition. There are bills on file relating to the rebuild together with others from a previous restoration. 'UVS 521' is described as in good condition cosmetically, though its mechanical condition is not known. Re-commissioning and the customary safety checks are advised before turning it to the road. Additional documentation consists of an expired MoT and V5C registration document.

**£4,000 - 6,000**

**€4,800 - 7,200**





**216**  
**1935 Velocette 348cc KTS**  
 Registration no. BRA 229  
 Frame no. 5564  
 Engine no. 5940

The work of Percy Goodman, the Velocette Model K with its shaft-and-bevel drive to the upstairs cam was an ahead-of-its-time design that would prove extremely influential. The result of Goodman's technical innovation, combined with the firm's reputation for engineering excellence, was a superb high-performance motorcycle that established Veloce's sporting reputation almost overnight. Introduced in 1925, the Velocette KSS was the 'super sports' version of the Model K, 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. Along with the other K models, the 80mph KSS/KTS was offered with the revolutionary positive-stop foot-controlled gearchange - devised by the company's famed Development Engineer Harold Willis - from 1929. This KTS has been in the current owner's possession since November 1987 and has been ridden regularly, though not 'really fast', and was last on the road in September 2013. The control levers and the camshaft drive tube and its securing nuts were re-chromed recently, and the machine is described by the vendor as in good condition mechanically. Accompanying documentation consists of an old-style logbook and V5 registration document. The absence of the dynamo and a non-original horn are the only notified deviations from factory specification.

**£8,000 - 12,000**  
**€9,600 - 14,000**



**217**  
**1939 Triumph 498cc Speed Twin**  
 Registration no. HEO 238  
 Frame no. TH 8071  
 Engine no. 9-5T-17674

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 Triumph - Val Page - had designed one a few years previously, but the Coventry firm'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. This particular Speed Twin was completely restored in 2012 when works undertaken included shot-blasting and powder-coating the frame, the colour used being matched to the original Amaranth Red. In addition, the engine was completely rebuilt and the gearbox, magdno and front forks refurbished. Parts renewed included the clutch, control cables, electrics, wheel rims, tyres and tubes. Most of the work was done professionally. Described as in generally excellent condition, the machine is offered with dating letters, current road fund licence, V5C registration document and recently expired MoT (January 2014).

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



218

**c.1936 Norton 490cc Model 18**

Registration no. OSL 339

Frame no. 58498

Engine no. 62253

Newly introduced for the 1923 model year, Norton's sporting Model 18 retained its essentially Vintage characteristics until 1931 when dry-sump lubrication and a rear-mounted magneto were adopted as part of an extensive redesign, the most obvious external alteration in its appearance before then being the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer for 1935. Production of an essentially unchanged 1939 model resumed after WW2. This particular Model 18 was purchased in 2000 by marque specialist Les Belcher, who had completely restored it by October of that same year. The Norton was acquired by the current vendor in 2004 and since then has only been used on Oxford VMCC runs and events, receiving an award in 2011 (certificate on file). Serviced regularly and well looked after, it is described by the vendor as in generally good condition, with everything working, and is currently taxed for the road. Accompanying documentation consists of old/current V5/V5C documents; all MoT certificates confirming 2,843 miles covered since August 2004; a quantity of old tax discs; SORN paperwork; and VMCC dating certificate (noting that the engine dates from 1935). It should be noted that there is no dynamo fitted, the lights being battery powered only.

**£14,500 - 15,500**

**€17,000 - 19,000**



219

**1935 Indian 45ci Sport Scout**

Engine no. FCE 423

A 45ci (750cc) variant of Indian's Scout was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame. This sporting machine would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. Lighter and faster than its immediate predecessor, the Sport Scout was just what enthusiasts and racers had been crying out for, and today remains a favourite among discerning Indian owners and riders. Previously the property of an Elvis impersonator, this recently imported Sport Scout benefits from considerable renovation carried out by GCS Motor Cycle Services Ltd of Three Legged Cross, Dorset and comes with their bill for £1,583.01. Works undertaken include refurbishing the wheels; repairing and repainting the fuel tank; cleaning the carburettor; fitting a new battery, tyres and tubes; and moving the throttle and front brake controls to the right-hand side. Said to 'run like a watch', the engine required no work; the electrics though, would benefit from rewiring. The crankcases had already been chrome plated, the engine number being noted by the previous owner as 'FCE 423', and this is also stamped on the rear of the frame. Accompanying documentation consists of the old State of California Certificate of Title and HMR&C letter confirming UK duties paid.

**£11,000 - 13,000**

**€13,000 - 16,000**





Photo credit: Mykel Nicolaou

**220**  
**1921 Velocette 220cc D2**  
Registration no. BF 4412  
Frame no. 741  
Engine no. 723 21 BO

Velocette began in the early 20th century, initially using a Belgian proprietary engine, before fitting an F-head design of their own; the machines were marketed as Veloce. Their first 2-stroke was announced in 1913, and was immediately christened as a Velocette, as were all the 2-strokes that followed. The name proved so popular in fact that from 1925 onwards every new model was known as a Velocette, a brand that has made a major contribution to the 2-wheel history book. Indeed, in living memory, the Mk VIII KTT racer was acknowledged as a definitive mount for the 350 Class, whilst in 1961 a team of riders rode a 500cc Venom around the banked circuit at Montlhery for 24 hours, at a record average speed of 100mph! Given the figures provided in Osprey's informative book: *Velocette; Technical Excellence Exemplified* by Ivan Rhodes, it's on record that Veloce Ltd manufactured almost 15,000 2-stroke models, never larger than 249cc, but including several types of Ladies Model and a sports TT version. The D2 required a starting process which is best described thus: 'Having assumed a correct riding position, paddle the motorcycle in a forward direction, and release the clutch!' An intimidating instruction by the standards of today, perhaps, but par for the course during the early '20s. Further proof of the company's early 1920s commitment to 2-strokes is that a total of more than 1,200 'D' and 'E' models were produced between 1921 and 1926.

This un-restored 2-speed D2 was purchased by the vendor in 2007; since when it has resided, un-ridden, within his temperature-controlled collection, its patina a superb contrast to the gleaming row of post war Hall Green 'iron' alongside. Given the machine was first registered in May 1921 it is worth recording that the specification included valance mudguards front and rear, cast alloy foot-guards, a chain guard, and a rear parcel carrier. The appearance is further enhanced with the gold-lined, triangular-tapered, black fuel tank, and the offside 'pepper pot' engine casing, a typically stylish feature of most post-1919 Velocette 2-strokes. It is regrettable that there is virtually no available history of the machine's lifespan, aside from an RF60 log book, first issued in 1957. In addition to the correct magneto, supplied separately, the Velocette's file includes a V5C registration document, a selection of relevant photographs and illustrations, plus a constructive 2007 letter from marque expert Dave Masters. This rare, tiny Velo, warrants close inspection.

**£6,000 - 7,000**  
**€7,200 - 8,400**



Photo credit: Mykel Nicolaou

221

**1922 Velocette 250cc E3S**

Registration no. DS 9545

Frame no. 2166

Engine no. 21 525

Velocette Ltd were renowned for a sporting range of K (camshaft) machines; the family run Birmingham firm's reputation was based upon several sound designs, not only ohc, but side-valve, ohv, and a number of 2-strokes. It was however the 'cammy' models which achieved so much success in TTs and European GP...extending circa 1925 until the early '50s. The first 2-stroke, known as the 'A', was introduced in 1913; its popularity spawning a raft of different 2-strokes over the next decade, designated 'B', 'D', and 'E', respectively. While Scott's unique 500/600cc 2-stroke twins undoubtedly dominated the upper end of the market the miniscule Velocettes were arguably the most respected 'stroker' amongst smaller machines, helped of course by the black & gold livery, and some distinctive styling. That they were mechanically satisfactory is confirmed by *The Motor Cycle*, whose 18/11/20 report stated how three such machines had gained the Runner Up Team Prize in that year's ACU Six Days Trial, a rugged 'annual' in which rival factories strived to shine, utilising results thus obtained for advertising. From a road test of several days' duration in the same issue, Velocette's inclusion of all chain drive (and mechanical oil pump) is praised, features regarded as exceptional for a lightweight. It is interesting to note a rare textual error in the *Iliffe* magazine's comments concerning the oil pump, which reads 'This system is more cleanly than the "petroil" system... since oil is delivered to such parts as are most in need of lubrication!'

This 3-speed Velocette has an interesting history. Supplied by Parkers of Kendal in August 1922 the model 'E' had been especially ordered by a successful competitor in Reliability Trials; the Reverend Hodgkin, no less, who was somehow able to specify his new machine be fitted with an engine 30cc larger than normal, the additional capacity believed to be of benefit in competitions, and for travelling within his Lake District Parish. He also insisted on the fitment of a B & B carburettor, and leg-shields, suggesting the Reverend was not without practical experience. Included within the album of accompanying documents is an evocative illustration of the Reverend beside his new steed, upon whose fuel tank the dealer has added the word ARADNE - i.e. Greek for 'Most Holy!' The bike's subsequent history is sadly unknown, until acquired by the vendor in 2005. After checking that it was virtually complete and original, it's remained unused in the vendor's Velocette collection, which he is currently 're-balancing' on a 4-stroke-only basis. A replacement de-compressor is supplied separately. Offered with V5/V5C registration documents, relevant photographs, appropriate BMS Instruction/Spare Parts Books, and a letter from knowledgeable author Dave Masters', explaining Velocette's numbering system. An interesting machine constituting an attractive proposition.

**£6,000 - 7,000**

**€7,200 - 8,400**

The following ten lots are offered from a private collection



222

## 1961 Triumph 650cc T120 Bonneville

Registration no. 414 YUJ

Frame no. D15808

Engine no. T120 D15808



Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) Triumph's Bonneville 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 'Bonnie' was little more than a T110 fitted with the played-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. 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.

Unitary construction of the engine/gearbox was already a feature of Triumph's 350/500 range and this innovation was duly introduced on the 650s for 1963, the only significant change made to the Bonneville prior to then having been the adoption of a new duplex loop frame for 1960.

Dating from the final year of production of the Bonneville in its original, 'pre-unit' form, this 1962 model was purchased from Leigh Classics in December 2011 following the completion of a five-year restoration. Only some 200 'shakedown' miles have been covered since then and the machine remains in excellent/concours condition. An earlier 'Slickshift' gearbox is the only notified deviation from factory specification. Accompanying paperwork consists of sundry invoices, VMCC dating certificate, current MoT and V5C registration document.

**£12,000 - 15,000**

**€14,000 - 18,000**



223

## 1956 BSA 500cc Gold Star

Registration no. YSL 952

Frame no. CB32 5842

Engine no. DBD34GS 3581



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.

This particular Gold Star was despatched new to BSA's USA western states distributor, Hap Alzina, on 26th September 1956. Restored in Canada in 2000 and re-imported by the immediately preceding owner in July 2001, it was purchased by the current vendor in October 2005. Documentation on file records the fact that the engine is a replacement unit of correct type dating from 1958. Presented in touring trim complete with small, Catalina-style fuel tank, the machine has covered only 1,328 miles since restoration and is described as in 'near concours' condition. It is offered with BSA OC dating certificate, sundry invoices, importation paperwork, old/current V5C registration documents and a quantity of MoT certificates (most recent expired June 2010). A 'Best in Class' concours trophy awarded at the Copdock Show is included in the sale.

**£10,000 - 14,000**

**€12,000 - 17,000**



224

## **Multiple concours winning 1968 Nor-BSA 750cc Café Racer**

Registration no. TGY 79F

Frame no. R122 79180

Engine no. WELLY65



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 BSA-Triumph triple engine, such as that offered here, which was purchased from Ace Classics by the vendors' wife in 2004 as a present for him. Registered, for reasons unknown, as a Triton, the machine was in a sorry state when acquired and work on its 'last nut and bolt' restoration started immediately. The extent and thoroughness of the rebuild may be gauged from the numerous invoices on file from specialists such as Triple Cycles, who were entrusted with the engine overhaul.

Since completion, this stunning Nor-BSA has covered only 1,284 miles and won concours awards at Copdock ('Best Café Racer' and 'Best British'); Battlesbridge ('Best Special'); Beezumph Rally ('Best Triple', 'Rallyists' Choice', 'Best in Competition' and 'Best Rocket III'); Museum of Power ('Best in Competition') and The Bristol Classic Motorcycle Show ('Best Non-Standard'). It has also featured on the front cover of the TR3OC's excellent 'Triple Echo' magazine. A magnificent and unique motorcycle that makes an amazing noise, this award-winning special is presented in concours condition and offered with the aforementioned restoration invoices, a quantity of old MoTs, old V5 (photocopy), V5C and current MoT. The aforementioned concours awards are included in the sale also.  
**£10,000 - 14,000**  
**€12,000 - 17,000**





**225**

**1970 Triton 500cc 'Café Racer'**

Registration no. CYY 62H

Frame no. L122 67663

Engine no. T100 52804

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. First registered as a 'Triton' in 1970, this example consists of a 1954 'pre-unit' Tiger 100 engine and the Featherbed frame from a Dominator 88, the latter dating from 1956. Other noteworthy features include an Amal Concentric carburettor, Triumph 'slick shift' gearbox, alloy wheel rims, large-capacity fuel tank, 'racing' seat, rear-set footrests, central oil tank, clip-on handlebars, siamesed exhaust, megaphone silencer and BSA-Triumph conical hubs. Acquired by the current owner in 2004 and restored by him circa 2008, the Triton has been used on a semi-regular basis, covering 877 miles since the rebuild, and has won concours awards at Battlesbridge (2006, 'Best Special'), Race Retro (2008, 'Café Racer' runner-up) and the Maldon British Motorcycle Club (2012, 'Best Overall'). Described as in generally excellent condition, the machine is offered with a quantity of expired MoTs, sundry invoices, old/current Swansea V5/V5C documents, current MoT and the aforementioned concours awards.

**£5,000 - 7,000**

**€6,000 - 8,400**



**226**

**1957 Norton 750cc 'Dunstall Atlas'**

Registration no. YRO 371

Frame no. M14 71959

Engine no. N15CS/118692

As the 'café racer' movement gathered momentum during the 1960s, a cottage industry of specialist suppliers emerged to satisfy the demand for components. One of the biggest names in this particular market place was that of Paul Dunstall, whose company began by specialising in performance parts for Nortons. So successful was this association that at its peak the firm was building getting on for 800 Dunstall Nortons annually. Customers could purchase a new 'Dunstallised' machine or, if they already owned a Norton, choose parts from Dunstall's extensive catalogue. First registered in 1957, the machine offered here consists of a Dominator 99 frame; a later 750cc Atlas engine dating from around 1966; and a number of Dunstall parts including the firm's pioneering twin front disc brakes. Other noteworthy features include belt primary drive, a Commando clutch, Hagon shock absorbers, electronic ignition and a central oil tank. Acquired by the current vendor in November 2005 and restored in 2006, the machine, which has been shown at Stafford, has covered only 933 miles since the rebuild and is described as in generally excellent condition. Accompanying documentation consists of the 2005 sales receipt; sundry invoices; two old tax discs; a quantity of MoT certificates (most recent expired 2010); SORN acknowledgement; and V5C registration document.

**£6,000 - 7,000**

**€7,200 - 8,400**



227

## 1971 Rickman Metisse Triumph 500cc Racing Motorcycle

Registration no. CAE 734J

Frame no. R208

Engine no. 56980



The Rickman frame has an outstanding record of success, not only in moto-cross where it was first developed, but also in road racing where John Hartle, Martyn Ashwood, Bill Ivy and Pat Mahoney, to name but a few, scored countless victories on Rickman-framed machines.

This Rickman Metisse-framed classic racer was constructed by immediately preceding owner using a genuine Rickman-built chassis dating from 1971, when the machine it then formed part of was first registered 'CAE 734J'.

Notes in the accompanying file record that the frame was purchased from Leeds in September 1994 and the full race-specification engine, described as 'Top Ten 1994 CRMC Championship', from Dave Woods, of Stalybridge in February 1995. Its specification is listed as: 'Delta 'head, Rawbotham ported, big valves, T140 cams, lightened one-piece crankshaft, alloy barrels, c/w magneto and rev counter timing cover.'

In the course of construction, parts were sourced from numerous recognised specialists including MRD Metisse (fairing, engine plates, side panels, clip-ons, etc), Bob Newby (belt drive), Richard Hunt (Seeley rear brake plate) and Swarbrick Racing (exhaust system). Jeff Holt overhauled the engine and built the wheels (the front around a Ceriani 4ls hub) while subsequently Triumph specialist Alistair Hillaby stripped the engine for inspection and blended in the inlet manifolds. Other specification highlights include twin Amal Concentric carburettors, Manx Norton gearbox, BSA-Triumph conical rear hub and Kirby Rowbotham electronic ignition.

Completed around the time of its late constructor's untimely death in June 2003, the Rickman had never been raced when it was offered for sale at Bonhams' Stafford auction in April 2005 (Lot 552) and purchased there by the current vendor. The engine was treated to a top-end rebuild and the machine ridden at the Anglesey circuit in 2011 and 2012, and at Cadwell Park in 2013, where it went well. Described as in generally good condition, 'CAE 734J' is offered with two old MoTs (most recent expired 2010), V5C registration document and a substantial file of invoices. A set of '105dB' exhaust baffles is included in the sale.

**£6,000 - 7,000**

**€7,200 - 8,400**





**228**

**1959 Matchless 498cc G9 Café Racer**

Registration no. XAD 399

Frame no. A68256

Engine no. 59/G9L52061

For all their many virtues, the AMC twins were never the most popular subjects for the 'café racer' treatment. Yet they clearly had untapped potential, as evidenced by the stunning, award-winning creation offered here. 'XAD 399' is believed to have been converted for racing in the 1970s and then returned to road use in the 1990s. After the engine seized, the previous owner left the Matchless in his garage for several years before selling it to the current vendor in October 2009. The machine was then completely stripped and fully rebuilt to concours condition, the engine overhaul being entrusted to Paul Nicholl. Tested but never ridden on the road, it has been to four shows and won at three of them: Battlesbridge 2010 ('Best Special'), Stafford 2011 ('Best Classic Special') and Copdock 2011 ('Best Café Racer'). The only occasion when it failed to win a '1st' was at the Bristol Show where it was beaten only by the vendor's Nor-BSA (Lot 224)! A magnificent and unique motorcycle, this award-winning special is presented in concours condition and offered with sundry restoration invoices, expired MoT (1994) and V5C registration document. The aforementioned concours awards are included in the sale also.

**£7,000 - 9,000**

**€8,400 - 11,000**



**229**

**1947 AJS 497cc Model 18**

Registration no. AEE 582

Frame no. 20668

Engine no. 47/18 4734 B

Associated Motorcycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore, and could be distinguished by the different magneto position: forward of the cylinder in the AJS; behind it in the Matchless. Housed in a rigid frame with Teledraulic front fork, the rugged and reliable overhead-valve engine drove via a four-speed gearbox. Considerably lighter than the successor swinging-arm models, these relatively docile AJS and Matchless singles are a delight to ride and enjoy the support by an active owners' club. This AJS Model 18 was purchased from an Internet auction site in 2009 (printout on file). At that time it was described as having had a full restoration to concours standard but had not been run for five years. The machine has been ridden sparingly since acquisition, covering a mere 249 miles, and is presented in commensurately good, near concours, condition. Indeed, in 2010 it received a 'Highly Commended' award at Stafford. The machine is offered with an old-style continuation logbook, two old MoTs (most recent expired 2012), V5C registration document, price lists and other literature.

**£4,000 - 5,000**

**€4,800 - 6,000**



230

**1999 Triumph T955i Daytona**

Registration no. T150 ARP  
Frame no. SMT502FK1WJ058892  
Engine no. 059046

Triumph's first attempt at a cutting edge superbike, the T595 Daytona arrived at the start of 1997 and was an immediate success, despite being pitched against Honda's FireBlade and Ducati's 916. In a nod to the old Triumph company's heritage and drawing on the Hinckley firm's more recent experience, the new Daytona was a triple. Displacing 955cc, the fuel-injected 12-valve engine produced around 105-110bhp at the rear wheel, matching the FireBlade while having a character all of its own. The Daytona's looks were something special too, combining voluptuous curves with a Spondon-like aluminium frame, single-sided swingarm and three-spoke alloy wheels. Top speed was around 160mph. In 1999 the model was mildly updated and renamed, becoming the '955i'. This T955i was purchased by the current owner in October 2010 and was last taxed in 2013. Last serviced in June 2012 (see invoice for £914.12 on file), it has covered a believed-genuine 14,870 miles from new and is described as in generally good condition. Additional accompanying paperwork consists of three expired MoTs, the 2010 purchase receipt, V5C registration document and current MoT.

**£1,500 - 1,800**

**€1,800 - 2,200**



231

**1966 Greeves-Triumph 350cc Project**

Frame no. 24MDS 258  
Engine no. T90 H46656

One of the most popular of all off-road specials, the Greeves-Triumph (or 'Tri-Greeves') has over the years established itself as a marque in its own right. Greeves' two-stroke-engined trials irons were among the most competitive of their day, but although the chassis was widely recognised as among the best, there were many riders unwilling to put up with the stroker's sometimes wayward temperament. The obvious solution was to fit a four-stroke engine, and as Triumph's compact 350cc twin was a relatively easy fit, it rapidly became the power unit of choice for those wishing to combine the excellent handling characteristics of the Greeves frame with a torquey four-stroke motor. This example comprises a Greeves 24MDS scrambler frame dating from around 1962/1963 with a Tiger 90 engine dating from 1966, although its actual date of construction is unknown. The machine was purchased for restoration three years ago but has not been touched since acquisition. There are no documents with this Lot.

**£1,200 - 1,500**

**€1,400 - 1,800**



232 N

### 1975 Bimota 970cc HB1

Frame no. 357588

Engine no. CB750E-2426888

In the 1970s and 1980s, the fact that Japan's motorcycle frame design lagged behind that of its engines meant that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, among them Moto Martin and Segale in France, Nico Bakker in Holland and Fritz Egli in Switzerland, while in the UK, Harris and Spondon joined the already established Rickman and Seeley. But at the very pinnacle of this exalted group was – and still is – the Italian firm of Bimota. Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Giuseppe Morri and Massimo Tamburini - saw it turn to motorcycle production in the early 1970s. The intervening 30-plus years has seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles with a reputation for quality second to none. Technical innovation too has long been a Bimota hallmark, as exemplified by the hub centre-steered Tesi models, while on the world's racetracks Bimota-framed machines have won hundreds of races and numerous championships, including the 350cc World title in 1980. Equipped with nothing less than the very best suspension and brakes, Bimotas were necessarily expensive but then, like George Brough, it was never the firm's intention to build anything compromised by budgetary restrictions.

  
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Achats No d'articles	Monts Quantité	Titre Texte	Prix Unit.	Mont Total	%	Saldo Montants
2		CARRES HONDA-BIMOTA	2,900,-	5,800,-	5	3,510,-
2		SELLES +RESERVUIRS HONDA-BEN	600,-	1,200,-	5	1,307,00
2		RADIATEURS D'HIVER	540,-	1,080,-	5	1,401,00
2		BARRES INDES -PISTES D'ATTACHE	90,-	180,-	5	150,00
1		CHANGIERS ESCUELES	300,-	300,-	5	202,00
2		FAITES AMORTISSEURS	150,-	300,-	5	201,00
2		SERRES DELORS	95,-	190,-	5	100,00
<b>Accompagné de Fr.7.000,-</b> <b>23.7.75</b> <i>P2000</i>						
Total des articles		%	Net à payer	Prix Final de S.		TOTAL
8.790,00		14	387,15	9177,15	88	9.185,05

Conditions : 15 Jours 2% + 30 Jours net  
 Conditions : 15 Jours 2% + 30 Jours net



Morri and Tamburini's first complete motorcycle was a racer, built to house a 750cc Honda four, which was first tested by Luigi Anelli at Misano in the summer of 1972. The resulting publicity encouraged them to go into production to meet the unexpected demand for replicas. At this early stage, Bimota were not interested in supplying complete machines, and apart from the prototype racer all HB1s (Honda Bimota 1) were supplied as frame kits for completion by the customer. The HB1 kit consisted of a tubular steel frame, box-section swinging arm, Ceriani front fork, Marzocchi rear suspension units, alloy wheels, triple disc brakes, oil cooler, glassfibre fuel tank, seat and mudguards, clip-on handlebars and rear-set footrests. Even if the customer left the CB750 engine standard, the result was a motorcycle vastly superior to the Honda original. Nine complete kits were produced, which together with original racer made a total of only ten HB1s. Given this strictly limited production, it is hardly surprising that this first Bimota is one of the most sought after of the Rimini factory's products.

This particular Bimota HB1 was purchased new as a kit from Sport Auto Moto Equipment SA of Magliaso, Switzerland by Louis Garneret, proprietor of a motorcycle shop in Porrentruy, Switzerland. In his accompanying letter of authentication, Mr Garneret states that the kit consisted of a frame, saddle, tank, oil cooler, mudguards, battery tray, handlebar controls, shock absorbers and bolts. The HB1 kit was assembled and sold to one Michel Georges of Épinal in the Vosges region of north eastern France, who fitted a Honda CB750 engine. Bizarrely, its owner chose to register his new motorcycle as a 'Georges' rather than a Bimota! The machine is still registered in France as a 'Georges'.

In 1977 the HB1 was sold to a new owner (name unknown) and then in 1978 passed to one Bernard Delung (see copy of Carte Grise on file). The current owner purchased the machine from Bernard Delung in June 2010 and it was then reregistered as 'AR-573-TG'. Prepared by Bernard Delung, the engine is fitted with a Japauto VX1000 big-bore cylinder block manufactured by JPX. The motor has been rebuilt, including new pistons, and the cycle parts mechanically refurbished but left cosmetically un-restored in the interests of preserving the machine's original patina (see bills on file). Offered with a substantial file of history and current French Carte Grise, this ultra-rare HB1 represents a possibly once-in-a-lifetime opportunity to acquire an original example of Bimota's very first model.

**£55,000 - 65,000**

**€66,000 - 78,000**





**233**

**1972 MV Agusta 750S**

Registration no. DBE 118K

Frame no. MV4C75 214 0102

Engine no. 214 092

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 and was not replaced (by the 750S America) until 1976. *Bike* rated the 750S as 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.



This particular 750S was despatched new from the factory in February 1972 to a dealer in Bologna where it remained unsold for some three years. It was first registered on the 23rd June 1975 by one Giuliano Lamborghini of Cento near Modena, close to the Lamborghini car factory. On the 25th September 1975 the MV was bought by Giancarlo Monari of Ferrara, not far from Cento, and next passed to another Ferrara resident, Renzo Tartari, a collector of classic Italian motorcycles, on 18th June 1976, by which time it had covered around 4,000 kilometres.

Renzo's niece Silvana Baker (nee Montanari) often visited Italy accompanied by her husband Alan to see her uncle's collection. When Renzo began to suffer from ill health he decided to sell off part of his collection and Silvana bought the MV on 13th February 1986. It was kept garaged in Italy and ridden occasionally by her husband. When the Bakers returned to the UK in October 1994 they brought the MV with them. The bike was MoT tested at the time, the certificate showing 8,365 kilometres, and registered as 'KLL 858N', reflecting its 1975 date of first registration. The date of manufacture has since been established as 1972 and thus the MV now enjoys tax-free status as an historic vehicle.

In October 2008 the Bakers advertised the MV for sale and it was purchased by the current vendor, a classic motorcycle enthusiast living in Lincolnshire. Renowned marque specialists Kay Engineering of Lichfield, Staffordshire carried out an initial inspection and service, which was followed by some remedial work (bill on file). The latter included fitting a new fuel tank, front mudguard and stainless steel mudguard bracket. In addition, the stainless steel silencers were cleaned and polished, the seat changed and re-covered in red leather; the wheel rims polished; the wheels rebuilt with stainless steel spokes; and new tyres fitted.

Currently displaying a total of only 10,500 kilometres (approximately 6,500 miles) on the odometer, the machine is described as in generally very good condition and is being sold (reluctantly) only because of the vendor's advancing years. Additional accompanying documentation includes the original Italian registration documents, MV Owners' Club dating letter, MoT to January 2015 and V5C registration document.  
**£45,000 - 55,000**  
**€54,000 - 66,000**



**234**

**1975 Healey 1000/4**

Registration no. JUY 841N

Frame no. HEA105

Engine no. CNML1825JH

As the supply of Square Four spares dwindled, Redditch-based 'Squarier' enthusiasts the Healey brothers – George and Tim – began manufacturing parts, a venture that became a full-time business in 1967. The Healeys wanted to offer an updated Square Four as a complete motorcycle and turned to Roger Slater, who had obtained the UK manufacturing rights to Fritz Egli's spine-type frame. Metal Profiles supplied the front fork, while the large drum brakes were sourced from Italy. Later versions had disc brakes and cast alloy wheels. The Healeys claimed that their new 1000/4 produced 50bhp, some ten horsepower more than the old Square Four, and weighed 80lbs less, all of which added up to a measurable improvement in performance. Hand built in small numbers, the Healey 1000/4 was expensive to make and demand was necessarily limited. Production petered out towards the end of the 1970s. This rare Healey 1000/4 was purchased by the current (third) owner in July 1984 and has covered only 3,383 miles from new. Benefiting from a complete engine rebuild, undertaken by the owner in 2010, the machine is described as in generally excellent condition and offered with V5C registration document and expired MoT (August 2012). A hydraulic rear brake and instrument binnacle with oil pressure gauge are the only notified deviations from factory specification.

**£20,000 - 26,000**

**€24,000 - 31,000**



**235 N**

**1971 Laverda 750SFC Replica**

Frame no. LAV 750F 4489

Engine no. 750 4489

'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. 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 sports roadster 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, a thinly disguised racer that soon came to dominate the endurance races of the day. Built in limited numbers (only 529 were produced) the 750SFC production racer is today one of the more collectible of Laverda's early twins and thus highly sought after. Prices have risen steeply in recent years and for many would-be owners a replica, such as that offered here, is the only affordable option. Based on a 750SF, the machine has been constructed using the images and specifications in the book on the marque by Schalkwijk. It features an engine cleaned, checked over and rebuilt to standard specification complete with new camshafts, new timing chain and a high-capacity oil pump. Other noteworthy features include an altered frame, a late SFC-type cockpit fairing, and a replica Grimeca front brake. Completed in 2012, the machine is described as 'like new' and offered with Netherlands registration papers.

**£14,000 - 16,000**

**€17,000 - 19,000**



**236 N**

**1975 BMW 898cc R90S**

Frame no. 4082599

Engine no. 4083599

With the introduction of the '6' range in 1973, BMW joined the superbike league with a pair of 900cc flat-twins: the R90/6 tourer and the gorgeous new R90S sports roadster. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples were exactly alike. With 67bhp on tap, the R90S was good for a maximum speed of more than 125mph. True, there were a handful of rivals faster but none of them could match the BMW's capacity for sustained high-speed cruising. Today, genuine examples in good condition are highly sought after by BMW collectors. This particular R90S was restored during 2012/2013 using parts sourced from 'The Hobbyist', a well-known BMW parts supplier in Holland. Currently displaying a total of 45,121 kilometres (approximately 28,000 miles) on the odometer, the machine is described as in generally excellent condition both cosmetically and mechanically and is offered with Netherlands registration papers.

Instruction and maintenance manuals (in Dutch) are included in the sale.

**£5,000 - 5,500**

**€6,000 - 6,600**



**237**

**1967 BSA 650cc Hornet**

Registration no. KAW 901E

Frame no. A65HA 1590

Engine no. A65HA 1590

When the 'street scrambler' concept was revived for BSA's new unitary construction range, the name 'Spitfire Hornet' was chosen for the 650cc model. The 'Spitfire' part was soon dropped, being applied exclusively to the new sports roadster, and from late 1965 the street scrambler became the 'Hornet'. The Hornet used the high-performance Spitfire engine and featured high-level exhausts equipped with heat shields. Intended primarily for off-road use, it had no silencers and no lights, while the only instrument was a rev counter. A lighting kit was available as an optional extra, as fitted to the example offered here, which was imported from the USA circa 2000. The Hornet was purchased by the current vendor in September 2010 having been in the previous owner's hands since 2006. It is believed to have been restored, probably after its arrival in the UK, but needed further work, the glassfibre fuel tank having deteriorated with age. The vendor commissioned a copy, made from ethanol-resistant resin to cope with modern fuels, and painted it and the rest of the cycle parts. Used regularly since acquisition and said to run well, the machine was last ridden in 2013 and is presented in generally very good condition. This rare BSA street scrambler is offered with VMCC dating certificate, SORN paperwork, a quantity of expired MoTs and tax discs, past sales receipts, V5C registration document and MoT to 1st July 2014.

**£4,500 - 5,500**

**€5,400 - 6,600**



238

**3 miles recorded, one owner from new  
2005 MV Agusta F4 1000 Agostini**

Registration no. not registered

Frame no. ZCGF511BB4V001544

Engine no. F5A401197



Arguably the only surprising thing about the original MV F4 of 1998 was that it was launched as a 750 at a time when the class was fast becoming moribund. The Japanese factories' main focus of attention had already switched to 1,000cc sports bikes but it took all of six years for MV to follow suit. Launched in 2004, the F4 1000 adhered to the same basic layout as the preceding 750 so came with a radial 16-valve cylinder head, under-seat four-pipe exhaust system, six-speed cassette gearbox and tubular 'trellis' frame. Power went up to 166bhp (claimed) which meant around 150 horsepower at the rear wheel, which was good enough for a top speed in the region of 180mph. Wisely, MV chose not to change the F4's overall appearance, the Massimo Tamburini-designed 750 being widely acknowledged as one of the most beautiful motorcycles ever made. As had been the case with the F4 750, which debuted as the limited edition Serie Oro, production of the 1000 model commenced with a special run of 300 machines, known as the 'Agostini' in honour of MV's multiple World Champion, Giacomo Agostini.

Number '216' of the 300 and one of only 25 allocated to the UK, this MV Agusta F4 1000 Agostini was purchased new in February 2005 by the current vendor from Red Dog Motorcycles of Edenbridge, Kent, who had previously displayed it on their stand at the Alexandra Palace Show. The total cost, including 'extras' was over £22,000 (sales invoice on file). 72 years old at that time, the vendor intended to use the MV only for track days but the machine has instead been kept in heated storage as part of his private collection and has not been ridden. Shortly after its acquisition, the MV and its septuagenarian owner were featured in Motor Cycle News (23rd March 2005 edition, article on file). Included in the sale are an 'Ago Corsa' titanium exhaust silencer and EPROM chip; MV Agusta motorcycle cover; MV Agusta customised overalls by Sparco; front and rear paddock stands; carbon fibre rear hugger; 'display' handlebar grip covers; and a (boxed) MV Agusta helmet signed by Massimo Tamburini. The machine also comes with MV Agusta framed Certificato di Autenticita; instruction manual and warranty booklet; manufacturer's brochures; catalogue of special parts; EPROM technical sheet; vehicle licensing/registration form V55/1 and all correspondence and other paperwork relating to its purchase.

**£15,000 - 20,000**

**€18,000 - 24,000**



239

**One owner, 7,724 miles from new  
2003 MV Agusta F4 750 SPR**

Registration no. PG53 TXT

Frame no. ZCGF401BD3V006254

Engine no. F4A307277



Number '251' out of the limited edition series of only 300 produced, this MV Agusta F4 750 SPR was purchased new by the vendor in November 2003. He owned an MV Agusta F4 750 Strada at the time and, when delivering it for a service to supplying dealer Road & Racing Motorcycles in Hyde, saw this SPR being unpacked from its crate. It was love at first sight. On the spot he said that they could keep his Strada and he would have the SPR. The total purchase price was approximately £17,000, £7,000 of which was accounted for by the part-exchanged Strada (purchase invoice on file). The owner found that the difference in performance between the SPR and the Strada was 'huge', describing the SPR as 'a rocket ship' by comparison. (MV claimed a maximum output of 146bhp for the SPR, 20 horsepower more than the Strada).

The MV was fitted with a Datatool alarm system when new, and the vendor soon fitted a sports exhaust system, side bumpers and short lever blades. After brushes with various officers of the law, the sports exhaust system was deemed too noisy for the road and the standard system was refitted. For the first four years the owner used the MV regularly but sparingly and had it serviced regularly by the supplying dealer (invoices on file). However, since that time it has been used only intermittently, though the battery has been kept attached to a conditioning unit and the machine MoT'd every year.

A new rear hub was fitted in 2006 due to a defective bearing, and a new battery fitted in August 2013 (receipt on file). The only deviation from standard specification, apart from the short lever blades, is the silver belly pan, which the owner feels is more attractive than the original black. The vendor had the MV registered with the cherished registration 'N1 AOW' when new and this cherished number is available to the successful purchaser by separate negotiation if required.

Reluctantly, the vendor has come to realise that he is now too old for riding and has decided to pass on the SPR to a fortunate new owner who can give the machine the use it deserves. The machine is offered with the aforementioned purchase and service invoices; previous and current MoT certificates (the latter valid until 9th June 2014); current road fund licence; and V5C registration document. Included in the sale are the sports exhaust; original lever blades; spare sprockets (supplied with the bike when new); front and rear paddock stands; the original handbook; and a spare key.

**£7,000 - 9,000**  
**€8,400 - 11,000**



240

## BSA 750cc Rocket III 'Rob North' Racing Motorcycle

Frame no. none

Engine no. none



Although up-staged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. BSA-Triumph's Chief Engineer Doug Hele spearheaded engine development throughout 1969, while frame builder Rob North devised a chassis that would stand the test of time like few others. The team narrowly missed victory at the 1970 Daytona 200, its first major event, Gene Romero finishing second on a Triumph. Dick Mann's BSA won at Daytona in 1971 and John Cooper, also BSA-mounted, at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and MV. Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season for BSA-Triumph with victory in the 250-mile race at Ontario in October. Financial difficulties meant that there was no works effort in 1972, but privateers kept the Triples winning for many years. Miles Engineering later acquired the rights to the North chassis and continued production, ensuring that the BSA-Triumph triples remain a potent force in classic racing today. Rob North frames are currently produced by Trident MCS of Woodsetton, West Midlands.

This 'Rob North' triple was purchased in its present condition in 1998 by the vendor's late husband from well-known tuner and sponsor Fred Walmsley. Little is known about the machine's previous history, though it appears to have several works-type modifications and is believed to have a Quaife five-speed transmission. Other noteworthy features include triple Lockheed disc brakes, Akront alloy wheel rims, Krober tachometer and an oil cooler in the nose of the 'letterbox' fairing. The engine is not numbered; however, the BSA back stamping is present where the number would be located, indicating that it probably was constructed with new crankcases. The frame is also without an identification number. Used only for display at various shows - the engine has never been started during the present ownership - the machine will require basic safety checks and re-commissioning prior to use. There are no documents with this Lot.

**£10,000 - 15,000**

**€12,000 - 18,000**



241

## 1958 BSA 646cc A10 Super Rocket

Registration no. VRM 801

Frame no. none

Engine no. CA10R 7692



'The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future. On the other hand, the current model can be throttled back to accept happily the inevitable limitations of built-up-area riding. In these less spectacular circumstances, one's patience in jogging along at 30mph is rewarded by a remarkable – for a lusty 650cc twin – fuel consumption also in the three-figure class.' - Motor Cycling.

BSA's range for 1955 embodied several novel features; alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head, Amal Monobloc carburettor and an extra three horsepower. The model lasted into the unitary construction era and was last produced in 1963.

This Super Rocket was purchased by the lady vendor's late husband in 1998 in its present condition. Restored by a previous owner, the machine was in running order when acquired but has not been run since. It is fitted with matching Smiths Chronometric speedometer and optional tachometer with separate headlamp in place of the nacelle, plus Akront alloy wheel rims and a cartridge-type oil filter. Since purchase the machine has been fitted with a new chain and exhaust system (receipts on file).

It appears that 'VRM 801' has had a new replacement frame fitted at some time, which has not been stamped. The engine is original, as evidenced by the accompanying copy extract from the Cumberland vehicle registration ledger. The machine also retains its original Cumberland registration mark. Accompanying documentation consists of the aforementioned ledger extract, a current V5C, some old MoT certificates, sundry receipts and five expired tax discs. In present ownership the machine has been used only for static display at various shows. It will require basic safety checks and re-commissioning (including a new front inner tube) prior to further use.

**£3,000 - 4,000**

**€3,600 - 4,800**

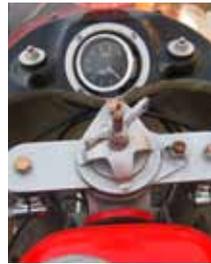


242

## 1967 Greeves 246cc Silverstone RES

Frame no. 24RES 150

Engine no. GPA7 209



Greeves' unorthodox trademarks of a cast aluminium beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter, via a succession of highly successful off-roaders, to clubman's road-racer. Greeves' first road-racer, the Silverstone, was introduced for the 1963 season following the success of Reg Everett's converted scrambler. The production bike used a modified 24MDS scrambler frame, narrowed at the rear, and was powered by a Villiers 36A engine fitted with Greeves' own alloy cylinder barrel and head. An Amal GP carburettor and expansion chamber exhaust were standard equipment and the motor produced 31bhp at 7,400rpm. Progressively developed through versions RAS to RFS until 1968, the Silverstone provided many an aspiring star with their first taste of road racing and today remains a popular mount in classic/historic racing's 250 class.

One of only 58 RES Silverstones built, the example offered here was ordered by Comerfords of Thames Ditton in September 1967 and appears to have been dispatched from the Thundersley factory in April 1968, as evidenced by an extract from the factory dispatch records on file.

In 1992/93 it was restored by Bernard Vincent of Ashford, Middlesex for a previous owner, Eddie Croft. Receipts and details of the restoration are included in the accompanying document file. It appears that Mr Vincent spent approximately 200 hours on the restoration, which he describes in a letter on file as being fairly straightforward, having started with 'an assembled machine in generally good condition'. A Motoplat ignition system was fitted in the course of the work. Completed in December 1993, the machine was purchased by the vendor's late husband in 1999 and then saw use only for static display at various shows. The engine has never been started during the present ownership. Accompanying documents include the aforementioned restoration details and invoices, the dispatch records extract, CRMC Machine Registration Certificate, miscellaneous papers and an original spare parts list and service notes. Basic safety checks and re-commissioning will be required before the machine returns to the racetrack.

£4,000 - 5,000

€4,800 - 6,000



243

## 1965 Honda 250cc CB72

Registration no. FYE 30C

Frame no. CB72 103802

Engine no. CB72E 103865



Based on the first Honda twin - the 250cc C70 of 1957 - the C72 arrived in 1960. The C72 tourer's cycle parts remained much as those of the preceding C70, featuring a pressed-steel frame, forks, swinging arm and rear chain case. The engine's basic layout likewise was retained but wet sump lubrication was adopted and the clutch moved from the crankshaft to the gearbox main-shaft. Maximum power increased to 20bhp at 8,000rpm. As well as these alterations, the sporting CB version changed to a 180-degree crankshaft and twin carburettors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. Producing 24bhp at a then-stratospheric 9,000rpm, and weighing only 340lbs, the CB72 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s. Boasting an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe brakes, the CB72 was unmatched by any of its rivals. Indeed, such specifications (electric starter apart) would have been the exclusive preserve of exotic racing machinery only a few years previously. Tailor-made for production racing, the Honda CB72 was one of the first Oriental models to make its mark in this increasingly popular and important branch of motorcycle sport. Today the CB72 is one of the most desirable of early Japanese classics.

This particular CB72 was purchased by the lady vendor's late husband in 2003 in its present condition. Restored by a previous owner, the machine was in running order when acquired but has not been run since. 'FYE 30C' was supplied new in June 1965 by well-known Honda agents Rex Judd Ltd of Edgware, Middlesex. The first owner appears to have kept the machine for only two months before passing it on to the second owner. There is only one further owner recorded in the accompanying original green logbook. Offered with current V5C registration document, the machine will require basic safety checks and re-commissioning before returning to the road.

**£2,500 - 3,000**

**€3,000 - 3,600**



244

**The ex-David Jefferies, British Superstock Championship 2001 Suzuki GSX-R1000 K1 Production Racing Motorcycle**

Frame no. JS1BL111100101800

Engine no. T708-113302



'If a bike is big and fast, David Jefferies will always take some beating.' – Mac McDiarmid, Motocourse 2002-2003.

Ever since its arrival in 2001, Suzuki's GSX-R1000 superbike has been renowned for its class-leading power delivery combining a phenomenal top-end rush with excellent mid-range stomp. On the racetrack this has translated into overall wins in the British Superbike Championship in 2001 for John Reynolds, World Superbike Championship in 2005 for Troy Corser, and countless AMA championships for Mat Mladin and Ben Spies.

This particular GSX-R is one of two ridden by the late David Jefferies during his Performance Bikes British Superstock Championship-winning campaign in 2002. The machine was supplied by Pidcock's of Derby to the Tech2 team, which was run by Stephen Hammond of Motrac Racing. Born into a famous Yorkshire motorcycling family – his grandfather Allan, father Tony and uncle Nick were all racers – David Jefferies had considerable experience of a wide variety of machinery, having raced in Grands Prix and the British and World Superbike Championships. But it was in the production-based classes that the burly (note the 'Powered By Pies' sticker) Yorkshireman excelled, winning the British Powerbike Championship in 1996 and the British Superstock Championship in 2000, and finishing runner-up in the latter in 2001. On street circuits David Jefferies was in his element, and in 2002 he would enter the Isle of Man TT record books by becoming the first man to win three races in the week for three consecutive years. He was also the first rider to lap the demanding Mountain Circuit at over 125mph, 126mph and 127mph.

Having failed to secure the deal he wanted with Yamaha, on whose V&M-prepared R1s he'd been enjoying outstanding success, David had switched to Suzuki for 2002 and commenced his British Superstock campaign with a 2nd place at Silverstone behind Chris Burns on another GSX-R. Despite missing the Snetterton round, which clashed with the TT, he finished the season as champion with wins at Oulton Park (twice), Silverstone, Brands Hatch and Rockingham. Add to that a win at the North West 200, and 2002 may be seen as the pinnacle of David Jefferies' career. No doubt he would have eclipsed even this achievement had not the sport been robbed of one of its greatest talents in that tragic accident during practice for the 2003 Isle of Man TT.

At the end of the 2002 season this GSX-R was sold to the current vendor (see authenticating letter from Motrac Racing on file). Nothing has been changed since then apart from annual oil and filter changes to prevent damp and condensation building up inside the engine, which has been started every weekend to ensure that everything remains in working order. Indeed, the vendor states that the Suzuki is ready to ride or race. Noteworthy features include a blueprinted engine, Power Commander, Öhlins fork internals and rear shock, and a full Akrapovic exhaust system. Described as in generally excellent condition, this Suzuki GSX-R Superstocker represents a rare opportunity for collectors to acquire a motorcycle that played a leading role in the David Jefferies story.

**£6,000 - 8,000**

**€7,200 - 9,600**



245

## 1989 Ducati 888cc Lucchinelli Replica Racing Motorcycle

Frame no. ZDM851S 850126



Ducati kicked off the inaugural World Superbike Championship with victory in the opening round at Donington Park in April 1988, when works rider Marco Lucchinelli took the honours aboard an over-bored and race-kitted version of the Ducati 851 Superbike. Since then the Italian company has won more WSB races and championships than any other manufacturer.

Ducati lost no time in announcing a customer version of Marco's bike for 1989 - the 'Lucchinelli Replica' - and ever since then the factory has pursued a policy of offering limited edition racers, usually based on the preceding season's works bikes, to favoured privateer teams. Like the works racer, the Replica gained its extra 37cc capacity by a 2mm overbore which, coupled to an increased compression ratio, revised Weber fuel injection and a new exhaust, helped raise crankshaft horsepower to a claimed 132bhp. Good enough for the works racers, the road bike's standard tubular-steel trellis frame was retained, though wheels went up to 17" diameter and bigger Brembo brake discs were specified. Published figures for the number of machines produced vary, most being in the 20-30 range.

This Lucchinelli Replica was purchased from the Ducati factory and imported into the UK in January 1990 by Moto Vecchia Cagiva Ducati GB Limited, the official importer at that time (invoice on file). In early 1990 it was sold to a friend of the current vendor, who intended to do track days with it. The machine was delivered to the first owner's garage where it remained for approximately 3-4 years before being purchased by the current vendor, since when it has remained in storage, unpacked in its original crate! The bike has not been worked on or tampered with, and is just as it was when it left the factory more than 20 years ago, complete with a spares/accessories package and ancillaries still in the box. It is hoped that the fortunate new owner of this very special Ducati will finish its assembly so that this glorious looking machine can finally be enjoyed. An exciting opportunity to acquire one of the 1980s' most iconic racing superbikes, presented in effectively 'as new' condition.

**£14,000 - 18,000**

**€17,000 - 22,000**



246

**1956 Matchless 498cc G45 Racing Motorcycle**

Frame no. R-T-C 18 3 56

Engine no. G45 301



One of the oldest of British motorcycle manufacturers, Matchless pursued a vigorous competition policy in its early years, founder's son Charlie Collier winning the inaugural Isle of Man TT (single-cylinder) race of 1907 and repeating the feat in 1910, brother Harry having brought home the honours in 1909. However, by the 1930s Matchless had ceased to be thought of as a racing marque and after WW2 the firm, by now reconstituted as Associated Motor Cycles having acquired AJS, chose the latter's badge for its competition machines. In this context the arrival of a new Matchless racing motorcycle in 1951 caused something of a stir.

The prototype of what would become the G45 first appeared at the '51 Manx Grand Prix with Robin Sherry in the saddle, eventually finishing 4th after a promising debut. In fact the machine was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts into which was installed a tuned Matchless G9 roadster engine. The engine's bottom-end remained more-or-less stock G9 and retained AMC's unique centre-bearing crankshaft, but above the crankcase there was a new aluminium-alloy cylinder barrel and 'head, the latter sporting distinctively finned exhaust rocker boxes. Fuel was supplied by a single Amal TT carburettor and exhausted via short, megaphone-ended pipes.

In 1952 the prototype G45 garnered much valuable publicity and not a little controversy when Derek Farrant - later an AJS works rider on both Porcupine and 7R3 - won the Senior Manx Grand Prix after leading from start to finish. Strictly speaking, a works prototype had no business running in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953. Although still based on that of the G9, the production version's engine incorporated a different camshaft, which opened the valves via roller-ended followers, and breathed via a pair of Amal GP carburettors mounted either side of a central float chamber. Claimed power output was 48bhp at 7,200rpm, increasing on later models to 54bhp at 7,400 revs.

Apart from revised valve gear and the eventual adoption of a forged crankshaft, the G45 changed little over the course of its life and what developments there were did not keep pace with the opposition. At the end of the 1954 season, AMC announced a cutback in its racing programme, which meant the end for the Porcupine and the 7R3, though the G45 and 7R continued to be developed and raced. Production of the G45 ceased in 1957 after around 80 machines had been built, of which approximately half are believed to survive worldwide today. Before then, the works team's best result at international level with the G45 had been Rod Coleman's 2nd place in the 1954 Ulster Grand Prix.





This rare Matchless G45 was commissioned in early 1956, its number showing it to be the first of a dozen or so 'Mark 3' models produced before production ceased. It was exported new to a dealer in Salisbury, Rhodesia and its known history begins in late 1959 when policeman Mike Millmay discovered it derelict in a street behind the same dealer's and bought it for £80. Mike campaigned the G45 with considerable success in South Africa and Rhodesia/Zimbabwe for a decade or more, securing race and championship wins. During this time he bought another Mark 3 G45 and any spares he came across, but had to leave most of it behind when he returned to the UK in 1978. It was then that the current owner bought '301' from Mike Millmay together with any spares he had brought with him. Since then, riders Colin Pearson, Simon Hodder and (since 1986) Roger Ashby have raced the Matchless whenever spares availability has allowed. The machine has raced all over the UK, frequently being the only G45 in use in Europe and sometimes the world. It is also the last Matchless G45 to compete in and finish the Manx Grand Prix (in 1992).



Modifications include an additional frame tube between the saddle nose and swinging arm pivot; carried out by Mike Millmay, presumably to improve handling, this modification necessitated a new oil tank. To reduce the potential for oil leaks from the cylinder head and barrels, Mike Millmay took an oil supply from the filter gallery directly into each of the rocker shafts. The original 19" rims were replaced with 18" during the late 1970s when the supply of good quality 19" racing tyres dried up, while the original carburettors were replaced with Amal GP3 type during the machine's racing career in the UK.

The original gearbox and clutch were damaged while competing in the Manx GP. A Quaife five-speed gearbox has been fitted as a replacement. (The original damaged gearbox is included in the sale). The drive side engine case was damaged c.1993 on the Isle of Man and replaced with a new/un-numbered case.

The Matchless was restored in 2000 but as far as is known the frame, engine components, magneto, forks and wheel hubs are original to it. Recent work to the engine includes regrinding the crankshaft, fitting new standard size pistons, and renewing the valves and valve springs. We are advised that the engine runs well and pulls strongly.

Offered with sundry restoration invoices, 1992 MGP Senior Race results sheet and CRMC Machine Registration certificate, this Matchless G45 represents a rare opportunity to acquire one of the most beautiful and desirable British racing motorcycles ever made.

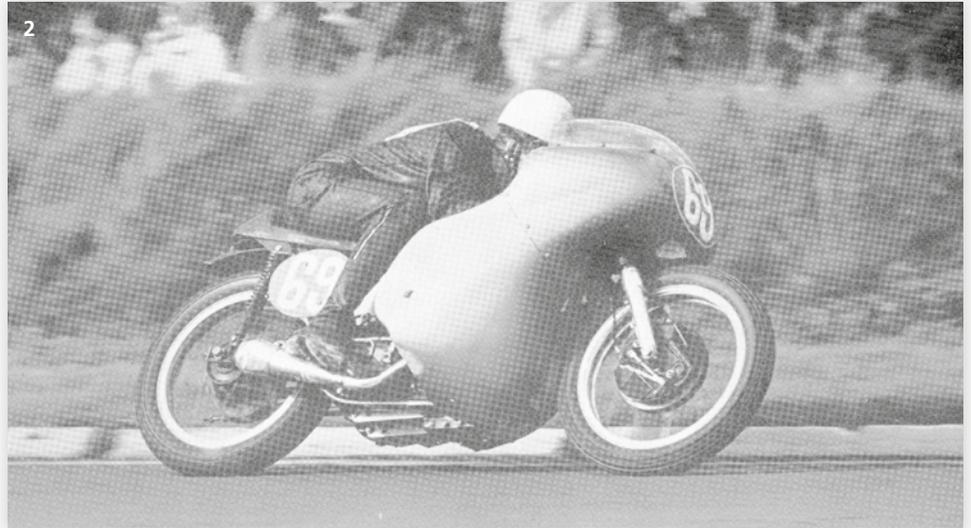
**£30,000 - 36,000**

**€36,000 - 43,000**



247

**Ex-Joe Potts, Alistair King, Joe Dunphy**  
**1961 Norton 350cc Manx Racing Motorcycle**  
Engine no. 97315



1, Joe Dunphy on the Manx at the 1965 Austrian Grand Prix

2, And on the machine at Mallory Park



This 350cc Manx was campaigned during the 1960s at both national and international level by Joe Dunphy, one of the most talented motorcycle racers of his generation. His name is closely linked with that of legendary tuner Francis Beart, on whose green-and-silver Nortons he won the Manx Grand Prix Senior race in 1962 and finished 2nd in the 1965 Senior TT, beaten only by Mike Hailwood on the works MV. While Beart provided bikes for the Manx GP and Isle of Man TT, for the rest of the season Joe relied on his own machinery, the Norton offered here being one of two – the other a '500' – purchased from Scottish tuner Joe Potts for the 1962 season. Bob MacIntyre had ridden the 500 while the 350 had been Alistair King's. Interviewed for *Classic Bike* magazine (April 1994 edition, copy available) Joe recalled: 'They were both good bikes and I did well that year with several wins and lots of second and third places at Mallory, Brands Hatch, Snetterton and Crystal Palace.'

Joe Dunphy had been born in London of Irish parents – hence his trademark shamrock helmet emblem - and got his first experience of motorcycle racing aboard a Triumph Tiger 110 road bike. Switching to a more suitable mount – a Manx Norton – he first revealed his potential by running 2nd in the Manx GP Newcomers' Race before the Norton's engine seized. His association with Francis Beart began with an offer of bikes for the 1962 Manx Grand Prix, and following Joe's win he was entered in the TT in 1963. Joe then asked Beart to prepare the two ex-Potts Nortons for his short-circuit campaign. 'He never told you what he did to his bikes,' he told *Classic Bike*. 'But they were great to ride. They were also oil-tight. Like most Manx Nortons mine chucked oil everywhere but they were just as quick as his, maybe quicker. Francis tuned his bikes for reliability, not speed.'

Nothing if not adaptable, Dunphy also raced a Greeves Silverstone at the United States Grand Prix at Daytona in 1964, finishing 5th, and won the BMCRC's 1,000 kilometres production motorcycle race at Oulton Park later that year on Tom Kirby's AJ5 G12 CSR, teamed with Paddy Driver. Invited to compete in Europe on the strength of his TT 2nd place to Hailwood, Joe raced his Nortons at the Austrian, Czechoslovakian, West German and East German Grands Prix in 1966. The following year he rode this 350 Manx at the Czechoslovakian, East German and Ulster rounds of the World Championship, with a best finish of 8th at Dundrod. By this time disillusioned with the racing scene, he retired at the season's end, going on to run a brake relining service and then a successful car spares business.

The current owner purchased the ex-Dunphy 350 Manx in 2004 from a classic car garage in Dorset that was selling it on behalf of a Mr Sparrow. A letter on file from Joe Dunphy to the current vendor states that he had sold the machine to one Terry Sparrow in 1967, at which time it was fitted with a Fontana front brake (see photograph). The initials 'J D' are stamped on numerous engine, gearbox and chassis components. Since acquisition the Manx has been used at the VMCC's 'Festival of 1000 Bikes' but has not been ridden since 2012, though it has been started occasionally since then. Accompanying documentation consists of sundry photographs and the aforementioned magazine and letter.

Manx Nortons are not exactly uncommon, but examples like this one with Grand Prix history in the hands of top-flight privateers – and Joe Dunphy was one of the very best – are rare indeed and justifiably prized by serious collectors.

**£25,000 - 30,000**

**€30,000 - 36,000**



248

## Norton 250cc Manx Racing Motorcycle

Engine no. 85393



With motorcycle racing beginning to get back on its feet after WW2, one of the problems faced by privateers was the dearth of machinery suitable for the '250' class. Forced to choose between expensive Continental offerings or obsolescent pre-war machinery, many chose to build their own, there being nothing available from British manufacturers at that time. Norton's 350/500 Manx was the most advanced over-the-counter racer readily available to privateers, and many of these home-brewed 250s used modified versions of its overhead-camshaft motor.

One of the earliest in the field with his own 250cc Manx special was Ian Telfer, an engineering draughtsman from Harrow Weald, Middlesex who had already built quarter-litre Velocette specials based on the MOV and KTT. Telfer's first 250 Manx started out as a long-stroke 350, ex-Arthur Fenn, which was reconfigured with 'square' bore/stroke dimensions of 68mm for a capacity of 247cc. The downsized motor went into a standard Manx frame bought from tuner Francis Beart, who had removed its engine for use in a Formula 3 racing car. In August 1954 the IFT (Ian F Telfer) Norton was raced for the first time, by John Surtees no less, who finished 2nd at the Ibsley airfield circuit in Hampshire. Later that same year Surtees took two wins on the IFT: at Aberdare Park and Brands Hatch.



Telfer then rebuilt this original engine as a short-stroke unit, reusing its internals in another twin-cam Manx engine he was building for 'Buzz' Harris, proprietor of Aitchanbee Motorcycle of Wealdstone, Middlesex. Intended for use in Harris' Formula 4 racing car, the new 250 motor was first tested in Telfer's Manx at Silverstone where it impressed BSA development engineer Roland Pike. Pike invited Telfer to put his engine on the dynamometer at Small Heath, where it produced an impressive 26bhp at 8,000rpm, not at all bad for a 250 in 1957.

In 1960 Harris sold the engine to motorcycle racer Alan Day, who was racing a Norton Inter special fitted with an Ariel engine, a transplant that had necessitated removing the Featherbed frame's lower rails. Day fitted the Telfer engine and went racing, but shortly thereafter decided to retire, and in 1961 the Norton was sold. It then disappeared for some 15-or-so years before being rediscovered and restored by Peter Tucker's old mechanic 'Nobby' Clarke (not to be confused with the Honda Grand Prix race engineer of the same name). Telfer's bore-reducing inner sleeve had split and both it and the Norton original were pressed out and replaced by a single 68mm diameter component made by Serco. The gearbox is the same one in the machine when it was purchased by Alan Day.

The original wheels had gone missing and were replaced by new ones built around BSA/Triumph conical hubs, the front's ribs being machined off. Numbered '85393', the engine's crankcases date from 1960 and may have replaced the originals in the course of the rebuild. Clarke's rebuilt 250 Manx subsequently featured in *Classic Bike* magazine (August 1995 edition, copy available).

The current vendor purchased the Norton around 18 years ago and since then has replaced the shortened frame with an uncut Manx example, correct for 1953. The result is a machine that more closely resembles the original 250 Manx built by Ian Telfer back in the mid-1950s, the engine internals of which this one incorporates. Last ridden at the VMCC's 'Festival of 1000 Bikes' in 2012, the Norton has not been ridden since then, though it has been started occasionally.

**£20,000 - 24,000**

**€24,000 - 29,000**





## 249 Norton 350cc Manx Replica

Frame no. RER-1  
Engine no. 305



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 90mm bore, 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. Noteworthy features include a single-piece crankshaft with Cosworth shell bearings; P E slipper piston; Arrow titanium con-rod; Exceldyne titanium inlet and exhaust valves; Lucas 2MTT twin-spark magneto; Fontana front brake; Manx rear brake and a Quaife six-speed cartridge-type gearbox. We are advised that the engine has just been rebuilt and is ready to race. Some 60lb (27kg) lighter than standard, this extremely well specified 350 Manx is a potential race winner in the right hands.

**£20,000 - 24,000**  
**€24,000 - 29,000**

250

**c.1974 AMF Harley-Davidson 125cc RR125  
Grand Prix Racing Motorcycle**

Frame no. 180092

Engine no. A172

Having switched from four-strokes to two-strokes for its Grand Prix campaign in the late 1960s, Harley-Davidson-owned Aermacchi introduced water cooling on its 250cc and 350cc twin-cylinder racers in 1973. There was also a 125cc single-cylinder racer, the RR125, though this is much less well documented than the twins; indeed, Mick Walker makes no mention of it in his Aermacchi book. By this time Harley's owners AMF (American Machine & Foundry) had acquired 100% of Aermacchi's shares and took the decision to axe the historic Italian brand. From 1973 onwards all the Italian factory's products, racers included, would be badged as AMF Harley-Davidson. Believed to date from circa 1974, this rare RR125 was acquired from Italy in 1982 by classic racer and TT competitor Rupert Murden to complement the two air-cooled 125cc racers in this sale (Lots 251 and 252). In the event, he never raced this RR125 and its previous competition history is not known. Further investigation may yet prove fruitful for a future owner. The current vendor acquired the machine from Rupert in 1995. A full restoration was started in 2011 by Italian Motorcycle Engineering of Ascote, Northamptonshire and completed this year (copy bills available). The machine has not been run and will need to be fully commissioned before taking to the track once again.

**£5,000 - 8,000**

**€6,000 - 9,600**



251

**1969 Aermacchi Harley-Davidson 125cc Ala d'Oro  
Grand Prix Racing Motorcycle**

Frame no. 180080

Engine no. A128

Having already established a presence in the 250cc and 350cc racing classes with its successful overhead-valve horizontal singles, Aermacchi branched out into the 125cc class with a single-cylinder air cooled two-stroke. First tested by Alberto Pagani in 1967, it was immediately competitive and, further developed, enjoyed considerable success in the hand of stars such as Kel Carruthers, Eugenio Lazzarini, Silvano Bertarelli and John Dodds, the latter scoring a memorable Grand Prix victory at the Nürburgring in 1970. Believed to date from 1969, this 125 Aermacchi was bought new by Roger Hill, an accomplished racer of the period, and campaigned successfully by him into the early 1970s when he retired from racing. This machine and a second acquired from a continental competitor (Lot 252 in this sale) are believed to be the only ones imported and raced regularly in the UK, as mentioned in Mick Walker's books on Aermacchi. In 1982 both machines were acquired by classic racer and TT competitor Rupert Murden, who raced them in CRMC events with some success. The current owner acquired the two Aermacchis from Rupert in 1995. In 2010, Italian Motorcycle Engineering of Ascote, Northamptonshire commenced a full restoration, which was completed early this year (copy bills available). The machine has not been run since the rebuild's completion and will require full commissioning before taking to the track once again.

**£4,000 - 7,000**

**€4,800 - 8,400**



Pre-race scrutineering, 1972



**252**  
**1969 Aermacchi Harley-Davidson 125cc Ala d'Oro**  
**Grand Prix Racing Motorcycle**

Frame no. 180043  
 Engine no. A57

Believed to date from 1969, this Ala d'Oro is one of a pair of 125 Aermacchis raced by Roger Hill into the early 1970s prior to his retirement from racing. This machine was acquired from a continental competitor and it and the other Ala D'Oro in this sale (Lot 251) are believed to be the only ones imported and raced regularly in the UK, as mentioned in Mick Walker's books on Aermacchi. In 1982 both machines were acquired by classic racer and TT competitor Rupert Murden, who raced them in CRMC events with some success. The current owner acquired the two Aermacchis from Rupert in 1995. In 2010, Italian Motorcycle Engineering of Astcote, Northamptonshire commenced a full restoration, which has yet to be completed (copy bills available). The restoration of the rolling chassis has been completed while the engine, although dismantled, has received a full crankshaft rebuild. Sold strictly as viewed, the machine also comes with various spares including cylinder heads, barrels and race fairings. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding.

**£2,500 - 4,500**  
**€3,000 - 5,400**



**253**  
**c.1958 BSA 150cc Bantam Special**

Constructed by the late Glyn Davies of Tenterden, Kent, whose signature is on the side panels, this interesting and very smartly presented Bantam 'special' consists of a 1958 D5 frame and a 1965 ex-GPO engine. The latter is fitted with a modified 1959 150cc cylinder, George Todd cylinder head, Alpha racing con-rod and padded crankcases. Other upgrades include a close-ratio three-speed gearbox and double-sided front brake, both of them rare items, which are said to have been produced by the BSA Competitions Department for the Bantam Racing Club in 1968. The fuel tank is from a Neval 125 and the machine is also fitted with an Amal Concentric 26mm carburettor, nine-spring clutch, longer clutch arm, cable-operated rear brake and a 58-tooth rear sprocket. The exhaust system is made up from a Bantam front section, Motore DEMM centre section and a stainless steel muffler. Mr Davies said that he built the Bantam as a personal interpretation of what BSA might have gone on to produce had circumstances permitted. There are no documents with this Lot.

**£2,500 - 3,500**  
**€3,000 - 4,200**  
**No Reserve**



254

**1965 Heldun 50cc Harlequin Sports Special**

Frame no. HD HNS 002

Heldun took its name from founders Helen and Duncan Mitchell and commenced production in Dudleston, Shropshire before moving to premises in Birmingham. Using proprietary power units sourced from Germany and Italy, the firm offered an extensive range of 50cc 'featherweight' models, both complete and in kit form. For 1967 there were five in the range: the Hawk five-speed racer, Hurricane four-speed racer, Harlequin trail, Husky trials and Hammer scrambler. All were two-strokes and the latter two were also available as kits. The Harlequin trail bike was not listed for 1968 and the 1965 example offered here, believed to be the second Heldun made, may well be the earliest survivor. The history file contains a wealth of information about Heldun, including copies of factory literature showing four-stroke Harlequin models, though these may have been prototypes. Part way through 1968 Heldun ceased trading, but before then its products had competed in the Isle of Man 50cc TT and one even finished the Scottish Six Days Trial, earning its rider John Buchan a bronze medal. '002' was restored by a previous owner, the late Glyn Davies of Tenterden, Kent, who was pictured with it in Classic Bike magazine (May 2008 edition). Glyn's notes on file reveal that the machine had been in a good state of preservation when acquired, apart from the damaged glassfibre fuel tank, which he replaced with a Yamaha TY80 Trials tank.

**£2,000 - 2,500**

**€2,400 - 3,000**

**No Reserve**



255

**1960 DEMM 50cc Lusso Sports Special**

Engine no. 201409

A manufacturer of gears, machine tools and measuring instruments, Milan-based DEMM diversified into motorcycle production after WW2, and is best remembered for its fast and stylish mopeds and lightweights. In the 1950s the company held many world speed records in the 'tiddler' classes, and in 1961 one of its twin-cam racers won the Italian 50cc Championship. The company began by making proprietary engines before launching its first complete machine – the Dik Dik moped – in 1956. While most of DEMM's proprietary engines and smaller models were two-strokes, it also built overhead-camshaft four-strokes in capacities of up to 175cc alongside a range of three-wheeled delivery trucks. DEMM's mopeds were widely exported to other parts of Europe and to North America, and sold well despite quirky model names such as 'Smily' and 'Ping-Pong'. Production of DEMM motorcycles ceased in the mid-1980s. We are advised that this DEMM ultra-lightweight was converted to racing specification in Italy before being restored by the late Glyn Davies of Tenterden, Kent, who exhibited it at various classic motorcycle shows. However, the engine is stamped 'DEMME G.B. TUNED 50cc', which suggests that the conversion may have been carried out in this country. The machine comes with a file of information.

**£2,000 - 2,500**

**€2,400 - 3,000**

**No Reserve**





**256 N**

**1954 MV Agusta 175 CSS 'Disco Volante'**

Frame no. 406078

Engine no. 470070 S

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175CST and CSTL, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. A year later the 175 CS Sport arrived featuring an engine in a higher state of tune that increased maximum power to 15bhp at 8,800rpm and pushed top speed to 135km/h (84mph). Alternative versions with either a race-developed Earles-type leading-link fork or conventional telescopic forks were offered. It was not just the Sport's cutting-edge technical specification that set the public's pulse racing but also its styling, for the model featured a sculpted fuel tank, almost circular when viewed from above, that soon gained it the popular sobriquet 'Disco Volante' (Flying Saucer). Not surprisingly, the 175 CS Sport 'Disco Volante' was soon MV's best seller. Production of this highly successful model continued until 1958. This 175 CSS was acquired by the current vendor in the early 1980s. Fully rebuilt in the 1990s, it has been used only sparingly since then, mainly at MV Club events. The machine is offered with Belgian Carte Grise and MV Agusta Historic Register Certificato di Iscrizione.

**£8,500 - 10,500**

**€10,000 - 13,000**



**257 N**

**1971 MV Agusta 150 RSS**

Frame no. MVRS856779

Engine no. RS856895

MV Agusta updated its range of 125cc and 150cc singles in 1968. The new line-up consisted of 125 GT, 125 GTL, 125 Scrambler and 150 GT models, while at the pinnacle of each capacity class were the 125 GTL-S and 150 RSS, these last two being almost identical in appearance. Styled like a tiny racing bike, the 150 RSS (Rapido Super Sport) boasted a beautiful streamlined fuel tank; front forks with exposed stanchions and polished sliders; Tommaselli clip-on handlebars; a small fly-screen; rear-set footrests; racing-style seat; matching CEV speedometer and rev counter; short stainless steel mudguards; and alloy wheel rims. The price of this little jewel, when new, was almost as high as the 250 bicilindrica. Not surprisingly, relatively few were sold. Those individuals fortunate enough to ride one delighted in its racer-on-the-road performance, 128km/h (80mph) top speed and giddy 9,000rpm rev limit. This example of the rarely seen 150 RSS is described as original, un-restored, complete and in very good running order. The machine is offered with Belgian Carte Grise and MV Agusta Historic Register Certificato di Iscrizione.

**£8,000 - 10,000**

**€9,600 - 12,000**



258 N

**c.1976 MV Agusta 125 Sport**

Frame no. 21801017

Engine no. 2180869

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, a brace of 175cc singles, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unit-construction engine setting them apart from most of the opposition. The first 125cc production roadster - the Gran Turismo - appeared in 1954 with single-cylinder overhead-valve engine, a format MV's 125 would retain until the end of production in 1977/78. MV's quarter-litre roadster was completely redesigned for 1975, emerging as the beautiful 125 Sport, surely one of the most attractive four-stroke singles ever made. An alloy cylinder barrel and electronic ignition were features of the fashionably styled engine, which produced 14bhp at 8,500rpm, good enough for a top speed of around 75mph. The unit was housed in a very neat, silver finished, duplex cradle frame equipped with Ceriani forks and Scarab front disc brake. A full fairing was an optional extra. This example of one of the original MV company's swan song models is described as in good original condition, benefiting from selective restoration of the cycle parts, and is said to ride perfectly. The machine is offered with Belgian registration papers.

**£3,800 - 4,200**

**€4,500 - 5,000**



259 N

**1958 MV Agusta 83cc Ottantatre**

Frame no. 83-550860

Engine no. 83-555888

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - in 1952, MV followed up with a succession of related models. The smallest of these was the Ottantatre sports roadster (the name means '83', referring to both the engine's unusual capacity in cubic centimetres and the model's dry weight in kilograms) which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality - up to 200mpg was claimed - would have been of greater interest to the majority of potential customers. Like their larger siblings, the small MVs were relatively expensive, which explains why so few of these exquisitely engineered and undeniably very pretty little bikes were sold in the UK. Production of the Ottantatre lasted from 1958 until 1962. Boasting the optional 'San Remo' alloy wheel rims, this beautifully presented Ottantatre benefits from restored cycle parts and electrics, the mechanicals being described as original. The machine is offered with Belgian registration papers.

**£3,000 - 3,500**

**€3,600 - 4,200**





**260 N**  
**1949 MV-Agusta 125 Sport**  
 Frame no. 020193/6  
 Engine no. 020147

Although best known for their racing and road-going four-cylinder four-strokes, MV-Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. Much better engineered than any British contemporary, the 125 MV was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and blade-type girder forks. Inspired by the factory's competition successes, many customers converted their machines for racing, as in the case of the example offered here, the rear suspension of which has been converted from friction to hydraulic damping, greatly improving the roadholding. Un-restored and substantially original, only the fuel tank having been replaced and repainted (it was incorrect), the MV has been with the current owner for over 25 years and is described as in good working order having seen little use recently. A guaranteed centre of attention at any MV gathering or British Two-Stroke Club event, the machine is offered with Belgian registration papers.

**£2,000 - 2,500**  
**€2,400 - 3,000**



**261 N**  
**1989 Aprilia 166cc AF1 Sintesi**  
 Frame no. 02103930  
 Engine no. 270680

Aprilia's relatively recent rise to prominence as a motorcycle manufacturer has been aided in no small measure by successes gained on the racetrack, particularly in Grands Prix where Max Biaggi's three consecutive 250cc-class World Championships between 1994-1996 confirmed the Italian firm's ability to compete at the highest level. Until relatively recently Aprilia's under-250cc roadster range consisted almost entirely of sporting two-strokes. Always at the top of their respective classes, its 50cc and 125cc models were very popular with novice riders with an eye for style and a desire for better than average performance. The 125cc AF1 series debuted in 1986 and in later Sintesi form boasted a single-sided swingarm and a class-leading power output of 31.8bhp from its water-cooled Rotax engine. This example is painted in works team colours and carries the number '4' as used by the Belgian rider Didier de Radigues during his time as a 250-class Aprilia rider in 1989. It is fitted with a Polini 166cc big-bore kit including a larger carburettor, carbon reeds and exhaust power valve with Polini pipe, which is capable - we are advised - of propelling the machine at over 120mph. The original 125cc parts are included in the sale. Offered with Belgian registration papers and Aprilia certificate of conformity, this beautiful future classic is presented in very good original condition.

**£1,600 - 2,000**  
**€1,900 - 2,400**



262

**1951 FN 450cc Model M13 Military Motorcycle**

Registration no. 771 YUN

Frame no. 10698

Engine no. 10933 RA

FN's Model M13 was used by the Belgian military in this form, complete with rubber suspended front fork, from 1949 to 1951. This particular machine is fitted with the original metal panniers complete with leather lids. It was purchased by the current vendor at Bonhams' Stafford auction in April 2007 (Lot 593) having, apparently, been museum stored for some time. Following purchase the vendor commenced re-commissioning but it soon became obvious that a full strip-down would be required. The owner subsequently replaced the gearbox bearings and engine main bearings, and fitted a new piston to the re-bored cylinder barrel. The Lucas magneto and dynamo were fully reconditioned by Brian Simmons, and a full rewire carried out. The clutch was relined, new tyres fitted and one of the brakes relined (the owner cannot recall which). Following the work's completion the FN was MoT'd and road registered with the aid of a dating certificate detailing its supply to the Belgian military authorities in November 1951. Accompanying documentation comprises the aforementioned dating certificate, old MoT certificate, current road fund licence and V5C registration document. Also included are a copy handbook, copy workshop manual and an assembly guide (all French language).

**£3,000 - 4,000**

**€3,600 - 4,800**



263

**1956 BSA 249cc C12**

Registration no. TWD 797

Frame no. EC12 4923

Engine no. BC11G 28920

BSA's 'C' range of lightweights was first introduced in 1938. Its first exemplar was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11. In mid-1946 the original girder front fork was replaced by a telescopic unit and part way through 1949 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the up-dated C10L/ C11G, with alternator electrics, plunger rear suspension and four-speed gearbox until superseded by the C12 that deployed the same engine/ gearbox in a new swinging-arm frame. This BSA C12 is offered fresh from a complete renovation undertaken over the last two years by its owner. Works carried out include overhauling the engine with a new Alpha Bearings bottom end; repainting the cycle parts in correct BSA maroon; internally sealing the fuel tank; checking the electrical system; and fitting new brake shoes, wheel rims, tyres, exhaust pipe, silencer, switches, fastenings and a gel battery. Not used since completion, the machine is currently taxed but will require final re-commissioning before returning to the road. Accompanying documentation consists of an old-style logbook and current V5C.

**£2,000 - 2,200**

**€2,400 - 2,600**





264

**Property of a deceased's estate**

**1968 Velocette 499cc Venom Thruxton**

Registration no. PVK 712F

Frame no. RS 19559

Engine no. VMT 698



'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 all post-war Velocettes.

This particular Thruxton was purchased by the lady vendor's late husband around 20 years ago and kept on display indoors before being restored circa 2009. The renovation, for which bills are available, included conversion to coil ignition. It seems that the machine has had little use since the rebuild's completion, as the sole MoT certificate on file expired in 2010. 'PVK 712F' is described as in good condition cosmetically, though its mechanical condition is not known. Re-commissioning and the customary safety checks are advised before turning it to the road. Additional documentation consists of a VOC dating certificate and V5C registration document.

**£14,000 - 18,000**

**€17,000 - 22,000**



**265**  
**1956 Norton 596cc Dominator 99**  
 Registration no. 220 XUT  
 Frame no. 14/70576  
 Engine no. N14 76119



Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis.

One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. This Dominator 99 was restored by its owner between 2008 and 2009 in the style of the later 650 SS model. Correct new parts used include the wheels, exhaust pipes, silencers, wiring, seat, handlebar controls and fastenings. In addition, the cycle parts were repainted, the brightwork re-chromed and the fuel tank sealed with an ethanol-safe sealant. Currently taxed, the machine is offered with sundry invoices, VMCC dating certificate and V5C registration document. It should be noted that the engine dates from 1957.

**£5,000 - 5,500**  
**€6,000 - 6,600**



**266**

**1962 Norton 497cc Dominator 88 Deluxe**

Registration no. 530 EXH

Frame no. 97271

Engine no. 97271

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. The current vendor advises us that this Dominator 88 has had only two owners and has covered a mere 13,660 miles from new, as evidenced by documentation and expired MoTs on file dating back to 1970. '530 EXH' has been fully restored by its current owner to museum/show condition and is described as running perfectly and ready to ride. This beautiful machine is offered with fresh MoT/tax, old-style logbook and V5C registration document.

**£6,000 - 7,000**

**€7,200 - 8,400**



**267**

**1961 Norton 350cc Navigator**

Registration no. 639 XUX

Frame no. 97479

Engine no. 95538

The Navigator was the first derivative of the all-new Jubilee 250 twin that had been introduced in 1958. Designer Bert Hopwood's original conception had called for integral cylinder barrels and 'heads' but convention won the day and separate components were used in production. Built in unit with the four-speed gearbox, the Jubilee engine was very 'over-square' by the standards of the day (bore/stroke measurements were 60x44mm) and could be buzzed to 8,500rpm, a quite exceptional figure for a British motorcycle. This modern-looking engine was installed in a Francis-Barnett derived frame with fabricated 'down-tube'. Towards the end of 1960 the 350cc Navigator was announced. The motor was bore and stroked, while the cylinder block became a one-piece casting. Otherwise changes were few, although the cycle parts were up-rated with the Roadholder front fork and 8" diameter brake from Norton's 'heavyweight' models, and the overall gearing raised to exploit the larger engine's increased power. Motor Cycling achieved a top speed of 89mph with a Navigator Deluxe, which also returned a commendable 56mpg during the high-speed test. This particular Navigator has been fully restored by the current vendor to museum/show condition. Described as running perfectly and ready to ride, this beautiful machine is offered with fresh MoT/tax and V5C registration document.

**£3,000 - 4,000**

**€3,600 - 4,800**





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*In single ownership for 40 years*

**1958 Tribsa 500cc Sports 'Café Racer'**

Registration no. 641 UYN

Frame no. FA7 - 5372

Engine no. T100 66121

Tribsas, Tritons, and Dresdas are a central part of the retro sports and café-racer scene. Each machine is that little bit different to the next, with the majority built half a century ago, when many knowledgeable but frustrated enthusiasts began to realise they could own a far more exciting machine than those produced in factories; all they had to do was match the engine of their choice with the best available frame. Cyril Malem, whose reputation was honed on Egli's, MV Agustas, Vincent 4-valve 'heads, and other exotica, acquired the Tribsa in the 1970s. His performance equipment was in such demand at the time that the conventionally equipped hybrid was virtually forgotten for thirty years until, over two busy months in 2005, he finally undertook and completed a major rebuild and modification programme, with stunning results. In a 6-page report and road test in *The Classic MotorCycle* [March 06] Roy Poynting writes glowingly of Cyril's workmanship, in conjunction with the Tribsa's exceptional specification; he likewise awarded UXB top points after he had sampled the 'rocket-ship' on the highway. It is clearly a very swift motorcycle, borne out by Roy's comment, "...second sufficed for any speed that's legal on the open road". As one of classic journalism's most honest [if gentler] riders, Roy also confessed it was the sheer speed of the Tribsa which effectively prevented him ever "snicking it into top", but that is perhaps understandable given the high gearing and close ratio gearbox.

One of Cyril's more significant modifications was re-fitting the engine with a few degrees of forward tilt, not instantly discernible but a subtle improvement to the appearance. Starting with the splayed 'head Tiger 100 motor the menu includes: Amal GP carburettors, E3134 cams, stainless steel header pipes running into shapely reverse cone silencers, Dunlop alloy rims shod with contemporary rubber, forks with two-way damping that utilise Gold Star sliders to accommodate the large diameter front drum, alloy fork crowns by Supalegera, and an evocative Monard timing cover behind which a Triumph reciprocating oil pump is retained; the list is endless. Especially worthy of mention are the definitive scroll style "Tribsa" transfers affixed to the large capacity fuel tank, and the smaller transfer which adorns the rear mudguard. The polished alloy tank has the appropriate knee dents and a quick action filler. Offered with V5C registration document, where it is listed as a Tribsa, and MOT Certificate expiring August 2014, this quality machine is something of a lighter RGS.

**£10,000 - 12,000**

**€12,000 - 14,000**



269

**One owner, 12,500 miles from new**  
**1990 Harley-Davidson 82ci FLSTF Fat Boy 'Grey Ghost'**  
 Registration no. G751 BFC  
 Frame no. 1HD1BML11Y030493



'The evolutionary retro-revolution produced a chubby new member of the species in 1990, the Fat Boy. Genetically engineered with components from the Softail Custom and Heritage Softail Classic, the portly FLSTF was an instant crowd pleaser.' – Todd Rafferty, 'The Complete Harley-Davidson Encyclopedia'.

For 1990 Harley-Davidson introduced a new model based on the successful Softail, the FLSTF Fat Boy, that has remained a popular fixture of the range ever since - only Harley could get away with giving one of its bikes such a seemingly derogatory name. Introduced immediately after Harley had freed itself from AMF ownership, the Softail had featured a cleverly disguised tail looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung. But whereas the original Softail came with a girder-type front fork to create the look die-hard Harley traditionalists had been waiting for, the Fat Boy was an entirely different animal.

The Fat Boy's most striking feature was its solid 16" disc wheels, with the silver paint finish – complemented by a series of bright yellow accents – coming a close second. More sci-fi than retro, the love-it-or-loathe-it styling was the work of company founder's son Willie G Davidson, and earned the Fat Boy a starring role in the motion picture 'Terminator II', starring Arnold Schwarzenegger as the eponymous cyborg. Along with the rest of the range, the FLSTF received all the engine and drive train engineering improvements introduced for 1990. The so called 'Grey Ghost' finish was applied only to machines built for the 1990 model year, of which 4,440 were made, and today these first-of-the-line Fat Boys are among the most collectible of modern Harleys.

This example was purchased new by the current owner from Southland in Detroit, USA and has covered approximately 12,500 miles from new. The vendor has incorporated the following upgrades: Python II full exhaust system; S&S carburettor; high-lift cams; Single Fire electronic ignition; and a Billet front brake calliper. Described as in generally good condition, the machine is offered with V5C registration document and MoT to 11th April 2014.

**£7,500 - 8,500**  
**€9,000 - 10,000**

270

**1955 BSA 650cc Golden Flash A10**

Registration no. UDT 804

Frame no. EA 7537

Engine no. CA10 6932

BSA unveiled their plunger sprung 650cc A10 Golden Flash in 1950, three years after the A7 500cc Star Twin. Finished in metallic gold, the 'Flash was an instant hit; countless examples going for export, as new bikes in Britain were virtually still on-the-ration. The engine of the 650cc pre-unit twin originated from a different design team than its 500cc sibling, the larger motor having input from brilliant designer Bert Hopwood, already responsible for Norton's successful twin cylinder Dominator. After the A10's UK availability improved it became the UK's most popular twin cylinder mount for sidecar drivers, thanks to its useful torque. From 1953 A10s were fitted with BSA's new swing-arm chassis, whose reputation for fine handling was second only to Norton's famous Featherbed chassis. The vendor bought UDT from Cake Street Classics in 2000, immediately beginning a no-expense-spared renovation, since when the Beeza was used quite sparingly, and justifiably regarded as the gem of his collection. Conforming closely to the Birmingham manufacturer's specification, and re-finished in metallic gold, the Golden Flash is presented in Concours condition. A further plus is the full-width alloy Ariel hubs, available as a little-known optional extra. Supplied with a BSAOC Dating Certificate (confirming its despatch date as 1/1/55), V5 and V5C registration documents, and 3 MOT Certificates, the last expiring in July 2004.

**£5,000 - 6,000**

**€6,000 - 7,200**



271

**c.1959 Matchless 650cc Sprinter & sidecar**

Frame no. TBA

Engine no. TBA

Britain's Sprinting community have enjoyed many years of intense competition, yet in the friendly atmosphere that this particular discipline [Hill Climbs, too] always manages to generate. A wise pundit once observed that Sprinting's traditional ambience was probably due to the complete absence of any manufacturer interest! Long gone and much missed, unfortunately, is "Straight Up", a regular column in MCN penned by Jim Reynolds, which chronicled the sport's ever decreasing times, reported on all the latest venues, and kept readers abreast of any new machinery about to be wheeled on to the strip. Cyril Malem acquired the Matchless outfit some twenty years ago, while still racing solos, intending to start sprinting on 3-wheels; a project which, because of so much demand for his performance equipment, never reached fruition. It was, he says, the Matchie's specification that inspired the purchase, for beneath the streamlining it was mechanically race-ready, even including the regulatory 9-stone lead ingot attached to the float's floor. In addition to a pair of GP carburettors -- with 900 jets for methanol -- there was the prospect of one or two G45 "mods" in the engine. Cyril recalls very little of the combo's earlier history, but research confirms that when ridden by Dave Bryant at Ramsgate in 1964 its best run at 14.48 secs won the Sidecar Class, comparing well with the 11.19 secs FTD by George Brown on Nero! On loan to a friend two seasons ago, and still on Castrol 'R', the Matchless achieved a fine 2nd place at Weston Zoyland. Offered without documents.

**£4,000 - 6,000**

**€4,800 - 7,200**





272



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273



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**272**  
**1980 Benelli 350cc 350RS**

Registration no. EJX 257W

Frame no. 11626 Engine no. 14299

Benelli remain one of Italy's most respected motorcycle companies and, having begun in 1910 -- under the direction of five Benelli brothers -- they are certainly the oldest. Unsurprisingly they have an excellent record in competitions, extending over half a century. A relatively low profile in UK, however, was effectively raised in the latter 1970s when an energised British distributor began selling the new range of 4- and 6-cylinder models that Sr de Tomaso had introduced, after buying the firm in 1973. In 10+ years of ownership the vendor has ridden the 350RS only once, due to his passion for building and galloping his own racing cars. While it's not Concours condition the sturdy 350-4 nevertheless is a visibly attractive machine, even standing still. Supplied with V5 registration document, invoices for a new chain and four 'plug caps, 2 MOT Certificates, the last dated September 2000, plus English-text workshop manuals for a 350RS, and a 500 Quattro.

**£1,500 - 2,000**

**€1,800 - 2,400**

**273**  
**c.1980 Morini 250cc C2**

Frame no. TBA Engine no. TBA

Morini's small capacity vee twins, between 250 and 500cc, were designed for discerning enthusiasts. Virtually every UK road test ever published praises the motor's free-running charm, coupled with very "flickable" handling. Going back slightly earlier we should recall how Tarquinio Provini and Giacomo Agostini, when mounted astride single cylinder "works" Morinis, frequently beat the Honda factory's fast new "multis" in numerous GPs. Purchased from NLM about ten years ago the vendor has ridden the quarter litre Morini just once; content thereafter to store this quite rare 250cc example beside his active collection of racing cars. At first glance the C2's rather sober paintwork (described in contemporary factory literature as Tobacco Brown) belies its current condition which, for a 30-year old machine, is between Satisfactory and Good. It is believed the engine was rebuilt during a previous ownership. Offered without documentation.

**£1,500 - 2,000**

**€1,800 - 2,400**

**274**  
**1980 Ossa 250cc MAR Trials Motorcycle**

Registration no. DMW 731V Engine no. M340211

In a bid to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. Equipped with a lighting kit and speedometer for road use, this Ossa MAR was acquired by the current vendor in 2008 and subsequently restored, including a professional rebuild of the engine. It has only recently been finished (new handlebar grips will have been fitted by time of sale) and has not been ridden since the rebuild. The machine is offered with sales receipt, sundry restoration invoices, SORN paperwork and V5C registration document.

**£1,500 - 2,000**

**€1,800 - 2,400**

**275**  
**1964 Triumph 200cc T20 Tiger Cub**

Registration no. AWD 781B

Frame no. 99287 Engine no. T20 99287

Announced in 1958 the 200cc 'Cub was a fundamentally more substantial version of Triumph's tiny 150cc Terrier, which had been introduced some five years before. Thousands of Cubs were produced during this popular machine's 15-year lifespan, in several updated specifications, including both competition and military versions. According to its VMCC Dating Certificate AWD was despatched from the factory in June 1964; there is no other history available, aside from 4 earlier tax discs, and the fact the previous owner's purchase was in 1997. In the present ownership for 10+ years, untouched, and ridden but twice, the machine had already been attractively restored when acquired. Thanks to very careful storage alongside a stable of race cars and bikes there is little apparent deterioration in condition. The accompanying documents include a V5 and V5C, plus a clutch of MOT Certificates, the last expiring in April 2004.

**£1,800 - 2,200**

**€2,200 - 2,600**



276



278



277



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**276**  
**1958 Triumph 650cc Thunderbird T110**

Registration no. 659 HFM  
Frame no. 6TO 19460  
Engine no. 6TO 19640

Between the resumption of production at Meriden after WWII, and that factory's closure in the early 1980s, in excess of half a million 'twins' rolled off the line, ranging from 350 to 750cc. Each of these capacity classes has its loyal band of owners, although it is the 500/650cc group that is the largest. This matching numbers Thunderbird was acquired by the vendor just over ten years ago and was ridden once, since when it has been carefully stored. A VMCC Dating Certificate confirms the factory despatch as July 1958. Also on file are a sheaf of invoices (amounting to several hundred pounds) and an outline job schedule for the numerous new parts that were fitted by a previous owner. Supplied with V5 and V5C registration documents and an MOT Certificate that expired in November 2002.

**£4,000 - 4,500**  
**€4,800 - 5,400**

**277**  
**1924 AJS 799cc Model D**

Registration no. DA 8304  
Frame no. 24163  
Engine no. 24163

This AJS Model D has the 799cc (7hp) engine first introduced for the 1921 season. The machine was purchased from Jim Baxter's Lark Lane Motor Museum in Liverpool and comes with his letter of authentication dated 15th November 1986. Carried out over a lengthy period of time using many original parts, its total restoration has included an engine and gearbox rebuild; new wheel bearings and relined brakes; a magneto overhaul; and re-covering of the tool boxes and seat, the latter also receiving new springs. A sidecar chassis is included in the sale, complete with rebuilt wheel and new tyre, and the machine also comes with a full AJS tool kit. Restored to an exemplary standard and described as in generally very good condition, this handsome Vintage-era v-twin is offered with old-style logbook and V5C registration document.

**£8,000 - 12,000**  
**€9,600 - 14,000**

**278**  
**1968 BSA 173cc D10 Bantam Sports**

Registration no. NTO 152F  
Frame no. D10A 4568  
Engine no. D10A 4568

As every schoolboy knows', BSA's famous Bantam came from a reversed drawing of a '30s German DKW RT125 to become a motorcycle which became the 'basic trainer' for generations of riders, including the writer, and can still provide excellent transport today. The 173cc D10 'Bantam Supreme', introduced in 1966, was an improved D7 with higher compression, side points, more power and improved performance. This model, the more scarce Sports version, had a raised exhaust and extra chrome. NTO 152F, the property of a deceased estate, had, apparently, been rebuilt by its late owner, who had a penchant for individual colour schemes. Complete with V5C, the machine should respond well to some revision and re-commissioning.

**£500 - 700**  
**€600 - 840**

**279**  
**c.1959 Triumph 199cc T20 Tiger Cub**

Registration no. LSV 526  
Frame no. F4821A  
Engine no. T20 87780

Born as the 'Terrier' in 1953, Triumph's new lightweight metamorphosed into the 'Tiger Cub' in 1954 with an increase in capacity to 199cc for its peppy push-rod motor. An immensely popular machine, the T20 'Cub' underwent a number of changes in its career, with the fashionable semi-enclosed frame, as here, debuting in 1957. The property of a deceased estate, LSV 526 is understood to have been extensively re-built mechanically and re-finished, albeit in its late owner's choice of colour, a smart port-wine maroon, last being used in 2009. Complete with V5C, this smart Triumph should be ready for use, after re-commissioning and safety checks following storage.

**£1,000 - 1,200**  
**€1,200 - 1,400**



280

**280**

**c.1957 Sun 98cc Hornet**

Registration no. 928 WB

Frame no. XMC 338

Engine no. 604B22241

Sun concentrated on Villiers-powered lightweights and first introduced its 'Motorcycle' (there appears to have been no specific model name at this time) in 1949. Sun's Motorcycle was powered by the Villiers 1F 98cc engine, which was housed in a rigid frame equipped with girder front forks, and continued in production until 1958, latterly as the 'Hornet' with the 4F engine and link-type front fork. Previously forming part of a deceased's estate, this Hornet was purchased by the current vendor at Bonhams' Stafford sale in April 2009 (Lot 263) and has been fully restored over the last five years. Work carried out included a professional engine rebuild, repainting the cycle parts, re-chroming brightwork and fitting numerous new parts including brake linings and tyres. Currently taxed and described as in generally excellent condition, it should need only fine-tuning and adjustments before returning to the road. Accompanying paperwork consists of a dating certificate, sundry invoices and V5C registration document.

**£800 - 1,200**

**€960 - 1,400**



281

**281**

**1959 Francis-Barnett 147cc Plover**

Registration no. XVF 409

Frame no. Z 7887

Engine no. 295B 284884

After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered by Villiers engines at first, while from 1957 AMC's own engine was fitted to many models. This 1959 Plover though, has the 147cc Villiers 30C engine. Supplied new via R D Clark Ltd of Norwich, it was purchased by the current vendor at Bonhams' Stafford sale in April 2009 (Lot 257). Largely complete and original when purchased, the machine has been fully restored over the last five years, apart from the engine, which was found to be in excellent condition. Works included powder coating the frame and wheel hubs; re-chroming the brightwork; rewiring the electrics; fitting a new battery; and fitting new brake linings and tyres. Described as in generally excellent condition, 'XVF 409' should need only fine-tuning and adjustments before returning to the road. Accompanying paperwork consists of a dating certificate, sundry invoices and V5C registration document.

**£800 - 1,200**

**€960 - 1,400**



282

**282**

**1962 NSU 49cc Quickly S23**

Registration no. 825 UXB

Frame no. 1628321

Engine no. 3945110

Built to impressive standards of finish and mechanical excellence by Germany's NSU concern, the 50cc Quickly was first imported into this country in 1954. An extremely smooth performer, the dependable, good-handling and well-braked Quickly earned itself a superior reputation. Later described as the 'cycle-motor-killer' the NSU displaced the cruder, bolt-on bicycle engines then popular. Developed through the 'fifties, the NSU's final form was the three-speed 'S23', with revised frame and a dual-seat. This lavishly rebuilt example, has been restored mechanically and cosmetically to super condition, running as well as it looks. 825 UXB is offered with V5C and 11-month MOT. A lightweight with an excellent spares back-up, ready for show, events or transport use.

**£550 - 650**

**€660 - 780**



**283**  
**1936 Royal Enfield 150cc Model T Racing Motorcycle**  
 Registration no. CPL 81  
 Frame no. 25535  
 Engine no. T1552

This Royal Enfield lightweight was acquired in 1951 by the vendor and his late father but not registered by them until 1974. The vendor's father owned a small garage business in Newcastle-upon-Tyne, specialising in building and tuning speedway motorcycles, and the Enfield was converted there with the intention to use it for circuit and sand racing events. BSA Bantam telescopic forks, suitably modified, replaced the original girders while the rear frame was altered to incorporate swinging-arm suspension. The engine's cooling fins were extended and the cylinder head ported and polished, while the fuel tank was reshaped to make it more comfortable and streamlined. A Burman gearbox, Amal carburettor and alloy wheel rims shod with racing tyres completed the picture. Raced at local meetings and elsewhere, including Cadwell Park, Silverstone Hutchinson 100, Croft, Redcar, Druridge Bay and Silloth, the little Enfield performed very well and collected a few trophies along the way.



The vendor riding the machine in the early 1950s, date and event unknown.

When the vendor joined the Royal Air Force in 1954 to do his National Service, racing was brought to a halt and the machine has remained untouched in dry storage for the last 60 years. Amazingly, when it was removed recently and dusted down, the engine started and ran without any problems! This unique home-built Royal Enfield racer comes with an old-style continuation logbook.

**£1,500 - 2,000**

**€1,800 - 2,400**

**No Reserve**



**284**

**1953 BSA 646cc A10 Golden Flash Motorcycle Combination**

Registration no. TSJ 271

Frame no. BA7S 11007

Engine no. BA10 8128

A new 650cc twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. 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-unit construction. Like the A7, the A10 was available initially with either a rigid frame or plunger rear suspension, and in 1955 was updated with a swinging-arm frame and separate gearbox. Named 'Golden Flash', the new 650 was strikingly finished in pale beige metallic. Perennially popular, the model continued in production until 1962 and was a regular choice among sidecar drivers, who appreciated its pulling power and economy. Its accompanying BSA Owners Club dating certificate states that this matching-numbers Golden Flash was despatched to Campion, Nottingham on 8th October 1953. Attached to a BSA sidecar, 'TSJ 271' has been restored (date unknown) and is said to have been running well when last used two years ago. A stuck clutch is the only fault notified. Re-commissioning and the customary safety checks will be required before the machine returns to the road. Offered with SORN paperwork and V5C registration document.

**£3,000 - 3,500**

**€3,600 - 4,200**



**285**

**1934 Norton 490cc Model 18**

Registration no. JH 8820

Frame no. 53793

Engine no. 59171

Introduced for 1923, the Model 18 was Norton's first overhead-valve production machine, and quickly established a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. Improvements resulting from the racing programme were regularly incorporated into the production bikes, yet the Model 18 retained its essentially vintage characteristics until extensively redesigned in 1931. At this time Norton's sidevalve and overhead-valve singles adopted the rear-mounted magneto - already seen on the ES2 - and switched to dry-sump lubrication. Norton continued to fit Sturmey-Archer gearboxes and all models - with the exception of the ES2 - used an open diamond frame. Changes between '31 and 1939 included an additional drive side main bearing, revised cam gears, the adoption of Norton's own gearbox, and - in 1938 - a new cylinder head with enclosed valve gear. This matching numbers (frame and engine) Model 18 was registered on the 11th of July 1934 and restored between 1989 and 1991 and after completion was used for a short while before being placed in storage. Described as in 'mint' condition and said to be a lovely ride, the machine will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of an old-style logbook and V5 registration document.

**£9,000 - 12,000**

**€11,000 - 14,000**





# Bonhams



## The Autumn Stafford Sale

The Classic Motorcycle  
Mechanics Show, Stafford  
Sunday 19 October 2014  
**Entries invited**

We are consigning entries for our Autumn Stafford Sale. For details of how to take part or to discuss, in confidence, any aspect of buying or selling collectors' motorcycles at our sales please contact the London office, or submit a complimentary auction appraisal at [Bonhams.com/motorcycles](http://Bonhams.com/motorcycles).

### Illustrated

*The ex-Francis Beart, Joe Dunphy, Keith Heckles,*  
c.1966 Norton 350cc Model 40  
Manx Racing Motorcycle  
**Sold October 2013, Stafford, £61,980**

London  
+44 (0) 20 8963 2817  
[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

# Bonhams



## The Las Vegas Motorcycle Auction

Bally's Las Vegas Hotel  
& Casino, Las Vegas, NV  
Thursday 8 January 2015  
**Entries invited**

For information on consigning at auction,  
or telephone, absentee or internet bidding,  
please contact:

USA  
+1 323 436 5470  
nick.smith@bonhams.com

UK  
+44 (0) 20 8963 2819  
ben.walker@bonhams.com

1978 Ducati 900 NCR  
Sold January 2014, Las Vegas, \$175,500

# Bonhams



1956 Bentley S1 Continental Fastback Coupé  
Coachwork by H. J. Mulliner  
£280,000 - 340,000



1



2



3

## The Hendon Sale

### Collectors' Motor Cars and Automobilia

The RAF Museum, London  
Monday 28 April 2014

Bonhams' Spring auction at the RAF Museum boasts a well-proven setting in which to sell collectors' motor cars, having regularly seen outstanding examples change ownership for exceptional prices.

**Motor Cars**  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

**Automobilia**  
+44 (0) 8700 273 617  
automobilia@bonhams.com

**Catalogue**  
+44 (0) 1666 502 200  
subscriptions@bonhams.com

1. 1927 Bentley 3-Litre Speed Model  
Coachwork by Vanden Plas  
£100,000 - 150,000
2. *The Ex-Jaguar Experimental Department/  
Lofty England*  
1967 E Type Jaguar 2 + 2 Coupé  
£45,000 - 65,000
3. 1962 Chevrolet Corvette  
£30,000 - 40,000

Aston Martin Works,  
Newport Pagnell  
Saturday 17 May 2014

# Bonhams

## THE ASTON MARTIN SALE



Bonhams 100% sold, £10 million 2013 Aston Martin Sale was a record for the Marque.

Aston Martin is now the fastest appreciating brand in the market, last year's price for a 1965 DB5 (£460,700) was over 10 times higher than the value achieved for this model in 2002.

The sale of the DB4GT Bertone 'Jet' for over £3m made it clear there is no limit on Aston Martins of unique provenance.

Our next Aston Martin Sale at the charismatic Newport Pagnell, home of Aston Martin Works, is on 17 May. If you would like to consign a car for sale please call the department.

*Family owned since 1973*  
1965 Aston Martin DB5 Saloon  
£340,000 - 380,000

**Contact:**  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

# Bonhams

## GOODWOOD FESTIVAL OF SPEED SALE

Friday 27 June, 2014

The Dawson-Damer Collection  
*Ex-Gold Leaf Team Lotus / Graham Hill*  
1969 Lotus-Ford 49B  
Chassis no. R8w

**Entries invited**



### Contact

UK  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

Europe  
+32 (0) 476 879 471  
eurocars@bonhams.com

USA  
+1 (415) 391 4000  
usacars@bonhams.com

Bonhams is delighted to announce that its Goodwood Festival of Speed Sale will feature one of the most iconic Grand Prix racing cars of all time. Lotus-Ford 49B, Chassis R8, enjoyed a successful Tasman, Formula 1 and subsequent privateer career before being acquired by respected Lotus collector, the Hon. John Dawson-Damer. Further entries are now invited to this most prestigious of auctions.

International Auctioneers and Valuers - [bonhams.com/cars](http://bonhams.com/cars)



# Polygon

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



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

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

- > **Polygon Transport**  
Unit 2H, Marchwood Industrial Park  
Normandy Way  
Marchwood  
Southampton  
SO40 4BL

Tel +44 (0)2380 871555  
Fax +44 (0)2380 862111  
Email [polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)  
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Valued Polygon clients



## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

**IMPORTANT:** Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

### 1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams’* relationship with the *Buyer*.

### 2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

#### *Estimates*

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

#### *Condition Reports*

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

#### **The Seller’s responsibility to you**

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

#### **Bonhams’ responsibility to you**

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

*Bonhams* undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot*

or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

#### **Alterations**

*Descriptions* and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

### 4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer’s* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

## Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

## Bidding by telephone (only available on lots with a low estimate greater than £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% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

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

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

## 8. VAT

The prevailing rate of *VAT* at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols are used to denote that *VAT* is due on the *Hammer Price* and *Buyer's Premium*:

- † *VAT* at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω *VAT* on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* *VAT* on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from *VAT* on the *Hammer Price* and subject to *VAT* at the prevailing rate on the *Buyer's Premium*
- Zero rated for *VAT*, no *VAT* will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: *VAT* is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: *VAT* is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no *VAT* will be charged on the *Hammer Price*, but *VAT* at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a *VAT* inclusive basis.

## 9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus *VAT* and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases;

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

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

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

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited Trust Account  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

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

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

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

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

## 10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale* Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

## 11. SHIPPING

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

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones 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.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from [info@bonhams.com](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

### 1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

### 2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

### 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

### 6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>		<p>sums due to the <i>Seller</i> and to <i>Bonhams</i>, within 28 days of receipt of such monies by him or on his behalf.</p>		<p>waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i>.</p>
8.1	<p>If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):</p>	<b>9</b>	<b>THE SELLER'S LIABILITY</b>	10.3	<p>If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.</p>
8.1.1	<p>to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p>	9.1	<p>The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i>.</p>	10.4	<p>Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.</p>
8.1.2	<p>to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p>	9.2	<p>Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i>, whether implied by the Sale of Goods Act 1979 or otherwise.</p>	10.5	<p>If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.</p>
8.1.3	<p>to retain possession of the <i>Lot</i>;</p>	9.3	<p>Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i>,</p>	10.6	<p>References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.</p>
8.1.4	<p>to remove and store the <i>Lot</i> at your expense;</p>	9.3.1	<p>the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i>, or on the <i>Website</i>, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i>;</p>	10.7	<p>The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p>
8.1.5	<p>to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p>	9.3.2	<p>the <i>Seller</i> will not be liable for any loss of <i>Business</i>, <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;</p>	10.8	<p>In the <i>Contract for Sale</i> "including" means "including, without limitation".</p>
8.1.6	<p>to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;</p>	9.3.3	<p>in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i>, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.</p>	10.9	<p>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.</p>
8.1.7	<p>to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;</p>	9.4	<p>Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.</p>	10.10	<p>Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p>
8.1.8	<p>to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;</p>	<b>10</b>	<b>MISCELLANEOUS</b>	10.11	<p>Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i>.</p>
8.1.9	<p>to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i>, any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i>; and</p>	10.1	<p>You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>	10.12	<p>Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i>, it will also operate in favour and for the benefit of <i>Bonhams</i>, <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.</p>
8.1.10	<p>so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.</p>	10.2	<p>The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express</p>		
8.2	<p>You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.</p>				
8.3	<p>On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i>, after the payment of all</p>				

## 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;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<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> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	<b>10</b>	<b>OUR LIABILITY</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> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](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 of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](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."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

### Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

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### Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

### If successful

I will collect the purchases myself   
 Please contact me with a shipping quote (if applicable)

Sale title: The Spring Stafford Sale		Sale date: 27 April 2014													
Sale no. 21897		Sale venue: Stafford													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
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£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s														
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion														
£5,000 - 10,000 .....by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals) <input type="text"/>															
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>													

**Please note that all telephone calls are recorded.**

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

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Please leave lots "available under bond" in bond  I will collect from Park Royal or bonded warehouse  Please include delivery charges (minimum charge of £20 + VAT)

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:	Date:
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\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

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# The Bonhams Motoring Network

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

**County Durham**  
Stephen Cleminson  
New Hummerbeck  
Farm

West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832 329

## Cheshire & Staffordshire

Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643 159

## Somerset / Dorset

Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil  
BA22 7UI  
Tel: (01963) 440 804  
Fax: (01963) 441 004

## Devon / Cornwall

Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

## Hampshire

Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (01794) 518 433  
mike.jackson@  
bonhams.com

**East Anglia  
Motorcycles**  
David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel /Fax:  
(01507) 481 890  
david.hawtin@  
bonhams.com

**Motor Cars**  
Robert Hadfield  
95 Northorpe  
Thurlby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242

**Midlands**  
Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411 154  
robert.cordonchamp@  
bonhams.com

Roger Etccl  
10 High Street  
Whittlebury  
TOWCESTER  
Northamptonshire  
NN12 8XJ  
Tel: (01327) 856 024  
roger.etccl@  
bonhams.com

Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983

**Home Counties**  
Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
colin.seeley@  
bonhams.com

**Herts, Beds & Bucks**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@  
bonhams.com

## Lancashire, Cumbria & Yorkshire

Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844 884  
Fax: (01204) 401 799

## Gloucestershire

George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: (01460) 526 46  
george.cohen@  
bonhams.com

## Wales

Mike Worthington-  
Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711 486  
(9am-5pm)  
Fax: (01239) 711 367

## European (Head office)

**Paris**  
4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15  
eurocars@bonhams.com

## European Representatives

**Germany**  
Paul Gockel  
Reitacker 2  
D-31177 Harsum-Asel  
Germany  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@bonhams.com

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

## Italy

Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

## Denmark

Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@  
bonhams.com

## The Netherlands

Saskia Magnin  
de Lairessestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.magnin@  
bonhams.com

## Norway / Sweden

Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

**San Francisco**  
Mark Osborne  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

## Los Angeles

Nick Smith  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@  
bonhams.com

## New York

Eric Minoff  
580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
eric.minoff@  
bonhams.com

## USA Representatives

**Southern California**  
Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@  
bonhams.com

David Edwards  
Tel: +1 949 460 3545  
david.edwards@  
bonhams.com

## Midwest and East Coast

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@  
bonhams.com

## Midwest

Tim Parker  
+1 651 235 2776  
tim.parker@  
bonhams.com

## Northwest

Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227

## Rest of the World

**Australia**  
Damien Duigan  
Unit 14,  
888 Bourke Street  
Waterloo  
NSW 2017  
T: +61 (0) 2 8412 2232  
damien.duigan@  
bonhams.com

## Argentina

Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.clarmunt@  
bonhams.com

## Japan

Akiko Tsuchida  
1-10-13 Tenjincho,  
Fujisawa-shi  
Kanagawa, 252-0814  
Japan  
Tel: +81 466 82 6842  
Fax: +81 466 82 6809  
akiko.tsuchida@  
bonhams.com

## Hong Kong

Suite 1122  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
Tel: +852 2918 4321  
Fax: +852 2918 4320  
hongkong@  
bonhams.com

## Beijing

Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922  
Fax: +86 10 6528 0933

## Singapore

11th Floor,  
Wisma Atria,  
435 Orchard Road,  
Singapore 238877,  
Singapore  
Tel: +65 6701 8000  
Fax: +852 2918 4320  
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To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

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HONG KONG  
Graeme Thompson  
+852 3607 0006

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+1 415 503 3353  
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U.S.A  
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U.S.A  
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+1 415 503 3259

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U.S.A  
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+1 212 644 9136

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+44 20 7393 3962

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+44 20 7468 5879

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+44 20 7447 7412  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530  
HONG KONG  
Carson Chan  
+852 2918 4321

## Whisky

UK  
Martin Green  
+44 1292 520000  
U.S.A  
Joseph Hyman  
+1 917 206 1661  
HONG KONG  
Daniel Lam  
+852 3607 0004

## Wine

UK  
Richard Harvey  
+44 (0) 20 7468 5811  
U.S.A  
Doug Davidson  
+1 415 503 3363  
HONG KONG  
Daniel Lam  
+852 3607 0004

## UNITED KINGDOM

**London**  
101 New Bond Street •  
London W15 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street •  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

### South East England

**Brighton & Hove**  
19 Palmeira Square  
Hove, East Sussex  
BN3 2JN  
+44 1273 220 000  
+44 1273 220 335 fax

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Isle of Wight**  
+44 1273 220 000

Representative:  
**Kent**  
George Dawes  
+44 1483 504 030

**West Sussex**  
Jeff Burfield  
+44 1243 787 548

### South West England

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**  
36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Winchester**  
The Red House  
Hyde Street  
Winchester  
Hants SO23 7DX  
+44 1962 862 515  
+44 1962 865 166 fax

**Tetbury**  
22a Long Street  
Tetbury  
Gloucestershire  
GL8 8AQ  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:  
**Dorset**  
Bill Allan  
+44 1935 815 271

### East Anglia

**Bury St. Edmunds**  
21 Churchgate Street  
Bury St Edmunds  
Suffolk IP33 1RG  
+44 1284 716 190  
+44 1284 755 844 fax

### Norfolk

The Market Place  
Reepham  
Norfolk NR10 4JJ  
+44 1603 871 443  
+44 1603 872 973 fax

### Midlands

**Knowle**  
The Old House  
Station Road  
Knowle, Solihull  
West Midlands  
B93 0HT  
+44 1564 776 151  
+44 1564 778 069 fax

### Oxford •

Banbury Road  
Shipton on Cherwell  
Kidlington OX5 1JH  
+44 1865 853 640  
+44 1865 372 722 fax

### Yorkshire & North East England

**Leeds**  
30 Park Square West  
Leeds LS1 2PF  
+44 113 234 5755  
+44 113 244 3910 fax

### North West England

**Chester**  
New House  
150 Christleton Road  
Chester, Cheshire  
CH3 5TD  
+44 1244 313 936  
+44 1244 340 028 fax

**Carlisle**  
48 Cecil Street  
Carlisle, Cumbria  
CA1 1NT  
+44 1228 542 422  
+44 1228 590 106 fax

**Manchester**  
The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

## Channel Islands

**Jersey**  
39 Don Street  
St.Helier  
JE2 4TR  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

## Scotland

**Edinburgh •**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Glasgow**  
176 St. Vincent Street,  
Glasgow  
G2 5SG  
+44 141 223 8866  
+44 141 223 8868 fax

Representatives:  
**Wine & Spirits**  
Tom Gilbey  
+44 1382 330 256

## Wales

**Cardiff**  
7-8 Park Place,  
Cardiff CF10 3DP  
+44 2920 727 980  
+44 2920 727 989 fax

## EUROPE

**Austria - Vienna**  
Tuchlauben 8  
1010 Vienna  
Austria  
+43 (0)1 403 00 01  
vienna@bonhams.com

**Belgium - Brussels**  
Boulevard  
Saint-Michel 101  
1040 Brussels  
+32 (0)2 736 5076  
+32 (0)2 732 5501 fax  
belgium@bonhams.com

**France - Paris**  
4 rue de la Paix  
75002 Paris  
+33 (0)1 42 61 1010  
+33 (0)1 42 61 1015 fax  
paris@bonhams.com

**Germany - Cologne**  
Albertusstrasse 26  
50667 Cologne  
+49 (0)221 2779 9650  
+49 (0)221 2779 9652 fax  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
+49 (0) 89 2420 7523 fax  
munich@bonhams.com

**Greece - Athens**  
7 Neofytou Vamva Street  
10674 Athens  
+30 (0) 210 3636 404  
athens@bonhams.com

**Ireland - Dublin**  
31 Molesworth Street  
Dublin 2  
+353 (0)1 602 0990  
+353 (0)1 4004 140 fax  
ireland@bonhams.com

**Italy - Milan**  
Via Boccaccio 22  
20123 Milano  
+39 (0)2 4953 9020  
+39 (0)2 4953 9021 fax  
milan@bonhams.com

**Italy - Rome**  
Via Sicilia 50  
00187 Rome  
+39 (0)6 48 5900  
+39 (0)6 482 0479 fax  
rome@bonhams.com

**Netherlands - Amsterdam**  
De Lairessestraat 154  
1075 HL Amsterdam  
+31 20 67 09 701  
+31 20 67 09 702 fax  
amsterdam@bonhams.com

**Spain - Madrid**  
Nuñez de Balboa no.4 - 1A  
Madrid  
28001  
+34 91 578 17 27  
madrid@bonhams.com

**Switzerland - Geneva**  
Rue Etienne-Dumont 10  
1204 Geneva  
Switzerland  
+41 76 379 9230  
geneva@bonhams.com

Representatives:  
**Denmark**  
Henning Thomsen  
+45 4178 4799  
denmark@bonhams.com

**Spain - Marbella**  
James Roberts  
+34 952 90 62 50  
marbella@bonhams.com

**Portugal**  
Filipa Rebelo de Andrade  
+351 91 921 4778  
portugal@bonhams.com

**Russia - Moscow**  
Anastasia Vinokurova  
+7 964 562 3845  
russia@bonhams.com

**Russia - St Petersburg**  
Marina Jacobson  
+7 921 555 2302  
russia@bonhams.com

## MIDDLE EAST

**Israel**  
Joslyne Halibard  
+972 (0)54 553 5337  
joslyne.halibard@bonhams.com

## NORTH AMERICA

### USA

**San Francisco •**  
220 San Bruno Avenue  
San Francisco  
CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 fax

**Los Angeles •**  
7601 W. Sunset Boulevard  
Los Angeles  
CA 90046  
+1 (323) 850 7500  
+1 (323) 850 6090 fax

**New York •**  
580 Madison Avenue  
New York, NY  
10022  
+1 (212) 644 9001  
+1 (212) 644 9007 fax

Representatives:  
**Arizona**  
Terri Adrian-Hardy  
+1 (480) 994 5362

**California Central Valley**  
David Daniel  
+1 (916) 364 1645

**District of Columbia/ Mid-Atlantic**  
Martin Gammon  
+1 (202) 333 1696

**Southern California**  
Christine Eisenberg  
+1 (949) 646 6560

**Florida**  
+1 (305) 228 6600

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500

**Illinois**  
Ricki Blumberg Harris  
+1 (312) 475 3922  
+1 (773) 267 3300

**Massachusetts Boston/New England**  
Amy Corcoran  
+1 (617) 742 0909

**Nevada**  
David Daniel  
+1 (775) 831 0330

**New Mexico**  
Leslie Trilling  
+1 (505) 820 0701

**Oregon**  
Sheryl Acheson  
+1(503) 312 6023

**Texas**  
Amy Lawch  
+1 (713) 621 5988

**Washington**  
Heather O'Mahony  
+1 (206) 218 5011

## CANADA

**Toronto, Ontario •**  
Jack Kerr-Wilson  
20 Hazelton Avenue  
Toronto, ONT  
M5R 2E2  
+1 (416) 462 9004  
info.ca@bonhams.com

**Montreal, Quebec**  
David Kelsey  
+1 (514) 341 9238  
info.ca@bonhams.com

## SOUTH AMERICA

**Argentina**  
Daniel Claramunt  
+54 11 479 37600

**Brazil**  
Thomaz Oscar Saavedra  
+55 11 3031 4444  
+55 11 3031 4444 fax

## ASIA

**Hong Kong**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Hongyu Yu  
Suite 511  
Chang An Club  
10 East Chang An Avenue  
Beijing 100006  
+86(0) 10 6528 0922  
+86(0) 10 6528 0933 fax  
beijing@bonhams.com

**Japan**  
Akiko Tsuchida  
Level 14 Hibiya Central Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
akiko@bonhams.com

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
bernadette.rankine@  
bonhams.com

**Taiwan**  
Summer Fang  
37th Floor, Taipei 101 Tower  
Nor 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8757 2897 fax  
summer.fang@bonhams.com

## AUSTRALIA

**Sydney**  
76 Paddington Street  
Paddington NSW 2021  
Australia  
+61 (0) 2 8412 2222  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**Melbourne**  
Como House  
Cnr Williams Road  
& Lechlade Avenue  
South Yarra VIC 3141

## AFRICA

**Nigeria**  
Neil Coventry  
+234 (0)7065 888 666  
neil.coventry@bonhams.com

**South Africa - Johannesburg**  
Penny Culverwell  
+27 (0)71 342 2670  
penny.culverwell@bonhams.com

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252	1969	Aermacchi Harley-Davidson 125cc Ala d'Oro Grand Prix Racing Motorcycle	203	1980	Ducati 864cc Darmah SSD 900
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# OTO QUI DONNE DES AILES !

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£ 1793

**Bonhams**

101 New Bond Street  
London W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax