

## THE AUTUMN STAFFORD SALE

Important Pioneer, Vintage, Classic & Collectors'

Motorcycles and Related Memorabilia

Sunday 19 October 2014

The Classic Motorcycle Mechanics Show

Staffordshire County Showground



# Bonhams















# THE AUTUMN STAFFORD SALE

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

Sunday 19 October 2014 at 10:00 and 12:00

The Classic Motorcycle Mechanic Show

Sandylands Centre

Staffordshire County Showground

### VIEWING

Saturday 18 October  
10:00 to 17:30  
Sunday 19 October  
from 09:00

### SALE TIMES

Memorabilia 10:00  
Motorcycles 12:00

### CATALOGUE

£25.00 + p&p  
(admit two)

### BIDS

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

### LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

Please email bids@bonhams.com with "Live bidding" in the subject line 48 hours before the auction to register for this service

Please note that bids should be submitted no later than 16:00 on Friday 17 October. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or bids@bonhams.com

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

### CASH LIMIT ACCEPTANCE

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

### ENQUIRIES

James Stensel  
+44 (0) 20 8963 2818  
+44 (0) 8700 273 625 fax  
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### ENQUIRIES ON VIEW AND SALE DAYS

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

### CUSTOMER SERVICES

Monday to Friday 08:00 - 18:00  
+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**

### ILLUSTRATIONS

Front cover: Lot 290 - 294  
Back cover: Lot 257  
Opposite page: Lot 177  
Inside front cover: Lot 274  
Inside back cover: Lot 256

**Admission to The Classic Motorcycle Mechanics 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  $\Phi$  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  
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#### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, 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,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Sophie Law, 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 Classic Motorcycle Mechanics Show is not included in the price of the catalogue. Tickets can be purchased in advance from [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.

## Nova

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

## Vehicles imported under Temporary Admission (TA)

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

## Artists Resale Right Regulations 2006

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

## Vehicle Insurance

Representatives of 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.

## 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.

## Can someone arrange insurance for me?

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

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

## 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.

## 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.

## 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 Andy Barrett (Details on page 4 of this catalogue).

## Vehicle Tax Disc

From 1 October 2014, vehicle tax is not transferable therefore any remaining tax offered with a vehicle will automatically be returned/refunded to the current keeper of the vehicle.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

You can tax the vehicle using the New Keeper Supplement (V5C/2) part of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321.

For more information, please visit: [www.gov.uk/government/news/vehicle-tax-changes](http://www.gov.uk/government/news/vehicle-tax-changes)

**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  
James Stensel  
+44 (0) 20 8963 2818  
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## Automobilia Specialists

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## Buyers/Sellers Accounts

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## Catalogue subscriptions

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

## Press Office

Ruth Fletcher  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

## Recommended Transporters

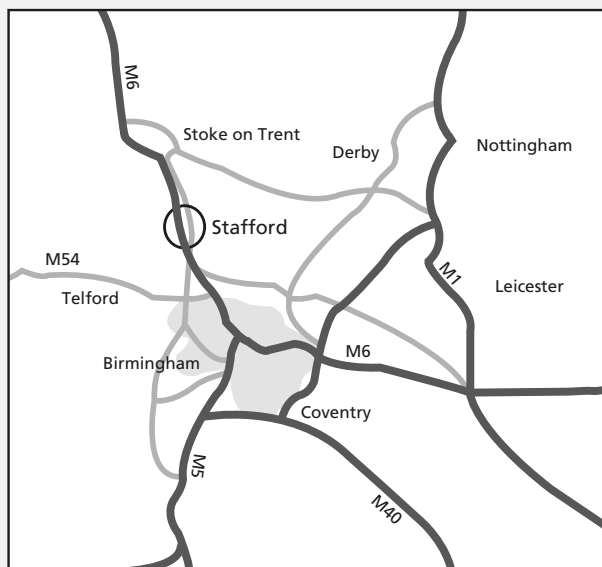
Polygon Transport  
+44 (0) 2380 871 555  
polygon@polygon-transport.com  
www.polygon-transport.com

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 Utttoxeter. The Staffordshire County Showground is situated on the A518 approximately 5 miles from the motorway.

## Address

Sandylands  
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 Wednesday 22 October, by appointment only.

To arrange collection please contact the Automobilia Department:  
+44 (0) 8700 273 621 (tel)  
+44 (0) 8700 273 625 (fax)  
motorcyclenemorabilia@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 local store in Stoke-on-Trent 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 once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Lots will be available for collection from local store in Stoke-on-Trent from 12pm Tuesday 21 October, 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, Marchwood (Southampton) by request with Polygon Transport at**

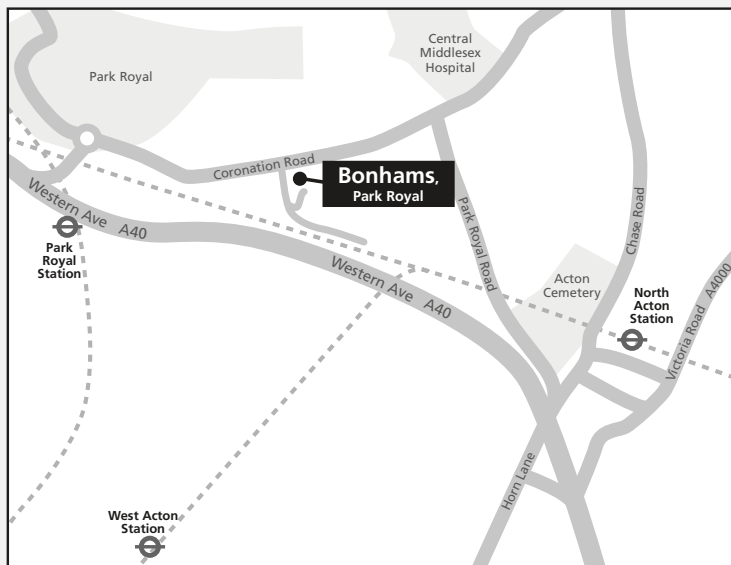
£99 + VAT per motorcycle  
£145 + VAT per motorcycle combination

### Storage charges

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

### Transport and Shipping

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





# MOTORCYCLE MEMORABILIA

10:00

Lots 1 - 178

Images of each lot can be found at:  
[www.bonhams.com/21898](http://www.bonhams.com/21898)









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## SPARES & ACCESSORIES

1 ♦

**ASSORTED MOTORCYCLE SPARES,** including Amal and Amac carburettors and parts, four magnetos including Lucas and Thomson Bennett, handlebars, gearbox, pistons and other sundry parts.

(Qty)

£250 - 300

€320 - 380

2 ♦♦

**ASSORTED VELOCETTE SPARES,**

including an Amal concentric carburettor, a barrel and piston (some fins damaged), a 46-tooth rear sprocket, an oil tank, rear chainguard, assorted number plates, headlamp brackets, fork shrouds and other tinware, painted gloss black, and other sundry parts.

(Qty)

£250 - 300

€320 - 380

3

**A COLLECTION OF RE-CONDITIONED AND ORIGINAL MOTORCYCLE AND BICYCLE LAMPS AND ACCESSORIES,** including oil and acetylene types, various conditions.

(Qty)

£250 - 300

€320 - 380

4 ♦

**AN AUTOJUMBLER'S LOT OF ASSORTED PARTS,**

including headlamps and shells, Lucas reflectors, n/o/s Lucas headlamp rims, miscellaneous rear lamps and lenses, rear number-plate holders, AJS/Matchless primary chaincases, three Matchless timing covers, and Matchless manifolds.

(Qty)

£250 - 350

€320 - 450

5

**ASSORTED LAMPS AND LIGHTING EQUIPMENT,**

including two 5 inch P&H acetylene lamps and a generator, a Lucas Calcia King No.318 lamp, two cycle oil lamps, two rear lamps, and other assorted lamps, generators and associated parts.

(Qty)

£250 - 300

€320 - 380

6

**THREE VETERAN MOTORCYCLE LAMPS,** comprising a Peugeot acetylene lamp, 3 inch convex lens, with green and ruby faceted side-lenses, a Reiduor acetylene lamp, 3½ inch convex lens, each nickel-plated, and a small carbide JBH lamp, with ruby side-lens.

(3)

£250 - 300

€320 - 380

7

**A BONNIKSEN 100MPH SPEEDOMETER, BY ROTHERHAMS OF COVENTRY,**

nickel case with silvered dial with twin needle, time and trip subsidiary dials and distance window, patent number 2052/12, 77mm diameter, together with bracket and drive gear, some flaking to black paint.

(2)

£500 - 700

€640 - 890

8

**A VINCENT BLACK SHADOW 150MPH SPEEDOMETER, BY SMITHS,**

black dial with white numerals, numbered S.576/L, 5" diameter, complete with trip knob, two bulb holders and mounting bracket.

£500 - 700

€640 - 890

9

**AN ORIGINAL VINCENT BLACK SHADOW 150MPH SPEEDOMETER, BY SMITHS,**

black dial with white numerals, numbered S.576/L, 5" diameter, complete with mounting bracket, trip knob, bulb-holders and wiring, some pitting to rim and wear to case.

£700 - 900

€890 - 1,100

10 ♦♦

**A 1950S TROJAN 'MINI-MOTOR',**

No. C65065, with tank and control levers and two Pluvier Berini 'M.13' power units, Nos: A 6410 and A6653 both complete with tanks, covers and Berini literature and accessories, together with a quantity of cycle-motor spares and accessories including Phillips crank sets, handlebars, control levers, number-plate-holders and sundry spares including a Phillips heavy-duty, open-frame bicycle, partially reconditioned, inspection advised.

(Qty)

£250 - 350

€320 - 450

11 ♦

**A NORTON MOTORCYCLE ENGINE,**

Engine No.14P 79753, incomplete and lacking pistons, as found.

£250 - 300

€320 - 380

12 ♦

**A TRIUMPH TIGER 100 ENGINE,**

No. T100 38066, in damaged condition, together with Triumph crankcases (No.T110 57336) and a Norton laydown gearbox (No. G9 372) with alloy Triton engine/gearbox plates, close inspection advised.

(2)

£250 - 350

€320 - 450

13 ♦♦

**A CIRCA 1954 VINCENT 'FIREFLY' 50CC CYCLE-MOTOR UNIT,**

No. TD 5AB/1/51475, partially dismantled, complete with tank, mountings and accessories, together with a box of believed Vincent motorcycle small spares, inspection advised.

(Qty)

£250 - 350

€320 - 450

14 ♦♦

**A SELECTION OF BSA BANTAM SPARES,**

including engine numbered FD7539, side panels, exhaust, wheel and tank.

(Qty)

£250 - 300

€320 - 380

15 ♦

**ASSORTED TRIUMPH ENGINE PARTS,**

including crankcases (not numbered), crankshaft with conrods, barrel with new pistons, engine bolts, tappet blocks, two timing covers, a pair of new/old stock chopped Amal Monobloc carburettors with remote float chamber and bell-mouths.

(Qty)

£250 - 350

€320 - 450

16 ♦

**NORTON ENGINE CASTINGS,**

comprising crankcases (No.18SS/118789/P), timing cover, cylinder barrel and cylinder head, condition unknown, inspection advised.

£250 - 350

€320 - 450

17 ♦♦

**THREE 1950S SINCLAIR-GODDARD 'POWER-PAK' CYCLE-MOTOR UNITS,**

No.S50454 with V5C (OAL 116), tank and sundry spares, together with two further units No.S50879 with tank and No.B20308, along with accessories and some original Power-Pak sales literature and transfers, inspection advised.

(Qty)

£250 - 350

€320 - 450

18 ♦♦

**AN ARIEL MOTORCYCLE FRAME AND ENGINE,**

the frame No. KS4394, the engine No.MN882.

£300 - 400

€380 - 510



19 ♦

**A 1948 ARIEL 4G 'SQUARE FOUR' TWO-PORT ENGINE UNIT,**

No. CJ 851, largely complete but lacking some parts, inspection advised.

£350 - 450

€450 - 570

20 ♦

**A TRIUMPH PRE-UNIT ALTERNATOR-TYPE ENGINE,**

believed to incorporate some Puma after-market parts, seemingly complete with internals, and with mounting brackets, inspection advised.

£400 - 600

€510 - 760

21 ♦

**A UNIT-TYPE BSA B44 VICTOR ENGINE,**

rebuilt by Andy Gaunt, engine No.B44RB 2777, seemingly complete, inspection advised.

£1,500 - 1,800

€1,900 - 2,300

22 ♦♦

**A VINCENT RAPIDE SERIES C ENGINE AND GEARBOX PROJECT,**

dismantled, including crankcases numbered F10AB/1/8960 and B89B/B89B, incomplete but with most components present, potential buyers should satisfy themselves as to the completeness, or otherwise, of this lot. It should be noted that the double gear in the gearbox cluster is a Black Shadow type, not a Rapide gear.

£6,000 - 8,000

€7,600 - 10,000

23 ♦♦

**A VINCENT BLACK SHADOW SERIES C ENGINE AND GEARBOX PROJECT,**

dismantled, including crankcases numbered F10AB/1B/6188 and NN20/NN20, incomplete but with most components present, with gearbox gears correct for the model, and other associated parts, potential buyers should satisfy themselves as to the completeness, or otherwise, of this lot.

(Qty)

£9,000 - 12,000

€11,000 - 15,000

24

**A LUCAS K1F MAGNETO FOR VELOCETTE,**

together with an unidentified oil pump, five handlebar control levers including Bowden and Amal, and an 8 inch leather toolbox.

(Qty)

£200 - 300

€250 - 380

25

**A TRIUMPH CYLINDER HEAD AND CRANKCASES,**

the cylinder head being an 8-stud Bonneville twin carb splayed head marked 61 and E3663, fitted with valves and springs, the crankcases numbered 6T 17825 NA.

(2)

£250 - 350

€320 - 450

26

**A TRIUMPH CYLINDER HEAD AND CRANKCASES,**

the cylinder head being an 8-stud Bonneville twin carb splayed head marked 59 and E3663, the crankcases numbered 6T 41457.

(2)

£250 - 350

€320 - 450

27

**A TRIUMPH CYLINDER HEAD AND CRANKCASES,**

the cylinder head being an 8-stud Bonneville twin carb splayed head with later 9-stud casting and is possibly new/old stock, complete with rocker boxes, valves and springs, the crankcases numbered T110 56245.

(2)

£250 - 350

€320 - 450

28 ♦♦

**A GOOD QUANTITY OF BELIEVED 1920S ARIEL MECHANICAL SPARES,**

including cylinder heads, barrels, internals and other engine parts, including crankcases, Nos. CD 2953, V4116, V8566, W2097, W5002 and W10258.

(Qty)

£250 - 350

€320 - 450

29

**A PAIR OF NORTON ROADHOLDER FORKS,**

complete with yokes, shrouds and headlamp brackets.

£250 - 350

€320 - 450

30 ♦

**A QUANTITY OF AJS/MATCHLESS PARTS,**

including exhaust pipes and silencers, primary chaincase covers, petrol tank side panels, centre stands, rear chainguards, various 'jampot' shock absorber units and associated parts, a crankshaft, cylinder barrel, oil tank, primary chaincase bands and other items.

(Qty)

£250 - 350

€320 - 450

31

**A QUANTITY OF BROWN & BARLOW AND AMAL CARBURETTORS,**

various conditions, including a pair of 'chopped' Monoblocs numbered 376/288 and 376/289.

(Qty)

£250 - 350

€320 - 450

32 ♦

**A QUANTITY OF NORTON PARTS,**

including primary chaincases, petrol tank panels, cylinder heads, swinging arms, centre stand, oil tank, timing cover, alloy fork sliders, and two pairs of carburettors.

(Qty)

£250 - 350

€320 - 450

33 ♦♦

**A QUANTITY OF ASSORTED VELOCETTE SPARES,**

including a 350cc MAC bottom end comprising crankcases and flywheels, 350cc MAC barrel and cylinder head, Venom barrel and piston, two MOV-MAC cylinder heads, a carburettor and dynamo, a MOV-MAC-MSS timing cover, five assorted front brake plates, three pairs of chaincases, an early MOV barrel, a headlamp shell, assorted clutch front and back plates, chainwheels and steel and corked plates, gearbox parts, and kickstart housings.

(Qty)

£250 - 350

€320 - 450

34 ♦

**A QUANTITY OF ASSORTED VINCENT PARTS,**

including three tool trays, two brake drums (one finned), rear damper assemblies, three twin kickstart arms, two camshafts, five automatic advance units, a coil ignition conversion unit and rocker box caps.

(Qty)

£250 - 350

€320 - 450

35 ♦

**A QUANTITY OF ASSORTED VINCENT PARTS,**

mainly for Comet, including a pair of Comet primary chaincases, a primary chaincase outer, Burman clutch, rear stand, frame tie, mudguard stays, hub, brake pedals, footrest parts, dampers and spring boxes.

(Qty)

£250 - 350

€320 - 450

36 ♦

**A QUANTITY OF MAINLY NORTON PARTS,**

including crankcase (No.B3 8851) believed Model 18 dating to 1947, with crankshaft, barrel, two cylinder heads, primary chaincases, gearbox, rocker box, and other miscellaneous parts.

(Qty)

£250 - 350

€320 - 450

37 ♦

**AN AUTOJUMBLER'S LOT OF ASSORTED MOTORCYCLE PARTS,**

some for Ariel Three, and other sundry spares, including KLG spark plugs, three pumps, a Brooks saddle, K2F magneto, small side-lamps, various BSA Bantam parts, two Smiths speedometer drives, and other items, inspection advised.

(Qty)

£250 - 350

€320 - 450

38 ♦

**ASSORTED TRIUMPH PARTS,**

including nacelle legs and top, primary chaincases, Lucas magneto and miscellaneous parts.

(Qty)

£250 - 350

€320 - 450

39 ◇

**ASSORTED VINCENT AND VINCENT-RELATED PARTS,**

including a John Cooper twin cylinder racing magneto, pistons, dual seat, Smiths speedometer (reference no. S433/3/L), rocker caps, side stand, two gearbox links, and other miscellaneous parts.

(Qty)

£250 - 350

€320 - 450

40 ◇

**ASSORTED VINCENT PARTS,**

including Vincent-specific rear pannier frame, rear stand, Comet primary chaincases, two timing covers, magneto cover, and other miscellaneous parts.

(Qty)

£250 - 350

€320 - 450

41 ◇

**A MOTORCYCLE GEARBOX AND OTHER MECHANICAL COMPONENTS,**

including Ariel and Sturmey-Archer, together with a BSA 'Gold Star' style 2LS brake plate, unused.

(Qty)

£250 - 300

€320 - 380

42

**SEVEN AMAL CARBURETTORS FOR VINCENT,**

as fitted to singles and twins, varying degrees of completeness, numbered 276CH/2DS, 276DQ/1DV, 276CH/2DS, 276DQ/1DV, 229F/1DV, 276CH/2DS, and 229F/1DV.

(7)

£250 - 350

€320 - 450

43

**TWO PAIRS OF NORTON ROADHOLDER FORKS,**

one pair with top and bottom yokes.

(2)

£250 - 350

€320 - 450

44 ◇

**VARIOUS SPARES INCLUDING NORTON,**

including a Lucas magdyno, a 350 Norton International cylinder head (cracked), Norton front mudguard, rear shock absorbers, and miscellaneous valves and springs.

(Qty)

£250 - 350

€320 - 450

45 ◇

**VINTAGE B&B AND AMAL CARBURETTORS AND OTHER SPARES,**

including two Cowey speedometers, new pistons and valves, con-rods and tyres, including Dunlop Cord beaded-edge.

(Qty)

£250 - 300

€320 - 380

46

**A PAIR OF VINCENT GIRDRAULIC FORK BLADES,**

together with a pair of spring boxes.

(4)

£300 - 400

€380 - 510

47

**A PAIR OF VINCENT GIRDRAULIC FORK BLADES,**

together with a pair of spring boxes.

(4)

£300 - 400

€380 - 510

48 ◇

**A QUANTITY OF AJS/MATCHLESS PARTS,**

including six oil tanks, four tool-boxes, a swinging arm, tank panels, two centre stands, two cylinder heads, and other miscellaneous parts.

(Qty)

£300 - 400

€380 - 510

49 ◇◇

**AN AUTOJUMBLER'S LOT OF ASSORTED MOTORCYCLE SPARES,**

including a circa 1936 Triumph model 5/2 exhaust pipes and silencers, two petrol tanks (one BSA Bantam, the other possibly Yamaha), miscellaneous acetylene lamps, four ABC cylinder barrels, ABC gears (some new remade), two saddle frames, assorted levers and associated parts, and other spares.

(Qty)

£300 - 400

€380 - 510

50

**TWO PAIRS OF NORTON ROADHOLDER FORKS,**

complete with yokes and shrouds.

(2)

£300 - 400

€380 - 510

51

**A VINCENT FRONT CYLINDER HEAD,**

complete with valves, springs, manifold, and caps, inlet bore 1½ inches.

£350 - 450

€450 - 570

52

**A VINCENT FRONT CYLINDER HEAD,**

complete with valves, springs, manifold, and caps, inlet bore 1½ inches.

£350 - 450

€450 - 570

53

**A PAIR OF AMAL 10TT BRONZE CARBURETTORS FOR VINCENT,**

believed 1½ inch, seemingly complete, fitted with Vincent pattern bronze manifolds.

(2)

£500 - 800

€640 - 1,000

54

**A PAIR OF VINCENT BLACK SHADOW AMAL CARBURETTORS,**

numbered 229E/1DV and 289N/2DS, complete with float chambers, one brass-bodied, the other zinc-alloy bodied, as standard for Black Shadow, bores 1½ inches.

(2)

£500 - 600

€640 - 760

55

**A PAIR OF VINCENT GIRDRAULIC FORKS,**

complete with damper, springs/spring boxes, links, yokes, and steering column.

£800 - 1,000

€1,000 - 1,300

56

**A MOTO GUZZI FRONT WHEEL,**

with four leading shoe brake and Borrani WM2 x 18 alloy rim.

(3)

£250 - 350

€320 - 450

57 ◇

**A VINCENT BLACK SHADOW REAR WHEEL,**

with finned brake drums and alloy rim, together with another Vincent rear wheel for Rapide or Comet.

(2)

£250 - 350

€320 - 450

58 ◇◇

**A QUANTITY OF MOTORCYCLE WHEELS,**

including two Norton front and two Norton rear wheels, and six others, some fitted with tyres.

(10)

£250 - 350

€320 - 450

59 ◇

**THREE NORTON WHEELS WITH ALLOY RIMS,**

19 inch diameter, fitted with tyres, together with four Borrani 19 inch alloy rims.

(7)

£250 - 350

€320 - 450

60 ◇

**ASSORTED VINCENT PARTS,**

including rear wheel with Borrani WM3x18 valanced alloy rim and new/old stock Avon slick tyre (with sidewall cracking and suitable for display use only), three cylinder muffs, four repainted brake drums, eight hubs, alloy idler wheel, sprockets, miscellaneous carburettor parts, 8-inch headlamp shell, and other parts.

(Qty)

£300 - 400

€380 - 510



61 ♦♦

**A BSA FRAME AND OTHER PARTS,**  
frame No.ZC10.4435, together with  
engine (No.XC11T1972), forks, petrol tank,  
mudguards, toolbox, brakeplates, and  
primary chaincases.  
(Qty)  
£250 - 350  
€320 - 450

62 ♦♦

**A DOUGLAS DRAGONFLY FRAME WITH  
SWINGING ARM,**  
fitted with toolbox, together with two petrol  
tanks, a wheel and a quantity of mudguards  
including BSA, Norton and AJS/Matchless.  
(Qty)  
£250 - 350  
€320 - 450

63 ♦

**A DUCATI 'MIKE HAILWOOD REPLICA'  
ONE-PIECE FAIRING,**  
an original one-piece fibre-glass fairing as  
fitted to first batch production runs of the  
Ducati 900SS based motorcycle produced  
in 1979-80 to celebrate Hailwood's 1978  
TT comeback victory, finished in red and  
green 'Hailwood' livery with white stripe, in  
seemingly sound condition and reported  
by the vendor as having "very little use and  
rarely fitted" to the machine, complete with  
original indicator units but lacking screen and  
headlamp.  
£250 - 300  
€320 - 380

64

**NO LOT**

65 ♦

**A NORTON WIDELINE FEATHERBED  
FRAME,**  
not numbered, offered for sale without log  
book.  
£250 - 350  
€320 - 450

66

**A VINCENT PETROL TANK AND OIL  
TANK,**  
the petrol tank with some surface corrosion.  
(2)  
£250 - 350  
€320 - 450

67 ♦

**A CIRCA 1962 NORTON SLIMLINE  
FEATHERBED FRAME,**  
No.18 103412, offered for sale without log  
book.  
£250 - 350  
€320 - 450

68 ♦

**A CIRCA 1981/82 WADDON-EHRLICH  
250CC LOWER FAIRING,**  
bottom half of the fibre-glass fairing,  
finished in black, as fitted to the 250cc race  
machines.  
£250 - 300  
€320 - 380

69 ♦♦♦

**A REPRODUCTION 1920S-STYLE  
SIDECAR BODY,**  
of recent manufacture, complete with  
upholstery, together with associated Noxal  
sidecar chassis, for left side mounting.  
£250 - 300  
€320 - 380

70 ♦♦

**AN AJS/MATCHLESS FRAME AND  
OTHER PARTS,**  
frame No.A43879, together with engine  
components including crankcases (No.54/G9  
20266), swinging arm, front and rear wheels,  
petrol tank, front forks, cylinder heads and  
barrels (believed for 600/650cc engine),  
crankshaft, conrods and timing cover.  
(Qty)  
£250 - 350  
€320 - 450

71 ♦ ♦

**AN AJS/MATCHLESS FRAME AND  
OTHER PARTS,**  
frame No.A80093, together with engine  
components (crankcases No.60/31L x3682),  
forks, gearbox, and other parts.  
(Qty)  
£250 - 350  
€320 - 450

72 ♦♦

**AN AJS/MATCHLESS FRAME AND  
OTHER PARTS,**  
frame No.A44164, together with engine  
components including crankcase (No.57/20  
50801), swinging arm, front and rear hubs,  
petrol tank, front forks, cylinder heads and  
barrels, oil tank and tool box.  
(Qty)  
£250 - 350  
€320 - 450

73 ♦♦

**AN AJS/MATCHLESS FRAME AND  
OTHER PARTS,**  
frame No.A78553, together with engine  
components (crankcase No.61/31 x6074),  
wheels, front forks, gearbox and crankshaft.  
(Qty)  
£250 - 350  
€320 - 450

74 ♦♦

**AN AJS/MATCHLESS FRAME AND  
OTHER PARTS,**  
frame No.A87412, together with engine  
components (crankcase No.59/G9 52233),  
swinging arm, front forks, cylinder heads and  
barrels (barrels believed to be from a larger  
capacity engine).  
(Qty)  
£250 - 350  
€320 - 450

75 ♦♦

**AN AUTOJUMBLER'S LOT OF  
ASSORTED PARTS INCLUDING A BSA  
BANTAM FRAME WITH SWINGING ARM,**  
also including Lucas new/old stock factory  
exchange E3L dynamo, Lucas new/old  
stock factory exchange distributor (No.  
405890), Norton brakeplates, four Smiths  
speedometers, assorted horns, dynamos,  
control levers and a Norton racing seat.  
(Qty)  
£250 - 350  
€320 - 450

76 ♦

**AN EARLY TRIUMPH RICARDO FRAME  
WITH ENGINE,**  
for restoration, the frame with upper fork  
section and handlebars, some corrosion,  
fitted with engine also for restoration, internal  
condition unknown, in 'as found' condition,  
inspection advised.  
£250 - 350  
€320 - 450

77 ♦

**FOUR MOTORCYCLE PETROL TANKS,**  
one badged AJS and three unidentified,  
together with assorted mudguards for  
Vincent, AJS/Matchless, Triumph, and  
others.  
(Qty)  
£250 - 350  
€320 - 450

78 ♦

**FOUR VINTAGE MOTORCYCLE PETROL  
TANKS AND ASSORTED TINWARE,**  
comprising a circa 1920 Triumph tank, three  
1920s Ariel tanks, mudguards, exhausts and  
silencers.  
(Qty)  
£250 - 300  
€320 - 380

79 ♦♦

**TWO MOTORCYCLE FRAMES,  
BELIEVED ARIEL 1920S,**  
together with six sets of girder forks, all in as  
found condition.  
(8)  
£250 - 350  
€320 - 450

80 ♦

**A NORTON WIDELINE FEATHERBED  
FRAME,**  
not numbered, Manx style, with bolt-up rear  
subframe, offered for sale without log book.  
£300 - 400  
€380 - 510

81

**A VINCENT COMET SERIES C REAR  
FRAME SECTION,**  
numbered RC/1/7172.  
£300 - 400  
€380 - 510



90

82 ♦♦

**A PRE-WAR DOUGLAS FRAME AND A QUANTITY OF ASSORTED SPARES,**

circa 1930/31, frame number FC1454, including engine parts (Nos. EN2341, EN494, EV825 and EV1397), various gearbox parts, and other associated spares.

(Qty)

£300 - 500

€380 - 640

83 ♦♦

**A QUANTITY OF ROYAL ENFIELD PARTS,**

believed mostly for circa 1926 ladies' model, including frame sections (No.22971), engine (No.Z806 ENFIELD), fork blades, handlebars, rear mudguard, two gearboxes, two ML magnetos, a BTH magneto, and a second engine (No.E9107), some paintwork refurbished and some new reproduction parts.

(Qty)

£300 - 500

€380 - 640

84 ♦♦

**AN AJS/MATCHLESS FRAME AND OTHER PARTS,**

frame No.A65145, together with engine components including crankcase (No.59G12Lx0618), swinging arm, front forks, wheels, gearbox, mudguards, petrol tank, oil tank, chainguard, speedometer, magneto, silencers, and other parts.

(Qty)

£300 - 400

€380 - 510

85 ♦

**FOUR MOTORCYCLE PETROL TANKS,**

comprising one for AJS, two alloy Manx Norton types (both with baffles), and one Norton featherbed type.

(4)

£300 - 400

€380 - 510



92

86

**A GOOD QUANTITY OF ASSORTED MOTORCYCLE TRANSFERS,**

a considerable quantity of transfers for petrol tanks, headstocks, mudguards, oil tanks and elsewhere, for a variety of models for various marques, including AJS, Ariel, BSA, Ducati, Excelsior, Indian, James, Matchless, Norton, Royal Enfield, Rudge, Suzuki, Triton, Triumph, Vincent and HRD, Yamaha, and others, majority with multiples.

(Qty)

£350 - 450

€450 - 570

87 ♦♦♦

**A STEIB SIDECAR WITH REPLICA BODY, FOR RESTORATION,**

dismantled, believed S501 type, comprising replica fibre-glass body with seat, together with original steel tubular frame chassis with fittings for left-side mounting, fibre-glass mudguard, and wheel with tyre.

£350 - 550

€450 - 700

88 ♦♦♦

**A STEIB S501 SIDECAR FOR RESTORATION,**

dismantled, comprising steel body with some brightwork and seat, some corrosion to underside panels in places, together with tubular frame chassis with fittings for left-side mounting, with replica fibre-glass mudguard with lighting units and original cast alloy handle, wheel with tyre, pram hood, screen and tonneau cover.

£600 - 800

€760 - 1,000

89

**A LOT OF ASSORTED CANS AND ADVERTISING TINS,**

including oil cans for Royal Snowdrift and S.C.Filtrate, a Dunlop tyres counter display repair kit dispenser, a James printed steel shop display plaque, 20cm wide, assorted tins, repair kits and other shop display items for Ariel, Dunlop, John Bull, KLG, Lodge, Champion, Sphinx, and other motorcycling products, two small leather tool carriers, together with a 1930s 'Electric Speedway' board game with turntable and motorcyclists by BGL.

(Qty)

£250 - 350

€320 - 450

90

**A FIVE LITRE PIT-LANE PETROL PUMP,**

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

£200 - 300

€250 - 380

91

**A 'JAMES - MONEY SAVING MOTOR CYCLES' ADVERTISING PAINTED WOODEN PANEL,**

wall-mounting framed wooden panel, with hinged double doors opening to central panel with hand-painted country scene and 'James' banner and strapline, the inside of the doors painted with promotional slogans, measuring 61 x 92cm closed, and 184cm wide fully open.

£250 - 350

€320 - 450

92

**A CIRCA 1910 'THE JAMES CYCLE CO. LTD.' ENAMEL SIGN,**

shield-shaped, single sided, in red, white and black enamel, some fading and minor chips to edges, slight loss to enamel to lower right edge, 61 x 52cm, together with a modern, sew-on patch of similar design, 11cm high.

£250 - 350

€320 - 450

**BOOKS & LITERATURE**

93 ♦

**ASSORTED MOTORCYCLE BOOKS AND LITERATURE,**

including Roy Harper: The Vincent HRD Story; BMW Profiles: Motorcycles from Berlin 1969-1998; Ixion: Motor Cycle Cavalcade; a near complete run of issues for Volume 46 of Motor Cycling 1932 (binding removed), other loose issues, three Vintage Road Test journals, and other publications.

(Qty)

£250 - 300

€320 - 380



94♦ ♦

**A QUANTITY OF ASSORTED MOTORCYCLE BOOKS AND LITERATURE,**

relating mainly to European and American marques, including Mick Walker: BMW - The Racing Story, and BMW Twins - The Complete Story; Jaap de Jong: Aermacchi - De Gevleugelde (Dutch text, signed by the author); and other titles relating to various marques including MV, Ducati, Harley-Davidson and Indian, rider biographies including two signed by Carl Fogarty, bound volumes 1-8 of On Two Wheels, assorted modern Ducati publicity material, and other literature.

(Qty)

£250 - 350

€320 - 450

95♦ ♦

**BOOKS RELATING TO BRITISH MOTORCYCLES,**

including Peter Miller: Brough Superior; C E 'Titch' Allen: Legends in Their Lifetime - George Brough and Lawrence of Arabia; Mick Walker: Velocette - The Racing Story, AJS - The Complete Story, Matchless - The Complete Story, and Triumph - The Racing Story; other titles relating to British marques, majority with dust jackets and in good order, together with a quantity of Yowl Scott Owners' Club Journals.

(Qty)

£250 - 300

€320 - 380

96♦ ♦

**A QUANTITY OF MOTORCYCLE SPORT BOOKS, AND ASSORTED POSTERS,**

books include Motocourse annual 1986-87, Motorcycle Yearbook 1999-2000, Hough & Setright: A History of the World's Motorcycles; Bill Lomas: World Champion Road Racer; rider biographies and other related titles, together with a quantity of various posters including two 1980s IOM TT, Triumph, Honda, Norton, (some multiples), wiring charts, and assorted reproduction posters.

(Qty)

£250 - 350

€320 - 450

97♦ ♦

**ASSORTED MOTORCYCLE BOOKS,**

including Burgess & Clew: Velocette - Always in the Picture; Ivan Rhodes: Velocette; Colin Seeley: Racer...and the rest; Geoff Duke: In Pursuit of Perfection; and other books and literature relating to various motorcycling subjects.

(Qty)

£250 - 300

€320 - 380

98♦ ♦

**ASSORTED MOTORCYCLE BOOKS AND LITERATURE,**

period and modern publications and technical literature, covering various motorcycling subjects and marques from 1910-1970, including BSA, Sunbeam, Norton, and others.

(Qty)

£250 - 300

€320 - 380

99♦ ♦

**A QUANTITY OF ASSORTED MOTORCYCLE BOOKS,**

relating to various subjects and marques, including Ducati, Harley-Davidson, Triumph, Norton, and other reference titles.

(Qty)

£250 - 300

€320 - 380

100♦ ♦

**ASSORTED MAINLY FRENCH TEXT MOTORCYCLE SPORT ANNUALS AND YEARBOOKS,**

including L'Annee Motocyclist annuals 3 (1971/72) and 6 (1974/75); Annee Moto 7 (1975/76) and 8 (1976/77); L'Annee Grand Prix Moto 1997/98 and 1998/99; Jacques Busillet: Agostini et les MV3, signed by the author with dedication to Swiss photographer Maurice Bula; from the library of Bula, Colombo & Patrignani: Moto MV; and other French annuals and reference titles, together with other mainly German text annuals including Das Motorrad-Rennsportjahr 1998/99 and 1999/2000; many with dust jackets.

(Qty)

£250 - 300

€320 - 380

101♦ ♦

**ASSORTED MAINLY POST-WAR MOTORCYCLE SALES BROCHURES,**

including a 1937 Brough Superior brochure, 1935 and 1938 Douglas, other post-War sales literature for AJS, Matchless, Ariel, BSA, Norton, Royal Enfield, Vincent, Velocette, Triumph, and others, together with pre and post-War spares lists and manuals for Douglas, Velocette, and motorcycling accessories brochures.

(Qty)

£300 - 400

€380 - 510

102♦ ♦

**ASSORTED PRE-WAR MOTORCYCLE SALES BROCHURES,**

majority 1930s, including James, Francis-Barnett, Levis, Coventry-Eagle and Cotton, some multiples, a 1922 Hands Light Car brochure, several Velocette reprints, instruction books and spares lists for BSA and Royal Enfield, several sales brochures for motorcycling accessories including Lucas lighting and Zenith carburettors, 1920s postcards with humorous motorcycling scenes, and a pen and ink with wash illustration by Connolly for Motor Cycle News depicting a 1904 Weller, 20 x 30cm, mounted framed and glazed.

(Qty)

£250 - 350

€320 - 450

103♦ ♦

**A QUANTITY OF ASSORTED POST-WAR MOTORCYCLE SALES BROCHURES,**

majority mid 1950s-60s, including AJS, Excelsior, Norton, Royal-Enfield, Triumph, Velocette, and others, some with multiples, together with assorted parts lists for post-War Triumph and BSA, and other technical motorcycle literature including Iliffe publications.

(Qty)

£250 - 300

€320 - 380

104♦ ♦

**ASSORTED MAINLY PRE-WAR MOTORCYCLE SALES BROCHURES,**

for various 1930s models, comprising AJS, Ariel, BSA, Cotton, Douglas, Excelsior, Francis-Barnett, Gillet, Matchless, New Imperial, Norton including two Road-Holder brochures for 1934 and 1937 (covers loose), OEC, Rudge-Whitworth, Terrot, and Triumph, majority English text, together with other post-War sales ephemera, a BSA Bantam poster and a 1974 Spanish 24 Horas de Montjuic race poster.

(Qty)

£250 - 350

€320 - 450

105♦ ♦

**A QUANTITY OF SALES LITERATURE FOR VARIOUS MARQUES,**

majority 1990s onwards, including Triumph, Ducati, BMW, Honda, Kawasaki, Yamaha and others, some multiples.

(Qty)

£200 - 300

€250 - 380

106♦ ♦

**THREE NORTON COMMANDO FRAMED EXPLODED VIEW CHARTS,**

for 750cc engine, gearbox and forks, each 75 x 50cm, two glazed, together with two others for Ariel, other posters and a quantity of magazines including Offroad Review.

(Qty)

£100 - 150

€130 - 190

107♦ ♦

**A QUANTITY OF ISLE OF MAN TT PHOTOGRAPHS, ASSORTED RACE PROGRAMMES AND EPHEMERA,**

including monochrome photographs of mainly 1950s post-War TT racing and other motorcycle images taken on the island, various sizes, TT race programmes including a 1939 Senior TT programme for the race in which George Meier won the first Tourist Trophy for BMW, several for 1920s and others for 1950s-60s, 1920s British Motor-Cycle Racing Club meeting programmes, and other mainly 1950s programmes for Silverstone including Hutchinson 100, Brands Hatch, Goodwood, Thruxton, Snetterton, and others, and related ephemera.

(Qty)

£300 - 400

€380 - 510

108♦ ♦

**A QUANTITY OF ASSORTED CYCLING SALES BROCHURES,**

including 1900 Rudge Whitworth, 1902 Swift, 1930s James, other mainly 1950s-1960s brochures for Phillips, Raleigh, Rudge, Triumph, and others, and cycling accessories catalogues including 1914 Midland tyres, Sturmey-Archer, and assorted photocopies of early bicycle brochures.

(Qty)

£250 - 300

€320 - 380



112

## ART & MISCELLANEOUS

109

**A QUANTITY OF ASSORTED MOTORCYCLE ENAMEL LAPEL BADGES,** for various marques, including AJS, Brough Superior, Ducati, Excelsior, Honda, Harley-Davidson, James, Kawasaki, Moto Guzzi, Norton, Royal Enfield, Rudge, Suzuki, Triumph, Velocette, Vincent, and others.

(87)

£250 - 300  
€320 - 380

110

**ASSORTED MOTORCYCLE LAPEL BADGES,** some enamel, including 1950s-60s Isle of Man TT, Scott, Ariel, Velocette, Douglas, various riding clubs, and others, two AA motorcycle badges (numbers 160819 & 279218), a London Douglas MCC badge, assorted boxed Sunbeam Motor Cycle Club Pioneer Run bronze medals from 1950s, photographs and related ephemera.

(Qty)

£100 - 150  
€130 - 190

111 ♦

**TONY UPSON, '1930 BROUGH SUPERIOR SS GRAND ALPINE SPORT',**

signed, acrylic on board, a profile view of the motorcycle, 96 x 153cm.

£500 - 600  
€640 - 760

112

**A QUANTITY OF PRE AND POST-WAR ISLE OF MAN TT AND GRAND PRIX RACE PHOTOGRAPHS,**

approximately 90 monochrome press images taken for the Manchester Daily Herald, some 9" x 12" photographs, covering 1930s-1960s races on the island, including race, startline and accident scenes, featuring various riders including Jimmy Guthrie, Stanley Woods, Geoff Duke, Phil Read, Gary Hocking, on various machines including Norton, Honda, Yamaha, AJS, and others, some images with editor's markings, together with approximately 40 negatives, offered for sale without copyright, and a pen and ink illustration of the TT circuit.

(Qty)

£300 - 500  
€380 - 640

113 ♦♦

**TONY UPSON, 'DUCATI 998',**

signed, acrylic on cut-out board, a profile depiction of the motorcycle, 200 x 106cm.

£500 - 600  
€640 - 760

114 ♦♦

**TONY UPSON, 'TRIUMPH SALES & SERVICE' A HAND PAINTED AND ILLUMINATING GARAGE DISPLAY SIGN,**

signed, acrylic on cut-out board depicting a glamorous female sales attendant seated on a Triumph motorcycle, and incorporating an illuminating Perspex 'Triumph Sales & Service' sign, 125 x 210cm.

£500 - 600  
€640 - 760

115

**ASSORTED MOTORCYCLING PHOTOGRAPHS AND PRINTS,**

including a colour race photograph of Joey Dunlop on the Honda, with facsimile printed signature, 40 x 36cm, mounted, framed and glazed, two signed race photographs of John McGuinness, a framed limited edition print (5/100) after Alan Sanderson of Mick Grant on the Kawasaki, signed by Grant, four other rider signed limited edition unframed prints including Troy Bayliss, and three other framed photoprints with facsimile printed signatures.

£250 - 300  
€320 - 380

116 ♦

**TONY UPSON, 'MOTO MECHANIC'S MATE - FULL SERVICE',**

acrylic on board, depicting a glamorous female mechanic with spanner and oil can, 136 x 100cm, for garage display.

£500 - 600  
€640 - 760

117

**A GOOD QUANTITY OF ASSORTED TT RIDER AND ROAD RACING PUBLICITY POSTERS, INCLUDING SIGNED EXAMPLES, 2000S,**

approximately 180 A3 colour posters featuring various recent motorcycle riders, some multiples, including over 80 examples signed by various riders including Michael Dunlop, William Dunlop, Keith Amor, John McGuinness, Bruce Anstey, Cameron Donald, Les Shand, Olie Linsdell, Gary Johnson, Adrian Archibald, James Hillier, Simon Andrews, Paul Shoesmith, Paul Owen, Carl Rennie, Davy Morgan, Ian Hutchinson, Steve Plater, Chris Vermeulen, Conor Cummins, Mark Parrett, and Mats Nilsson, all contained in a vinyl folder.

£250 - 300  
€320 - 380

118 ♦

**TONY UPSON, 'CAFE RACER', A HAND-PAINTED ILLUMINATING GARAGE DISPLAY SIGN,**

aluminium frame with mounting brackets, double-sided Perspex panels, both with hand painted front view of a 'Cafe Racer' motorcycle, wired for illumination, 77 x 44cm.

£500 - 600  
€640 - 760

119

**AN INTERESTING POWERED TINPLATE MODEL OF A MOTOR TRICYCLE,**

scratchbuilt model with metal frame and chassis, working steering, tin-plate mudguards and seat, with solid rubber 'Dunlop Cord' Meccano tyres, and wooden box trailer to rear, fitted with Super Tigre G20 'glow-plug' engine with carburettor and accelerator lever powering driveshaft to rear wheels, measuring 41cm long overall.

£200 - 300  
€250 - 380

120 ♦

**A LIFE-SIZE KENNY ROBERTS ADVERTISING FIGURE,**

in a black, white and yellow Goodyear racing suit, tan Bates gloves, black, red, white and blue Alpinestars racing boots, and a Bell crash helmet in yellow, white and black adorned with Goodyear logo and applied Bell helmet sticker, some damage and use visible.

£500 - 700  
€640 - 890

It is believed that a number of these figures, promotional items designed by the celebrated illustrator/designer John Mockett, were produced for a select number of Yamaha dealers across Europe to be displayed on showroom machines. Few are thought to have survived.

121

**ASSORTED CASTROL HONDA WSB CLOTHING,**

ten new/old stock sweaters and polo shirts including RC45, majority in black, various sizes, together with four Ferrari black polo shirts, and four Honda RC30 red motorcycle covers, unused.

(18)

£250 - 350  
€320 - 450





120



127



130

131

132

133

134

122

**A SET OF ZAK MOTORCYCLE LEATHERS,** by ZAK Leathers of Northamptonshire, in black with red trim to sleeves and sides, with zip fastening, in new and unused condition.  
£250 - 350  
€320 - 450

123

**A LEWIS LEATHERS 'ROADMASTER MK2' MOTORCYCLE JACKET,** new/old stock, in black leather, size 40, with padded shoulders and elbows, zip and velcro fastening, four pop-stud pockets and leather belt with buckle, together with a set of Lewis 'Contemporary Design' black one-piece race leathers, size 44/54, padded shoulders, elbows and back, zip fastening, some light wear with scuffs to left thigh.

(2)

£250 - 350  
€320 - 450

124

**ASSORTED MOTORCYCLE WEAR,** including two pairs of riding boots, one pair by Frank Thomas (believed UK size 9), leather riding trousers (size 38), a pair of leather riding gloves and a pair of gauntlets, and two items of wet weather gear.

(Qty)

£100 - 200  
€130 - 250

125

**TWO LEATHER MOTORCYCLE JACKETS,** believed 1950s, short jackets, each in black leather with zip fastening and pockets and with checked lining, comprising one by Harley-Davidson, the other by Simpsons-Sears, each worn condition.

(2)

£250 - 350  
€320 - 450

126

**AN ORIGINAL 'HIGHWAYMAN' LEATHER MOTORCYCLE JACKET,** black leather with zip and pop-stud fastening, complete with belt, together with a pair of wool-lined leather gauntlets, worn condition.

(3)

£250 - 300  
€320 - 380

127

**TWO LEATHER JACKETS FOR HARLEY-DAVIDSON AND VICTORY MOTORCYCLES,** new/old stock Harley-Davidson jacket in black leather with orange band, with zip fastening and pockets, patch to left breast and embroidered script to reverse, the Victory jacket in black leather with white trim to sleeves, patches to left breast and left sleeve, and embroidered script to reverse, together with two n/o/s Harley-Davidson jumpers and a sweater, two black, one orange, all size 'L'.

(5)

£250 - 350  
€320 - 450

128

**AN ORIGINAL BELSTAFF 'BLACK PRINCE' WEATHERPROOF MOTORCYCLE JACKET AND TROUSERS,**

black sheet rubber jacket, with pop-stud and zip fastening, beige lining, and with belt, together with a pair of rubber riding trousers with integral braces, worn condition with some small splits in places.

(2)

£250 - 300  
€320 - 380

129

**AN ORIGINAL BELSTAFF TRIALMASTER JACKET,**

waxed cotton jacket with four pockets, pop-stud and zip fastening, and patches to sleeves and right breast pocket, checked lining and complete with belt, worn condition.

£250 - 300  
€320 - 380

130

**AN INDIAN SCOUT 'CENTENARY' LEATHER JACKET, 2001,**

by JH Design, new/old stock, size 'L', in black and red leather with white trim, pop-stud fastening, with stitched leather script across front and to shoulders, leather patches to sleeves and script with logo to reverse, together with two black Indian Scout jumpers (sizes XS & M), and four black long-sleeve Indian sweaters (sizes L & M), all new/old stock.

(7)

£250 - 350  
€320 - 450

131

**AN INDIAN CHIEF 'CENTENARY' LEATHER JACKET, 2001,**

limited edition by JH Design, new/old stock, size 'L', in brown and red leather with cream trim, pop-stud fastening, with stitched leather script across front and to shoulders, leather patches to sleeves and script with logo to reverse, together with two black knitted Indian Chief jumpers (sizes S & M), and an Indian sweater (XL), long-sleeve shirt (L), T-shirt (XL), and a Shearwater rugby shirt (L), all new/old stock.

(7)

£250 - 350  
€320 - 450

132

**AN INDIAN SCOUT '100 YEARS' LEATHER JACKET, 2001,**

new/old stock, size XL, centenary 'Race Retro' style jacket in black leather, with cream trim to collar, sleeves, and pockets, with '100 Years' leather patch to left breast and leather script to reverse, pop-stud fastening to front and cuffs.

£250 - 350  
€320 - 450



136



137



135

133

**TWO INDIAN MOTORCYCLES COLLEGE JACKETS,**

both new/old stock, comprising an Indian 'Centenary' jacket, 2001, size M, in black wool with black leather sleeves with red and white trim, with embroidered script to left breast and reverse, pop-stud fastening with quilted lining, together with another Indian Motorcycle jacket, size L, in black wool with black leather sleeves and collar, with embroidered script to left breast and reverse.

(2)  
£250 - 350  
€320 - 450

134

**A TRIUMPH MOTORCYCLES COLLEGE JACKET,**

new/old stock, size L, in navy blue wool with cream leather sleeves and trim to pockets, collar and cuffs, embroidered script to left breast and reverse, pop-stud fastening with blue quilted lining, together with another n/o/s college jacket by MWG Apparel, size L, in black wool with black leather sleeves.

(2)  
£250 - 350  
€320 - 450

135

**A MARCO SIMONELLI TRIBUTE POLO SHIRT, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION,**

by Fruit of the Loom, light grey, size XXL, privately commissioned and never publicly available, designed with embroidered helmet logo to left breast, facsimile signature embroidered to the right sleeve and "58" logo to the back.

£50 - 100  
€60 - 130

INTERNATIONAL TOURIST TROPHY RACES  
LIGHTWEIGHT (250 c.c.) WINNER, 1963

INTERNATIONAL TOURIST TROPHY RACES  
JUNIOR WINNER 1965

INTERNATIONAL TOURIST TROPHY RACES  
LIGHTWEIGHT (250 c.c.) WINNER 1965

138

136

**THE 'ERIC WILLIAMS CHALLENGE SHIELD', PRESENTED TO THE WOLVERHAMPTON MOTOR CYCLING CLUB, CIRCA 1915,**

brass plaque applied with portrait image in wreath surround panel of Eric Williams and decorated in relief to lower section with profile depiction of Williams in Great War military uniform on his motorcycle, and engraved 'Presented to Wolverhampton Motor Cycling Club by J.B. & A. Annan - To commemorate the winning by the club member Eric Williams of the Junior T.T. Race I.O.M. 1914 and also his D.C.M. award in the Great European War 1915', also applied with two further panels engraved with the names of later holders of the shield from 1915 to 1973, the plaque measuring 45cm high and mounted to a wooden shield.

£500 - 800  
€640 - 1,000

Eric Williams won the 1914 TT Junior event on the Works AJS in a time of 4 hours 6 minutes and 50 seconds, achieving a record average speed of 45.58mph. Williams was also awarded the Distinguished Conduct Medal for bravery in 1915, and returned to TT racing after the war, later winning the 1921 TT Junior event also on AJS.

137

**JIM REDMAN'S 1963 MOTORCYCLE GRAND PRIX OF JAPAN RACE WINNER'S SHIELD,**

black painted wooden plaque with stand, with gilt eagle and shield decoration, with panels engraved with race details, awarded to Redman by Kayaba Industry Co.Ltd for victory on the Honda in the 250cc event held at the Suzuka circuit on 10th November, the shield measuring 40cm high overall.

£250 - 350  
€320 - 450

138

**THREE ISLE OF MAN TT RACE WINNER'S SASHES AWARDED TO JIM REDMAN,**

comprising the 1963 Lightweight 250cc green sash, and two sashes for the 1965 Junior and Lightweight 250cc events and won by Redman on Honda, each printed with race details and measuring 71cm long overall.

(3)  
£300 - 500  
€380 - 640



# THE BARRY SHEENE COLLECTION

**Barry Sheene MBE (1950-2003)**

Barry Sheene was Britain's iconic motorcycling pin-up throughout the 1970s, famed for his fearless speed chasing, 500cc World Championship wins and, on more than one occasion, cheating death after surviving horrifying racing accidents.

With his father Frank and grandfather Arthur both competitive riders, it was almost inevitable that Barry would follow suit. Sheene began racing motorcycles at the age of 17 and his 1981 victory in Sweden remains the last occasion a British rider won a 500cc GP. Alongside James Hunt, Sheene put the motor racing world in the headlines with his glamorous lifestyle and high-speed bravery, inspiring millions throughout a career that lasted from 1968 to 1984.

Racing on Suzuki machines from the early 1970s, he secured his first World Championship victory by taking the Formula 750 title in 1973. Sheene's Grand Prix career in the 500cc category really began to take off in 1974 when, riding the newly introduced Suzuki RG500 XR14, he finished 2nd in the World Championship behind MV Agusta's Phil Read. His 1975 season was blighted by injuries sustained in that horrendous high-speed crash at Daytona but he still managed to win two GPs and finished 6th overall. Then came those legendary back-to-back World Championship wins in 1976 and 1977 riding the Texaco-sponsored works Suzukis. In 1978 Sheene was awarded an MBE, HM the Queen reputedly telling him at the investiture: "Now you be careful, young man."

After two seasons with Yamaha in 1981 and 1982, Sheene returned to Suzuki for 1983 and 1984, retiring from Grand Prix racing after the 1984 season. He then turned his hand to other forms of motor sport, including truck and saloon car racing, before moving to Australia in the late 1980s, taking a role as a TV motorsport commentator alongside his other activities.

From the late 1990s onwards, Sheene raced at historic motorcycle events including the Philip Island Classic in Australia. He often returned to the UK to race at Donington Park, Scarborough and other memorial events including the Goodwood Revival's Lennox Cup (later renamed the Barry Sheene Memorial Trophy in his honour) with his final public outing at the 2002 event.

Sadly, Barry Sheene passed away in March 2003 aged 52, leaving behind a racing legacy admired by generations of fans, enthusiasts and fellow riders alike.



© Nick Nicholls Collection @ Mortons Archive

**The following Lots 139-178 are offered for sale directly from the collection of the late Barry Sheene.**

139

**TWO MOTOR CYCLE NEWS BARRY SHEENE 'MAN OF THE YEAR' PLAQUES FOR 1976 & 1977,**

each alloy plaque on wooden base, each inscribed with presentation details and featuring image of Sheene, the larger 38 x 30cm, presented to Sheene during his Championship winning seasons on Suzuki, together with four Motorcycle Racing Magazine 'Rider of the Month' plaques for 1978, 1979, 1981 and 1982.

(6)

**£250 - 350**

**€320 - 450**

140

**A COLLECTION OF BARRY SHEENE'S CLUB RACING WINNER'S TROPHIES,**

late 1960s to early 1970s, plated trophies awarded to Sheene for victories at various race meetings, including a 1973 BMCRC Hutchinson 100 1st Solo Championship tray, 25cm diameter, with six small cups, a 1970 125cc British Championship trophy, a 1966 Solihull & Shenington Kart Racing Club National 100 Mile Race twin-handled cup with lid, 39cm high, other trophies for SSSRC Brands Hatch, Wirral 100 Trophy, Evening News Challenge Trophy and Race of the South, N&DMC Oulton Park, other club awards, and two BMCRC tankards.

(Qty)

**£400 - 600**

**€510 - 760**

141

**ASSORTED BARRY SHEENE AWARDS, LATE 1970S,**

including a silver-plated decorative tray with pierced surround, unmarked but believed to be of the type awarded to Shell Sport Championship winners late 1970s, 36cm diameter, three Daily Express Sportman of the Year awards for 1975 (6th), 1976 (5th) & 1977 (3rd), each an engraved medal in a Perspex block, a Multi-Coloured Swap Shop Star Awards deskpiece award, a Look-In Top TV Sports Star Award, and another Sportsman's plated trophy.

(7)

**£250 - 300**

**€320 - 380**



142

#### RACE TROPHIES, PLAQUES AND TANKARDS AWARDED TO FRANK SHEENE,

including four 1950s Isle of Man TT Junior Clubmans plaques, four 1950s BMCRC shields and plaques, two trophies and four tankards for various club events, some 1st place, all awarded to Barry Sheene's father, Frank, together with four mainly 1920s silver race winner's trophies awarded to Arthur H Sheene, Barry's paternal grandfather.

(Qty)

£250 - 350

€320 - 450

143

#### FOUR RACE AWARDS PRESENTED TO BARRY SHEENE ON YAMAHA,

comprising a 1981 World of Sport Superbike Challenge Champion tray, 30cm diameter, a 2nd place 1980 Marlboro Race of the Year award on wooden plinth, 30cm high, a tray and accompanying tankard for the 1982 Marlboro Transatlantic Trophy, and together with two smaller Driving Force trays for 1986 and 1990.

(6)

£250 - 350

€320 - 450

144

#### BARRY SHEENE'S 1977 GERMAN GRAND PRIX FASTEST LAP TROPHY,

gilt twin-handled cup with wooden stem and plinth, engraved 'Dem Sieger schnellste Zeit des tages Grosser Preis von Deutschland 7/8 Mai 1977 B.M.C. Hockenheim', awarded to Sheene on his race winning 500cc Suzuki XR14/RG500 Square Four, and eventual Championship winning season, 51cm high overall, offered together with a 1971 Austrian Grand Prix plated circular tray, marked 'Weltmeisterschaftslauf fur Motorräder 9.5.71 Ehrenpreis de Arbo Salzburg', awarded to Sheene for 3rd place on the 125cc Suzuki, 29cm diameter.

(2)

£500 - 600

€640 - 760

145

#### TWO EUROPEAN TROPHIES AWARDED TO BARRY SHEENE,

comprising a 3rd place 1978 Nogaro Grand Prix de France plated stemmed bowl on wooden base with engraved plaque, 20cm high, and a 2nd place 1979 Dutch Ram Wegraces 500cc International trophy, on wooden base, 23cm high, together with a 1971 Swedish TT 500cc pewter tankard, and three Assen TT ceramic tiles for 1982, 1983 and 1984.

(6)

£250 - 300

€320 - 380

146

#### A 1981 MONZA NATIONS GRAND PRIX TROPHY, AWARDED TO BARRY SHEENE,

cast bronze stylised figure, originally supporting now missing upper section, above a marble plinth applied with medallion and plaque inscribed '59° Gran Premio delle Nazioni 3° Class. classe 500cc Autodromo Naz. di Monza 10-5-81', awarded to Sheene for 3rd place on the 500cc Yamaha, 50cm high overall, offered together with a 1977 Motosprint 'casco iridato motociclismo' award, a cast figure on a wooden plinth with plaque, presented to Sheene by the Italian motorcycle racing publication, 34cm high.

(2)

£250 - 350

€320 - 450

147

#### TWO VENEZUELAN GRAND PRIX WINNING TROPHIES, AWARDED TO BARRY SHEENE, LATE 1970S,

both plated trophies with twin handles and bases, comprising the 1977 1st place trophy for the race held in March, with winged figure to top and plaque to base engraved 'Astor - Au Campeon de la Categoria 500cc 1er Grand Prix de Venezuela - Autodromo Internacional de San Carlos Venezuela Marzo 1977', break to one handle, 73cm high overall, the other undated, with plaque to base engraved '1er Grand Prix de Motociclismo 200 Millas de Venezuela Copa XL Aniversario Guardia Nacional', 47cm high, both won by Sheene in the 500cc events on Suzuki.

(2)

£500 - 600

€640 - 760





153

148

**THREE 'GRAN PREMIO DE ESPANA' TROPHIES FOR 1970, 1971 & 1972, AWARDED TO BARRY SHEENE,**

plated trophies, the first a bowl above a tapered stem, with black marble base bearing plaque engraved 'XX Grand Premio de Espana de Motociclismo Barcelona 1970 Trofeo Pena Motorista Diez por Hora', held at the Montjuich circuit, 30cm high, the second a twin-handled cup, on a base with plaque inscribed 'XXI Gran Premio de Espana - IX Premio de Otono 1971', 38cm high, a 1972 Gran Premio de Espana 250cc 3rd place trophy, 17cm high, and a '1970 Trofeo Samaranch 24 Horas' 3rd place trophy, both also held at the Montjuich circuit, all awarded to Sheene on Suzuki motorcycles.

(2)

£400 - 600

€510 - 760

The 1971 trophy offered in this lot is believed to be the 3rd place trophy in the 125cc race for the last event of the 1971 season held at the Jarama circuit and Sheene's first Grand Prix race.

149

**TWO BULTACO TROPHIES FOR 1969 & 1970, AWARDED TO BARRY SHEENE,**

each plated twin-handled trophy, with wooden plinth and inscribed plaque the first for 1969, 60cm high overall, the second for 1970, 48cm high overall.

(2)

£300 - 500

€380 - 640

150

**TWO SPANISH RACE TROPHIES AWARDED TO BARRY SHEENE, EARLY 1970S,**

comprising 1970 'Trofeo RFME', twin-handled plated 2nd place trophy with slight forward tilt, on marble base with plaque (detached but present) engraved 'Trofeo R.F.M.E. XIX Premio Internacional Na.Sa. del Pilar Zaragoza Octubre 1970', awarded to Sheene in the 125cc event, 34cm high overall, together with a 2nd place 1973 'Trofeo Vicepresidente' twin-handled plated cup with lid on wooden base with plaque engraved '1er Premio Internacional Banco Condal Montjuich 7-Octubre-1973', awarded to Sheene on the Suzuki in the F750 class, later going onto with the European Championship, 24cm high.

(4)

£250 - 350

€320 - 450

151

**BARRY SHEENE'S DAINESE RIDING GLOVES, AND OTHER RACEWARE,**

the Dainese gloves in black and white leather with protective panels, both handwritten to lining 'Barry Sheene 2"', contained in original Dainese plastic zip-lock bag and with sticker bearing Sheene's name, seemingly unused, together with a pair of red Stand 21 Nomex race driver gloves, two other pairs of leather motorsport gloves, each with shortened little finger to left hand, a pair of used Diadora blue suede Nomex race driver boots, a Marlboro canvas belt, three 'Gary Nixon Enterprises' T-shirts, and nine 2007 Sheene Tribute pin badges.

(Qty)

£250 - 300

€320 - 380

152

**A DAINESE 'LOBSTER-TAIL' BACK BRACE, LATE 1970S,**

foam padding with canvas back strap, riveted with 6 plastic vertebrae protective panels, together with a 'home-made' shaped foam back pad with elastic straps and denim strip, both believed worn by Sheene during his racing career.

(2)

£300 - 400

€380 - 510

153

**BARRY SHEENE'S DAINESE RACE WORN BOOTS AND RIDING GLOVES,**

each in black leather with protective plastic panels, the boots size 7½ (EU size 41), showing signs of race use with scuffing, tears and loss in places, the gloves with handle-grip stains to palms, both hand-written 'Barry Sheene 2"' to lining, the left glove with shortened little finger to accommodate a 1980 injury.

(4)

£350 - 450

€450 - 570



154  
**A 1982 DONINGTON PARK COMMEMORATIVE TRAY, PRESENTED TO BARRY SHEENE,**  
plated tray with decorative edging and three feet (one detached but present), engraved 'To Commemorate Barry Sheene's visit to Donington Park on October 3, 1982, From: Tom Wheatcroft & Jody Scheckter', 41cm wide, together with other Sheene Donington Park race awards comprising two winner's shields for 1978, a smaller Donington 1979 AGV Nations Cup Competitor's shield, and two 1981 Donington Race Winner's plated dishes.  
(6)  
£300 - 400  
€380 - 510

155  
**BARRY SHEENE'S 1976 SILVERSTONE JOHN PLAYER GRAND PRIX 500CC WORLD CHAMPIONSHIP PRESENTATION TRAY,**  
sterling silver tray with decorative edging and three feet, engraved 'Presented to Barry Sheene By John Player and Sons and Silverstone Circuits Ltd To Commemorate Winning the 1976 500cc World Championship - John Player Grand Prix Silverstone 1976', awarded to Sheene for his victory on Suzuki during his first Championship winning season, the tray 30cm diameter, together with three 1978 John Player British Grand Prix plated stemmed cups, and two small sterling silver 1971 Player's No.10 Silverstone Trophy trays for 125cc and 250cc solo races.  
(6)  
£400 - 600  
€510 - 760

156  
**BARRY SHEENE'S 1973 OULTON PARK ROTHMANS TROPHY RACE WINNER'S TRAY,**  
silver-plated tray with decorative surround and three ball and claw feet, engraved 'Presented to the winner of the Rothmans 500cc Trophy Race Oulton Park 17th March 1973, the tray 31cm diameter.  
£300 - 400  
€380 - 510

157  
**BARRY SHEENE'S 1973 BRANDS HATCH ROTHMANS WINNER'S TROPHY,**  
EPNS bowl with lion head loop handles, engraved 'Presented to the Winner of the 350cc Rothmans Trophy Race Brands Hatch May 28th 1973', on black plastic base, 22cm high overall.  
£300 - 400  
€380 - 510

158  
**BARRY SHEENE'S 1976 BRANDS HATCH 500CC CHAMPIONSHIP WINNER'S TROPHY,**  
twin-handled plated bowl, with slight rearward lean, above a black plastic base inscribed with race details, awarded to Sheene for victory on the Suzuki at the event held on 31st October 1976, in Sheene's first of two Grand Prix championship winning seasons, 30cm high.  
£400 - 600  
€510 - 760

159  
**BARRY SHEENE'S 1977 SHELL SPORT MALLORY PARK 500CC CHAMPIONSHIP WINNER'S TRAY,**  
silver-plated circular tray with decoration and pierced surround, the centre inscribed with race details, awarded to Sheene for victory on the Suzuki at the event held on 10th April 1977, in his second of two Grand Prix championship winning seasons, 36cm diameter.  
£400 - 600  
€510 - 760

160  
**BARRY SHEENE'S 1977 SHELL SPORT BRANDS HATCH 500CC CHAMPIONSHIP WINNER'S TRAY,**  
silver-plated circular tray with decoration and pierced surround, the centre inscribed with race details, awarded to Sheene for victory on the Suzuki at the event held on 8th April 1977, in his second of two Grand Prix championship winning seasons, 36cm diameter.  
£400 - 600  
€510 - 760

161  
**BARRY SHEENE'S 1976 SHELL SPORT OULTON PARK 500CC CHAMPIONSHIP WINNER'S TROPHY,**  
twin-handled plated bowl, above a black plastic base inscribed with race details, awarded to Sheene for victory on the Suzuki at the event held on 30th August 1976, in his first of two Grand Prix championship winning seasons, 23cm high.  
£300 - 500  
€380 - 640

162  
**A SEAT PANEL FROM BARRY SHEENE'S 1977 SUZUKI HERON RG700,**  
fibreglass, in red, yellow, black and white Suzuki team colours, with Faberge decals and 'Barry Sheene' riders decals to each side and Suzuki 'S' to rear, hand written 'RG 1202' to underside, of the type fitted to the Suzuki "RG700"/XR23 ridden by Sheene at the 1977 Season Transatlantic races, some chips in places and evidence of race use, 58cm long.  
£400 - 600  
€510 - 760





163



164



165



166



167



169

163  
**A PAIR OF BARRY SHEENE'S 'SHELL OILS' OVERALLS, MID 1980S,**

Nomex III overalls by Jaybrand in red, yellow and white, with 'Shell Oils' branding to yellow band to front and rear, embroidered 'Barry Sheene' to upper left breast, with Shell 'S' branding to both sleeves, size 42, some minor oil stains in places, believed worn by Sheene during his DAF Truck racing.

£300 - 500  
€380 - 640

164  
**A PAIR OF BARRY SHEENE'S BSCC 'TEAM TOYOTA GB' NOMEX DRIVER'S OVERALLS, CIRCA 1985,**

Nomex III overalls by Jaybrand, in red, with DAF, Team Toyota GB and Shell Oils patches to front and with 'Barry Sheene' driver's name and blood group embroidered to upper left breast, 'Team Toyota GB' patch to rear and Champion patch to upper right sleeve, of the type worn by Sheene during his 1985 season racing the Works Toyota Celica Supra in the British Saloon Car Championships held at Oulton Park, Thruxton, Brands Hatch, Silverstone and Donington.

£400 - 600  
€510 - 760

165  
**A PAIR OF BARRY SHEENE NOMEX RACE OVERALLS, MID 1980S,**

Nomex III overalls by Jaybrand, in red, with AGV and DAF patches to right breast and embroidered with 'Barry Sheene' driver's name and blood group to upper right breast, of the type used by Sheene during his saloon car or truck racing seasons in the mid 1980s.

£400 - 600  
€510 - 760

166  
**A SET OF BARRY SHEENE NOMEX OVERALLS,**

by Stand 21, in Navy blue with red and white trim, with 'Barry Sheene' embroidered name to belt.

£250 - 300  
€320 - 380

167  
**A PAIR OF BARRY SHEENE'S 1986 DAF TRUCKS NOMEX RACE OVERALLS,**

Nomex III overalls by Jaybrand in cream, with Shell Oils and Pirelli patches to right breast, 'Philips Car Stereo', 'Leyland DAF' and 'Shell Oils' embroidered logos to front and back, with 'Barry Sheene' driver's name and blood group embroidered to upper left breast, and with Shell Oils patches to each sleeve, the belt bearing 1986 FIA safety label, of the type worn by Sheene during his 1986 truck racing season.

£500 - 700  
€640 - 890

168  
**A SET OF BARRY SHEENE NOMEX OVERALLS,**

by Stand 21, in Navy blue with red and white trim, with 'Barry Sheene' embroidered name to belt.

£250 - 300  
€320 - 380

169  
**BARRY SHEENE'S DAF TRUCKS NOMEX RACE OVERALLS, CIRCA 1986,**

Nomex III overalls in cream by Jaybrand, with Pirelli patch, DAF Trucks and Clausthaler embroidered logos and Shell Oils branding to front and rear, and with Barry Sheene embroidered driver's name and blood group to upper left breast, Shell Oils patches to upper sleeves, believed worn by Sheene during his 1986 Truck racing season, held at Silverstone, Brands Hatch and Donington race circuits.

£500 - 700  
€640 - 890



172

170  
**A BARRY SHEENE LIMITED EDITION  
 REPLICA HELMET, BY ARAI,**

Astro-R type, size L (7¼-7¾, 50-60cm), full-face helmet in 'Sheene' black and gold livery with duck logo to front, white number '7' to each side and 'Barry Sheene' flamed script to rear, fitted with visor, numbered 211/550, unused, together with Arai helmet bag, certificate of authenticity, and accompanying pamphlets.

£250 - 350  
 €320 - 450

171  
**A BARRY SHEENE LIMITED EDITION  
 REPLICA HELMET, BY ARAI,**

Astro-R type, size L (7¼-7¾, 50-60cm), full-face helmet in 'Sheene' black and gold livery with duck logo to front, white number '7' to each side and 'Barry Sheene' flamed script to rear, fitted with visor, numbered 213/550, unused, together with Arai helmet bag, certificate of authenticity, and accompanying pamphlets.

£250 - 350  
 €320 - 450

172  
**BARRY SHEENE'S DAYTONA 'USA 200  
 CLASSIC' DAINESE LEATHER RIDER'S  
 JACKET, 1997,**

"S" Type A jacket dated 1997, in charcoal grey, black and red leather with zip fastening and protective padding to elbows, with white leather 'Barry' script and Dainese logo to left breast and 'USA 200 Classic Racing Course' embroidered patch to right breast, with large white leather number '7' and Dainese script to rear and both sleeves, believed size 52, in good condition.

£400 - 600  
 €510 - 760



176

173  
**BARRY SHEENE'S DAINESE LEATHER  
 HOLD-ALL,**

believed late 1970s, in black and red leather with silver coloured trim, with 'Dainese' stitched leather logos to each side, with 'Barry Sheene' lettering to one end and number '7' to other end, worn condition with minor tear to one corner, approximately 80cm long.

£300 - 500  
 €380 - 640

174  
**BARRY SHEENE'S 'SUZUKI' LEATHER  
 HOLD-ALL, 1970S,**

in red, black, white and yellow Suzuki team colours, with 'Barry Sheene' and number '7' stitched leather lettering to each end, worn condition with tear and taped repair to one handle, approximately 65cm long overall.

£600 - 800  
 €760 - 1,000





177



177



173



174



175

175  
**BARRY SHEENE'S DAINESE LEATHER HOLD-ALL**, mid-late 1970s, in black, red and white leather with canvas handles, leather stitched Dainese logos and number '7' to each side, and 'Barry Sheene' and number '7' lettering to each end, some wear, approximately 60cm long.  
 £500 - 700  
 €640 - 890

176  
**A SET OF BARRY SHEENE DAINESE RACE LEATHERS, LATE 1990S**, dated 1997, "S"-Type A leathers with protective padding to knees and elbows, in black and grey with red leather trim, with Dainese branding and logos to thighs, sleeves and collar, and with red leather 'Barry' script to left breast, number '7' to upper sleeves and bearing large red leather '7' to reverse with 'Sheene' script to lower back, showing signs of race use and wear in places, and complete with Velcro fixed knee-sliders.  
 £1,500 - 2,000  
 €1,900 - 2,500

177  
**A BARRY SHEENE RACE-WORN HELMET BY ARAI, LATE 1990S**, 1995 full-face helmet, Snell No.M95 SJ 431299, in distinctive black and gold 'Sheene' design, featuring the famous 'duck' logo to front, 'Barry Sheene' script to rear and wearing white number '7' to both sides, also with ACU sticker to rear, worn by Sheene on the 500cc Marx Norton at the 2000 Philip Island Classic race in Australia, and also believed to have been worn by Sheene at Queensland Raceway 1999, and commemorative events including the Lennox Cup (later named the Barry Sheene Memorial trophy) at Goodwood Revival 1998 and 1999, fitted with tinted visor, showing evidence of race use and with scrape to letter 'A' to the rear.  
 £1,500 - 2,000  
 €1,900 - 2,500



178



178

**A SET OF BARRY SHEENE DAINESE RACE LEATHERS, LATE 1990S,**

dated 1997, "S"-Type A leathers with protective padding to knees, elbows and elsewhere, in black with Dainese branding to thighs, sleeves and collar, and with mauve suede 'Barry' script to left breast, number '7' to upper sleeves and 'Sheene' and '7' to reverse, of the type worn by Sheene at various memorial, historic and race events and meetings from 1997 to early 2000s in the UK and Australia including Lennox Cup at Goodwood Revival.

**£1,500 - 2,000****€1,900 - 2,500**

179 - 200

**NO LOTS****End of Motorcycle Memorabilia & Spares**



# MOTORCYCLES

12.00

Lots 201 - 373

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[www.bonhams.com/21898](http://www.bonhams.com/21898)





201



203



202



204

201

#### 1953 BSA 123CC BANTAM D1

Registration no. UWL 18 Frame no. BD2-S-14289

Engine no. BD2-L-4361

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc and then to 172cc. Plunger rear suspension became available as an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. This example of the plunger-suspended, Lucas-equipped Bantam D1 comes with its original logbook showing that it was first owned by one Robert Faulkner in Oxford. 'UWL 18' benefits from ongoing restoration, the engine, clutch and gearbox having been overhauled; a new generator assembly and battery fitted; and various items of brightwork re-chromed. Described as in generally good condition, with very good mechanicals, the machine is offered with the aforementioned logbook, purchase receipt (2005), sundry parts invoices and V5C document.

£800 - 1,000

€1,000 - 1,300

No Reserve

202

#### 1962 TRIUMPH 200CC TIGER CUB

Registration no. 496 XUJ Frame no. T84858

Engine no. T20 3883

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. This example has been owned by the vendor for a number of years but has seen relatively little use and none for at least the last two years. We are advised that the engine runs well but is a little smoky. Sold strictly as viewed, the machine is offered with dating certificate and V5C document.

£800 - 1,200

€1,000 - 1,500

No Reserve

203

#### C.1955 TRI-BSA 500CC PROJECT

Registration no. WPL 393 Frame no. CB31 1045

Engine no. T100 80067

Second in popularity among specials builders only to the Triton, the Tri-BSA combined the fine handling qualities of BSA's proven duplex frame with the robustness and tune-ability of the Triumph twin-cylinder engine. This combination enjoyed its greatest success in the moto-cross world where it was pioneered by brothers Derek and Don Rickman. This incomplete Tri-BSA combines the frame of a 1955 BSA B31 or B33 single with a pre-unit Triumph Tiger 100 engine (dating from 1956) and a BSA gearbox. The machine last ran circa 1978/79 and has been garage stored, dismantled and awaiting restoration, for at least the last 30 years. Two boxes of associated parts come with it and we are advised that the engine turns over. This unique Tri-BSA looks handsome even in its current loosely assembled state and would be a credit to its new owner once completed. Offered for restoration and sold strictly as viewed, it comes with an old-style V5 document.

£900 - 1,300

€1,100 - 1,700

No Reserve

204

#### 1965 AJS 250CC MODEL 14 SAPPHIRE

Frame no. 18156 Engine no. 60/14 6519

Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the AJS Model 14 and Matchless G2, the overhead-valve power unit incorporated its oil tank within the crankcase and appeared to be of unitary construction. The conventional cycle parts comprised an open, tubular steel frame, closed at the bottom by a pressed-steel channel, complemented by a telescopic front fork and swinging-arm rear suspension. One of AMC's final lightweight, this Model 14 Sapphire (names were adopted from 1962 onwards) has been in the vendor's possession for 15 years and is said to run very sweetly. Restoration carried out in 2006 included an engine rebuild (new con-rod, big-end bearing, flywheel main-shafts and oil pump shaft), fitting a new seat, and rebuilding the wheels with new rims, spokes, tyres and tubes. There are no documents with this Lot, which is offered without reserve. It should be noted that the engine dates from 1960 and that the battery is not charging. Sold as viewed.

£800 - 1,200

€1,000 - 1,500

No Reserve





205



206

205

#### 1960 AJS 350CC 'MODEL 16'

Registration no. YXY 895 Frame no. A73901

Engine no. 61/ G340829

AMC's 350 and 500cc 'singles' are increasingly popular in today's classic scene, greatly assisted by the availability of many key spare parts via the Owners Club. It will be remembered that this particular engine design took AJS/Matchless machines to hundreds of prestigious trials and scrambles victories, from the immediate post war period through to the mid-1960s. Although despatched from the Plumstead factory as a Model 31 'twin' YXY is now offered in single cylinder form, supported by the appropriate authentication from the AJS/Matchless OC and the DVLA, this correspondence mainly dated February 2014. Subject to some refurbishment at the time of its 'conversion' the vendor confirms that the frame and chassis parts are "sound", that the bright-work is commensurate with its age, and that the Ajay "was OK when last run". A full mechanical check is recommended before any further use. With V5C. Sold as viewed.

£1,800 - 2,500

€2,300 - 3,200

No Reserve

206

#### 1960 MATCHLESS 650CC G12 DE LUXE

Registration no. 959 UYE Frame no. A773957

Engine no. 58/31 06473

Although frequently overshadowed by BSAs, Nortons, and Triumphs of similar size and vintage, AMC's underrated 650 twins nevertheless have a widespread following. That they somehow don't quite enjoy the same prestige as their rivals is because of AMC's boardroom policy of refusing to issue contemporary models to the press for road testing purposes, an embargo that worked against them in the longer term. UYE's engine and electrics were extensively rebuilt in 2011, confirmed by more than £2000 worth of bills on file. Although registered as a Matchless the engine [and the not-yet-secured fuel tank] are of AJS origin. Described by the vendor as in generally good condition the machine is accompanied by a dating confirmation from the AJS & Matchless OC, plus the appropriate DVLA correspondence. Not run since completion of the overhaul it will require re-commissioning before use. With V5C. Sold as viewed.

£1,500 - 2,000

€1,900 - 2,500

No Reserve



207



208

207

#### 1955 AJS 498CC MODEL 20 SPRING TWIN

Registration no. WSV 977 Frame no. A35838

Engine no. 53/G9 15711

The last of the major British motorcycle manufacturers to offer a parallel twin, Associated Motor Cycles did not announce its own until the Motorcycle Show of 1948, and even then production was for export only. Typed Model 20 (AJS) and G9 (Matchless), the two newcomers followed the established pattern of British parallel twins but were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the swinging-arm frame recently introduced on AMC's heavyweight singles and for once there was a fair amount of variation between the two marques, which featured their own individual tanks, seats and exhaust pipes in addition to the customary badge and colour scheme differences. Fitted with a Matchless G9 engine, this AJS Spring Twin was restored around five years ago and has been stored since completion. Described as in generally good condition, the machine should require only minimal re-commissioning before returning to the road. Offered with V5C document. Sold as viewed.

£1,800 - 2,800

€2,300 - 3,600

No Reserve

208

#### 1951 MATCHLESS 497CC G80

Registration no. GFO 406 Frame no. 8351 Engine no. 72089

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus it proved a relatively simple matter for owners of older rigid models to update them. This particular G80 was restored around five years ago and has been stored since completion. Described as in generally good condition, the machine should require only minimal re-commissioning before returning to the road. Offered with V5C document. Sold as viewed.

£2,000 - 3,000

€2,500 - 3,800

No Reserve



**Property of a deceased's estate****1947 NORTON 490CC MODEL 30****INTERNATIONAL**

Registration no. JKD 346

Frame no. B11 8886

Engine no. B11 8886



Following its successful Senior TT-winning debut in 1927, the overhead-camshaft Norton had enjoyed mixed fortunes in the Isle of Man. 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, and in 1932 these were joined by a new sports roadster - the 'International' - that bore a closer resemblance to the works racers and was equally at home on the racetrack.

A 'racer for the road', the top-of-the-range 'Inter' was based on the works machines but could be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 the Inter was being built with four-speed foot-change gearbox 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 model received Norton's race-developed Featherbed frame for 1953, an alloy cylinder barrel/head and the new 'laid down' gearbox being adopted at the same time. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of the later machines incorporating Manx components.

Fitted with a Manx cylinder head and quick-release fuel tank, this 'Garden Gate' Inter was purchased by the vendor's late father in 1968. Last taxed in 1998, 'JKD 346' will require re-commissioning before returning to the road and is sold strictly as viewed. The machine is offered with old-style continuation logbook (part), three expired MoT certificates, SORN paperwork and old/current V5/V5C documents.  
**£9,000 - 12,000**  
**€11,000 - 15,000**





210

**Property of a deceased's estate**

**C.1948 NORTON 490CC MODEL 30 INTERNATIONAL SPRINTER**

Engine no. C11 16074

In 1932 Norton introduced a new overhead-camshaft sports roadster - the 'International' - that bore a close resemblance to the works racers and was equally at home on the racetrack. A 'racer for the road', the top-of-the-range 'Inter' was based on the works machines but could be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 the Inter was being built with four-speed foot-change gearbox 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 model received Norton's race-developed Featherbed frame for 1953, an alloy cylinder barrel/head and the new 'laid down' gearbox being adopted at the same time. Consisting of a 1948 engine in a pre-war rigid frame, this International sprinter was purchased by the vendor's late father in 1968 from Pete Templeton, a retired Leicester bank manager and Norton restorer. We are advised that the magneto was overhauled this year and that the engine runs, so the machine should require only minimal re-commissioning before returning to competition. There is no registration document with this Lot, which is sold strictly as viewed.

**£6,000 - 8,000**

**€7,600 - 10,000**



211

**Property of a deceased's estate**

**1931 AJS 349CC 'MODEL SB6 BIG PORT' (SEE TEXT)**

Registration no. MW 8687

Frame no. S137821

Engine no. SB6/152995

In September 1930, AJS's 1931 range was announced and for the first time the factory used the popular sobriquet 'Big Port' as an official model designation for one of its overhead-valve 350s. This was applied to the SB6, a three-speed lightweight variant offered alongside the similar size twin-port S6. The SB6's raison d'être was the favourable rate of taxation applied to motorcycles weighing less than 224lbs, though if the optional (and heavier) four-speed gearbox was specified the SB6 no longer qualified. Production of the lightweight Big Port continued at Plumstead after the Matchless takeover of December 1931, finally ceasing in 1934. One of the last Wolverhampton-built AJS motorcycles, this machine consists of the frame of a 1931 Model S12 250 and a 349cc SB6 'Big Port' engine. Acquired by the vendor's late father in 1962, the AJS was last used in the mid-1990s and will require re-commissioning before returning to the road. Accompanying documentation consists of an old-style continuation logbook, an old-style V5, an (undated) bill for an engine rebuild and a programme for the 1986 Midland Nostalgia Day at Bruntingthorpe in which the AJS was entered. An original handbook is included in the sale. The machine is sold strictly as viewed.

**£4,000 - 6,000**

**€5,100 - 7,600**





**Property of a deceased's estate**  
**C.1930 VELOCETTE 349CC KSS**  
**RACING MOTORCYCLE**

Registration no. EOY 989

Frame no. 3835

Engine no. 3391



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

By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes.

This particular KSS Mk1 comes with dating letters from renowned marque specialist Ivan Rhodes stating that the frame formed part of a machine despatched to the Premier Motor Co, Birmingham in December 1930 while the engine had been in another KSS sent to Velocette agent Bell in Blackheath in June of that year. A letter from the late Jeff Clew states that the engine, '3391', is of the type fitted with the improved Hoffman big-end bearing. The machine was registered in 1939 as 'EOY 989'. Modified for Clubman's racing, the KSS was previously owned and ridden in competition by Malcolm Barron, who bequeathed it to the vendor's late father in 1989. 'EOY 989' was last MoT'd in 1991 and will require re-commissioning before returning to the road. Sold strictly as viewed, the machine is offered with the aforementioned letters, old-style continuation logbook, assorted correspondence and old/current V5/V5C documents.

**£6,000 - 8,000**

**€7,600 - 10,000**





213

**Property of a deceased's estate**

**1927 BSA 986CC MODEL G27 DE LUXE**

Registration no. UT 191

Frame no. N5527

Engine no. C437

'Both the de Luxe and Colonial machines have been expressly designed for Sidecar work with heavy loads. For high speeds or in difficult country the extra power given by the larger engine will add materially to the rider's comfort and the average road performance. The BSA 9.86hp twin cylinder model is a typical example of the high standard of perfection to which the modern motor bicycle has been raised. As a super touring combination, it worthily upholds the highest traditions of British Engineering.' - BSA Cycles Ltd, 1927. This Model G27 was purchased by the vendor's late father from the immediately preceding owner, Mr James W Panter of Leicester, in September 1970 (sales receipt on file). Mr Panter, a Leicester builder, ran the BSA with a box sidecar attached and used as his transport into the 1960s. An older restoration, 'UT 191' was last taxed in January 2001 and will require re-commissioning before returning to the road. Sold strictly as viewed, the machine is offered with an old-style continuation logbook (1950), SORN paperwork, three MoT certificates (most recent expired July 2001) and old/current V5/V5C documents. Noteworthy features include a Bonniksen 100mph speedometer and Klaxon horn.

**£7,000 - 10,000**

**€8,900 - 13,000**



214

**Property of a deceased's estate**

**1923 TRIUMPH 225CC JUNIOR**

Registration no. BC 6903

Frame no. X1

Engine no. 8753

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first models were not without their shortcomings but these were soon sorted and within a couple of years 'Triumph' was a byword for reliability. One of Triumph's new introductions for 1914 was the Junior, a lightweight 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior resumed production after The Great War and was last catalogued for 1922. This Triumph Junior was purchased by the vendor's late father in 1960. An older restoration, believed last used around 15 years ago, the machine will require re-commissioning before returning to the road. Accompanying documentation consists of an old-style continuation logbook (1960) and old/current V5/V5C documents. Sold as viewed.

**£2,800 - 3,800**

**€3,600 - 4,800**







215



217



216



218

215

**Property of a deceased's estate**

**C.1920 TRIUMPH 225CC JUNIOR PROJECT**

Registration no. Unregistered Engine no. 24292/13

One of Triumph's new introductions for 1914 was the Junior, a lightweight 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior resumed production after The Great War and was last catalogued for 1922. This incomplete Triumph Junior was purchased for spares by the vendor's late father in 1965 and is offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

**£800 - 1,200**

**€1,000 - 1,500**

**No Reserve**

216

**Property of a deceased's estate**

**1931 AJS 249CC MODEL S12 PROJECT**

Registration no. to be advised Frame no. to be advised

Engine no. S12/137821

Following the 1931 takeover of AJS by rivals Matchless, production was relocated from Wolverhampton to the latter's Woolwich factory and AJS's identity as a separate marque steadily eroded from then onwards as the machines became more like their Matchless counterparts. The 1931 range was designated by the letter 'S', the smallest model on offer being a twin-port '250', the Model S12. In this form the model continued unchanged until 1933 when it was extensively revised as the 33/12 with inclined cylinder and rear-mounted magneto. At the end of the 1934 season it was superseded by a new Matchless-engined '250' and thus is one of the rarer AJS models of the 1930s. Acquired by the vendor's late father in 1962, this incomplete Model 12 is offered for restoration and sold strictly as viewed.

**£1,000 - 1,500**

**€1,300 - 1,900**

**No Reserve**

217

**Property of a deceased's estate**

**1947 BSA 348CC B31**

Registration no. ERY 306 Frame no. XB31-7948

Engine no. XB31-7197

Based on the pre-war B29, BSA's rugged and reliable B31 was manufactured from 1945 to 1959, its overhead-valve engine providing the basis for the renowned Gold Star. Produced initially with rigid frame and telescopic front fork, it gained (optional) plunger rear suspension in 1949 and a swinging-arm frame in '54. A good all-round performer by the standards of its day, the B31 could cruise comfortably all day at 60mph while returning 75mpg-plus. The simple yet elegant lines of the rigid-framed B31 were lost with the introduction of the swinging-arm frame, and this early 'rigid', with its blue-panelled chromed fuel tank, is a highly original example of the type. Purchased by the vendor's late father in 1984, 'ERY 306' was last taxed for the road in June 1999 and will require re-commissioning before further use. Sold strictly as viewed, the machine comes with DoT correspondence, SORN paperwork, two expired MoTs and old/current V5/V5C documents.

**£1,800 - 2,500**

**€2,300 - 3,200**

218

**Property of a deceased's estate**

**1959 VELOCETTE 192CC LE PROJECT**

Registration no. 49 VMC Frame no. 2349/34

Engine no. 2349/34

Launched in 1948, the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. The unusual looking LE was a big success with police forces, for whom its attributes were more important than its appearance, gaining the sobriquet 'Noddy Bike' as a result. This particular LE was purchased by the current vendor's late father in March 1984. The engine was part stripped to free it off and the cylinders sent away to be reworked, but these have since been lost. Offered for restoration and sold strictly as viewed, the machine comes with some expired MoTs and tax discs, old/current V5/V5C documents and the original instruction manual containing a letter from Veloce Ltd to the first owner.

**£400 - 800**

**€510 - 1,000**

**No Reserve**



219



220

219

#### 1955 ARIEL 350CC RED HUNTER

Registration no. 418 UXR Frame no. DU7916

Engine no. LB2909

In 1946 the Red Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). This 350cc Red Hunter was registered with the age-related number '418 UXR' in 2005. Restored around eight years ago, the machine as been stored since then and should require only minimal re-commissioning before returning to the road. Offered with Ariel OC dating letter, V5C document, and expired MoT certificate and tax disc (2006).

**£2,000 - 3,000**

**€2,500 - 3,800**

**No Reserve**

220

#### 1965 TRIUMPH 650CC T120 BONNEVILLE

Registration no. BJL 11C Frame no. T120 DU21797

Engine no. T120 DU 21797

To quote a respected dealer in British motorcycles at that time, Triumph's unit construction 500/650cc engines had been "pretty well sorted" by the mid-1960s. It is no surprise that the outstandingly popular Bonnie was continuing to attract a worldwide demand. Purchased by the vendor in 2011 BJL (according to its last 4 MOT Certificates, the latest of which expires in August 2015) has completed just 75 miles since April 2011. Reported as restored at some point, but without details, it is thought that the extremely low mileage applies post restoration. New fuel lines were fitted this year, plus an ultrasonic tach drive, and the carburettors were stripped and cleaned. Described by the owner to be in either good or excellent condition BJL is currently taxed. With V5C.

**£7,000 - 9,000**

**€8,900 - 11,000**



221



222

221

#### 1971 TRIUMPH 500CC DAYTONA

Registration no. XFS 547K Frame no. EE 24219

Engine no. EE 24219

Such was the reputation of Triumph's sportier half-litre twin, which began with the Tiger 100 in 1938, that they continued producing 500cc models long after AMC, BSA, Norton etc had retreated into the 650/750cc category. XFS was acquired by the vendor in April 2003, and was subsequently brought to (and maintained in) 'show condition', with all the bills for the necessary work kept on file. XFS has covered but a reported 4267 miles to date, reflected in the machine's overall appearance; e.g. the notable state of the front mudguard's underside, just visible in our illustration! Aside from the owner's removal of the indicators the Daytona is presented in an original 'as sold' condition. Taxed until the end of May 2015, and with an MOT Certificate valid through to August 2015. With V5C.

**£4,000 - 5,000**

**€5,100 - 6,400**

222

#### 1964 TRIUMPH 500CC T100SS

Registration no. BNF 104B Frame no. T100SS H35181

Engine no. 5TA H17933

The silver/green tanked T100SS was purchased at a Stafford Sale in 2003, having reportedly undergone a restoration by its previous owner in 2002. According to the documentation the present vendor is the fourth owner. Declared fitted with an earlier engine, he has (since 2003) fitted a new cylinder with STD pistons, a new clutch, oil pump, valve guides, cam followers, bearings, and alternator. The receipts for this expenditure -- mainly with Supreme Motorcycles -- are retained on file. He has also updated the forks with the later shuttle valve type. The machine has slightly over an indicated 17200 miles on the odometer. Taxed until August 2015, and an MOT Certificate expiring in September 2015, the vendor confirms that the stock-looking T100SS is "ready to ride". With V5C.

**£2,500 - 3,500**

**€3,200 - 4,500**





223



225



224



226

223 N

#### 1958 GILERA 147CC '150 SPORT'

Frame no. 197-20 Engine no. 197-20

At the height of their fame, Moto Gilera of Milan, headed by Ing. Giuseppe Gilera, produced the famous and fearsome Gilera 'Fire-engine' four-cylinder racers campaigned by Geoff Duke, amongst others, and this racing DNA rubbed off on to all of their machines. This lovely 150 Sport in gleaming nero/rosso paintwork is pretty enough to be kept in one's living room. Very competently restored some years ago, it is in original trim and should be a simple job to return to the road, though buyers should satisfy themselves as to its mechanical condition before bidding. Sold strictly as viewed, it is offered with a 1958 AC d'Italia document.

**£1,800 - 2,500**

**€2,300 - 3,200**

224 N

#### 1959 GARELLI 70CC '70'

Frame no. 213253

Engine no. 1122753

In post-war years, the Italian Garelli concern concentrated on their best-selling 'Mosquito' cyclemotor unit, only returning to 50cc and 70cc motorcycles in the 1950s. Their output was, as one might expect from Italy, beautifully styled, made and presented. This example of the '70' is in excellent, original, rosso paintwork and to catalogue specification, and must appeal to any enthusiast for these pretty machines with racer appeal. Said by the vendor to start 'first kick' and to run very well, the little Garelli has an AC d'Italia PRA registration document giving full details – in Italian, of course. Sold strictly as viewed, prospective buyers should satisfy themselves as to the suitability and mechanical condition of this lovely lightweight.

**£1,000 - 1,400**

**€1,300 - 1,800**

225 N

#### 1954 MI-VAL GOBBETTO 125

Frame no. 22711 Engine no. 22711

Particularly rare in the UK, the Italian Mi-Val machines were made, from the 1950s, by Metalmeccanica Italiana Valtrompia, who were engineers and makers of weapons and machine tools in Brescia. A make noted in Italy for the excellence of its finish and specification, Mi-Val also produced a variant of the Messerschmitt three-wheeler. This sporting, race-styled two-stroke is in its very well-preserved original finish and believed to be to original specification, according to the vendor. A wholly stylish machine, it will appeal to enthusiasts for Italian lightweights and is sold strictly as viewed. Buyers should ascertain its suitability and mechanical condition prior to bidding. An A.C. d'Italia certificate for the Mi-Val was present at the time of cataloguing.

**£1,400 - 1,800**

**€1,800 - 2,300**

226 N

#### 1963 LAVERDA 194CC 200 TWIN

Frame no. 1227

Laverda was an exclusively post-WW2 maker, rather than one with pre-war traditions, which goes some way to account for the freshness of their designs in the up to 200cc class. Of these, the first choice has to be their 200cc, push-rod twin which appeared in the late 'fifties in various stylings. Based around a composite tube and pressing frame, the engine was in unit with the four-speed transmission and produced a smooth 11bhp. This example is in carefully preserved, rather than re-built condition. An Italian registration document is present and buyers should satisfy themselves as to the condition of the machine which is sold strictly as viewed.

**£1,500 - 2,000**

**€1,900 - 2,500**





227



229



228



230

227 N

#### 1968 GILERA 123CC '125'

Frame no. 101-24186 Engine no. 101-24186

Famous for their racing machines, the Italian Gilera company earned their living by producing well-engineered lightweights and ultra-lightweights in the Italian tradition. The 1960s saw their greatest success in this competitive field. The Gilera '125' on sale here is in original, if somewhat faded, condition, as if it were straight from an Italian street. The machine is believed mostly complete and following the usual re-commissioning checks and some cosmetic attention, this project should result in a nice lightweight for little money. Offered with an AC d'Italia document the machine should respond well to restoration and is sold strictly as viewed.

£700 - 1,100

€890 - 1,400

No Reserve

228 N

#### C.1953 ISO MILANO 125 FIRST SERIES

Frame no. 20100 Engine no. 77508

ISO became world-famous in the 'sixties for their mighty Iso Milano super-cars but had a life before that in the lightweight, up to 250cc, motorcycle sector of Italian industry. One of their best-known machines was this, a variety of the small-wheeled but otherwise full-size motorcycle also made by other factories such as MV Agusta. The early, first-series 125, offered here is today a rare bird for the simple reason that, as is their nature, utility motorcycles were hard-used, until replaced or scrapped. In believed complete and original condition, this should be an easy re-commission, particularly suitable for the shorter rider. Sold strictly as viewed, buyers should satisfy themselves as to the mechanical condition of this interesting ISO. An Italian registration document is present.

£600 - 1,000

€760 - 1,300

No Reserve

229 N

#### 1972 BENELLI 120CC 'ENDURO 125' PROJECT

Frame no. 9731 Engine no. 4660

Benelli's range in the 1970s, like those of most makers, included enduro-styled low-capacity machines. Those of Benelli were noted, as always, for their style and lively performance. With 15,000 or so Km. recorded, this is admittedly a rather neglected, though apparently complete example which should provide a good basis for restoration for any enthusiast of Italian machines at little cost. No further details were available at the time of cataloguing. An AC d'Italia identification document, Nr: 80510, giving registration and specification details is provided with this machine which is sold strictly as viewed.

£400 - 700

€510 - 890

No Reserve

230 N

#### 1971 MOTOBİ 50 CROSS

Frame no. 10265

Founded in Pessaro, Italy, in the early nineteen-fifties, Motobi produced an interesting range of unit-construction two-strokes featuring horizontal cylinders. Essentially a one-design firm, they merged with Benelli in 1962 and became a brand, with their machines being variants of the contemporary Benellis. The post-war market for sub-50cc mopeds soon produced more exciting designs for a more youthful market and this little MotoBi, superbly styled in the fashion of a twin-shock moto-cross bike of the period, is no exception. In original and well-preserved condition, it will make a lovely Christmas present for a young enthusiast. An Italian 'ciclomotore' registration document is present and buyers should satisfy themselves as to the mechanical condition of the machine, which is sold strictly as viewed.

£600 - 1,000

€760 - 1,300

No Reserve



231



233



232



234

231 N

#### 1981 DUCATI 350CC 'CAFÉ-RACER'

Frame no. 358089 Engine no. 32630

In 1978, Ducati produced the Pantah range of V-twins, using belt-drive technology for the valve-gear instead of the noisy and expensive bevel-drive mechanism used hitherto. The new engines, though derided immediately by the Ducati tifosi, were generally welcomed. This race conversion, seemingly of a Ducati 350SL roadster, is described by the vendor as being in 'very good condition' and 'ready to go'. It will certainly make an excellent track-day bike or may be restored to fast road condition. Prospective bidders should satisfy themselves as to the condition before bidding for this nicely finished special, which is sold strictly as viewed. No documentation was present at the time of cataloguing.

**£2,000 - 3,000**

**€2,500 - 3,800**

232

#### 1980 DUCATI 900SS DARMHAH

Registration no. CDY 187V Frame no. 950324

Engine no. 904166

Originally finished in silver/blue, this 900SS Darmah was purchased from a friend by the current vendor in 2010, at which time it was MoT'd, in regular use and running well. It has not been used on the road since then but has been regularly started and run up to temperature. Works carried out include replacing the front brake callipers, the starter solenoid and the fuel lines and clips. After four years laid-up, the machine will require further re-commissioning before returning to the road. Known issues include the clutch (stuck), rear carburettor (floods occasionally), fuel taps (weeping), rear brake calliper (needs to be replaced) and the instrument panel warning lights (not working). Sold strictly as viewed, the machine is offered with V5C registration document. It should be noted that it has been the subject of a total loss write off in the past, probably because the costs of a cosmetic repair were greater than the market value at that time.

**£3,500 - 4,500**

**€4,500 - 5,700**

233

#### 1983 MOTO GUZZI 490CC V50 MONZA

Registration no. SMC 397Y Frame no. 12180

Engine no. 23177

Moto Guzzi's long-running, 90-degree, v-twin engine layout was retained for a new range of middleweights planned during the 1970s. The scaled-down Guzzi debuted as the V35/V50 in 1976. Lightweight and compact, Guzzi's little v-twins were well engineered and handled superbly; top speeds were 90mph-plus (V35) and 100mph-plus (V50). The machine offered here is an example of the V50 Monza, a later development styled like the larger Moto Guzzi Le Mans, which incorporated all of the engine improvements introduced on the intervening 'II' and 'III' models. 'SMC 397Y' has been owned by the lady vendor since April 1986 and currently displays a total of 40,341 miles on the odometer. Last taxed for the road in November 2002, the machine will require re-commissioning before further use. Accompanying paperwork consists of an expired MoT (2003) and a V5C document. Electronic ignition and a 2-into-1 exhaust system are the only notified deviations from factory specification.

**£1,200 - 1,800**

**€1,500 - 2,300**

234

#### 1978 LAVERDA 497CC 'MONTJUIC 2' (SEE TEXT)

Registration no. XUW 926T Frame no. 1990

Engine no. 1990

Laverda's advanced Alpino was a natural candidate for development as a racer and the first such derivative, the Formula 500, arrived in time for the 1978 season. A Formula 500 was imported into the UK by Laverda concessionaire, Roger Slater, the man largely responsible for the three-cylinder Jota, who believed that a 'civilised', café racer version had greater sales potential than the rather lacklustre, and expensive, Alpino. Slater retained the stock Alpino fuel tank but equipped his new baby with a bikini fairing and solo racing seat manufactured in the UK by Screen & Plastics. Finished in 'Jota Orange', the new model was named 'Montjuic' in honour of Laverda's race victories at the eponymous Spanish circuit. Original documentation on file describes this motorcycle as an 'Alpino S'. It is not known whether it was converted to Montjuic specification by Slater Bros when new or subsequently by a private owner. Prospective purchasers should satisfy themselves with regard to its origins and status prior to bidding. Presented in running condition, the machine has been garage stored for approximately the last six years and will require re-commissioning before returning to the road. Offered with copy DoT Form V55/3 and V5C registration document.

**£3,500 - 4,000**

**€4,500 - 5,100**



235 N

**1980 LAVERDA 981CC JOTA '180'**

Frame no. LAV1000-7061

Engine no. 1000-7061

'Every successful bike maker has a standout model, the *ne plus ultra*, the one where everything comes together perfectly, producing a classic bike that exemplifies the brand. For Triumph it was the Bonneville, for Moto Guzzi the Le Mans and for Indian the Chief. For Laverda, it was the Jota.' – Robert Smith, 'Motorcycle Classics'. Blessed with one of the most evocative names in motorcycling history, the Jota was the bike that really put Laverda on the map. Its direct progenitor was the tuned version of the Italian firm's 3C triple - the 3C(E) - developed for production racing by the UK importer, Slater Brothers. The production Jota was both more highly tuned and quicker, its 140mph top speed making it the world's fastest road-going production motorcycle at the time of its launch for 1976. It was also pretty handy on the racetrack, winning the UK's Avon championship in 1976 and 1978 in the hands of Pete Davies. Few major changes were made to the Jota prior to 1982 when a heavily revised version was introduced, complete with a 120-degree crankshaft that made for a more even firing order. One consequence of this was the instant elevation of the original version, which came with a 180-degree 'flat' crank, to iconic 'first of the line' status among collectors. This Jota '180' is currently in the hands of its second owner, who advises us that it was serviced only 655 kilometres ago (at 63,000 kilometres). The machine is offered with Netherlands registration papers and a copy of 'Moto 73' magazine (27th October 1980 edition) in which it is featured. Sold as viewed.

**£8,000 - 12,000**

**€10,000 - 15,000**



236

**1978 DUCATI 864CC 900SS**

Registration no. BWC 719T

Frame no. 087914

Engine no. 088184

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sportster from its tourer counterpart. Breathing through gaping 40mm Dell'Orto carburetors, the 900SS engine produced 70bhp, an output good enough for a top speed of 135mph. This 900SS has been owned by the vendor since September 1983. An MoT issued in May 1983 records the mileage as 9,829, while the current odometer reading is 9,061 miles. However, it should be noted that the speedometer was zeroed in 1985, which means that the machine has covered at least 18,890 miles, probably a little more. Last MoT'd in July 2005, it will require re-commissioning before further use. Accompanying paperwork consists of two expired MoTs, a V5C document and sundry invoices, including one for a gearbox rebuild and a re-bore in December 1984. Replacement wheels and re-threaded exhaust outlets are the only notified deviations from factory specification.

**£5,000 - 8,000**

**€6,400 - 10,000**





237



239



238



240

237 N

#### 1975 HONDA SS50Z

Frame no. SS50Z 239058 Engine no. SS50ZE 1104722

The first sports derivative of Honda's classic C100 Super Cub 'step-thru', the C110 Sports Cub, appeared in October 1960. This was a proper small motorcycle, with spine frame and a more powerful version of the C100 motor. Larger-capacity models soon followed and in 1964 an overhead-camshaft version of the engine was introduced on the CS90 sports, with 50cc and 65cc derivatives arriving in 1965. An even more sporting tiddler – the SS50 – arrived for 1967 equipped with a more powerful version of the OHC engine producing 6.0bhp at 11,000rpm and coupled to a five-speed gearbox. During the mid-1970s the model was offered on the UK market in 'Sixteener Special' guise equipped with four-speed gearbox and pedals, thereby qualifying as a moped, and continued in production to the end of 1977. Currently displaying a total of only 23,249 kilometres (approximately 14,400 miles) on the odometer, this example is said to be in 'as new' condition and is offered with Netherlands registration papers. Sold as viewed.

£1,400 - 1,800

€1,800 - 2,300

238 N

#### 1987 HONDA XL250R

Frame no. JH2MD1104HK302800 Engine no. MD11E 5303590

Honda's first attempt at building an engine specifically for 'dirt' use, the SL (later 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. Weighing 305lbs with fuel and oil, the XL was on the heavy side for a 250cc dirt single but that figure was a reflection of its superior build quality and level of equipment. Top speed on the road was around 65mph. Honda's trail bike range was updated in the early 1980s, gaining Pro-Link mono-shock rear suspension (as developed on the factory moto-crossers), long-travel front forks and an 'R' model suffix. The current (third) owner acquired this XL250R in the spring of 2014 and advises us that it was serviced only 795 kilometres ago (at 21,000 kilometres). The machine is offered with Netherlands registration papers. Sold as viewed.

£1,400 - 1,800

€1,800 - 2,300

239 N

#### 1987 YAMAHA FZR1000 GENESIS

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

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a claimed maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and, equally importantly, had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model and these days is relatively rare. An affordable, fast and comfortable modern classic, this recently restored Genesis currently displays a total of 51,883 kilometres (approximately 32,200 miles) on the odometer and is described by the vendor as in 'like new' condition. The machine is offered with Netherlands registration papers. It should be noted that the engine is not original to the frame. Sold as viewed.

£2,200 - 3,200

€2,800 - 4,100

240 N

#### 1990 KAWASAKI ZXR750

Frame no. ZX750H-006212 Engine no. ZX750FE-032234

Such is the predominance of the 'race replica' motorcycle today that it is hard to imagine a time when they were seen as unusual, even exotic, but back in the 1980s such machines had the power to amaze. Introduced for the 1989 season, the ZXR750 used a revamped GPX750 engine in a sexy-looking alloy chassis based on that of the ZXR-7 factory endurance racer. Much more practical as a road bike, the ZXR750 gave little away to Honda's considerably more expensive RC30, Bike magazine finding that the Kawasaki had better acceleration and a superior top gear roll-on. It also handled brilliantly, once the over-hard rear suspension had been sorted, and had one of the best front ends around. The current (second) owner acquired this ZXR750 in the spring of 2014 and advises us that it was serviced only 341 kilometres ago (at 26,200 kilometres). The machine is offered with Netherlands registration papers. Sold as viewed.

£1,400 - 1,800

€1,800 - 2,300



241 N

**1979 SUZUKI GS1000S**

Frame no. GS1000-523497

Engine no. GS1000-134421

Following Honda's lead, Suzuki launched its first four-cylinder four-stroke - the GS750 - for 1976. Within a short time there was a 1,000cc version on the horizon - the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sports bike' crown. 'The GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gearchanging to a minimum plus devastating performance,' reported Bike magazine. The 'devastating performance' amounted to a sub 12-second standing quarter-mile time and a top speed in excess of 135mph - good enough to beat the Kwacker in a straight line - while air forks at the front and rear suspension units adjustable for damping as well as spring pre-load made for superior handling when pressing on. Variations on the theme included the shaft-driven GS1000G tourer and GS1000S sportster, the latter equipped with a neat cockpit fairing enclosing a more comprehensive instrument cluster. Imported from Italy into the Netherlands, this GS1000S is currently in the hands of only its second owner. The machine displays a total of 22,688 kilometres on the odometer and is described as 'like new'. Offered with Dutch registration papers. Sold as viewed.

£5,000 - 7,000

€6,400 - 8,900



242 N

**1972 BMW 599CC R60/5**

Frame no. 2939612

Engine no. 2939612

The long-awaited replacements for BMW's long-running Earles-forked flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame, innovations first seen on the Bavarian company's ISDT machines. The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '5' models came in three capacities, the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R60/5 produced a claimed 46bhp, which was good enough to propel the 419lbs machine to a top speed of 103mph. BMW owners love to accessorise their machines and this R60/5 comes equipped with luggage rack, pannier frames and engine protector bars. Completely restored in 2008, the machine was serviced around 2,500 kilometres ago and is said to be in 'as new' condition. The current odometer reading is 10,562 kilometres. Offered with Netherlands registration papers. Sold as viewed.

£3,500 - 4,500

€4,500 - 5,700



The following 11 lots are offered from a private collection, whilst all have been run recently, they may require recommissioning to a greater or lesser extent and are therefore sold strictly as viewed.

243

### 1975 DRESDA-HONDA 900CC

Registration no. LJD 816P

Frame no. DA322

Engine no. CB750E-2343005



Proprietor of Dresda Autos, previously a retail outlet for scooters on Putney Bridge Road in South West London, Dave Degens was one of the first special-builders to put the Triton into what might be termed 'limited production'. Dave Degens' Tritons were among the very best and he set out to prove it in the most convincing way possible – by racing them. Riding one of his own creations, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process, and went on to develop his own Featherbed-derived frame to take power units other than the original Triumph. Using the new Dresda frame and a 650cc Triumph engine, he won in Barcelona, for the second time, in 1970 and this versatile chassis would later accommodate all manner of multi-cylinder engines from Japan. Wrapped around a four-cylinder Honda motor, Degens' chassis again demonstrated its superiority on the racetrack when the Japauto-entered machine of Debrock/Ruiz won the 1972 Bol d'Or 24-hour race at Le Mans.

This stunning Dresda-Honda was offered as the prize in a Motor Cycle News 'spot the ball' competition in 1975 and was won by Mr Norman Gardner of Roehampton; it was first registered on 1st January 1976.

Correspondence contained within the accompanying extensive history file (close inspection recommended) indicates that Mr Gardner kept the Dresda for some 24 years before selling it to Paul Miles of Hampton in June 2000. Mr Miles then restored the machine, having it repainted in its original livery, getting the original exhaust system re-chromed, and carrying out extensive mechanical re-commissioning. In July 2004 the Dresda was sold to its next owner, Anthony Allen of Chatteris, Cambridgeshire and in May 2005 was purchased via GB Motorcycles of Christian Malford, Wiltshire by the current registered keeper. Since then the machine has won the 'Best Chopper/Custom Bike' award at the Ace Café '70s Day, been featured in Classic Bike and other magazines, and been reunited with its creator, Dave Degens (see photographs on file). Dave even managed to find the original solo seat intended for the bike. We are advised that the machine has covered fewer than 400 miles since May 2005. Well-documented and little used, this unique Dresda-Honda is offered with current MoT, V5C registration document and the aforementioned history file, the latter containing two very rare original Dresda brochures. It also comes with two CD-ROMs of photographs and a quantity of magazines in which it features, plus others containing articles on the Dresda marque.

**£8,000 - 12,000**

**€10,000 - 15,000**





244

## 1978 HONDA CBX1000

Registration no. PUY 21T

Frame no. CB1-2008026

Engine no. CB1E-2008077



'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 owner's hands since August 2009 and benefits from a 'bare frame' rebuild, the engine being left untouched. The machine comes with a substantial history file of invoices, miscellaneous paperwork, model-related literature, old/ current V5C documents and a quantity of old MoT certificates dating back to the early 1990s, the most recent of which expired in February 2014. The genuine exhaust system is a particularly noteworthy feature.

**£8,000 - 12,000**

**€10,000 - 15,000**



245

## 1980 SUZUKI GS1000S

Registration no. BVK 464V

Frame no. GS1000-525434

Engine no. GS1000-140579



The unqualified success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Kawasaki being first in the field with the legendary Z1, launched in 1972. While Yamaha ploughed its own furrow with the three-cylinder XS750, Suzuki went all the way, launching its first four-cylinder four-stroke - the GS750 - for 1976. Even by the standards of its time the GS750 was conventional enough, but with 68bhp on tap and a top speed of over 120mph, it was the fastest 750 around and handled pretty well too. Within a short time there was a 1,000cc version on the horizon - the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sports bike' crown. 'The GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gearchanging to a minimum plus devastating performance,' reported Bike magazine. The 'devastating performance' amounted to a sub 12-second standing quarter-mile time and a top speed in excess of 135mph - good enough to beat the Kwacker in a straight line - while air forks at the front and rear suspension units adjustable for damping as well as spring pre-load made for superior handling when pressing on.

Variations on the theme included the shaft-driven GS1000G tourer and GS1000S sportster, the latter equipped with a neat cockpit fairing enclosing a more comprehensive instrument cluster. Ancestor of the mighty GSX-R1000 and historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes.

The current vendor purchased this particular GS1000S in December 2009 and advises us that it has required no work, having covered fewer than 500 miles since its acquisition. The current odometer reading is only 26,952 miles. 'BVK 464V' has been MoT'd annually while in the vendor's care and comes with all relevant certificates plus others dating back to the 1990s. Additional accompanying documentation consists of sundry invoices, two old V5 documents, copies of older V5s and the current V5C. A GS1000 service manual, GS1000S set-up supplement and an original brochure are included in the sale.

£5,000 - 7,000

€6,400 - 8,900





246

# **1974 KAWASAKI 498CC MACH III (H1)**

Registration no. KEH 991N

Frame no. H1F-40535

Engine no. KAE 110553

From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing but a two-stroke – the awesome, legendary 'Mach III' (H1). Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The H1 triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. This Mach III has been in the current owner's hands since March 2010 and benefits from a repaint and re-commissioning, the engine not requiring any work. Currently displaying a total of 17,674 miles on the odometer, the machine comes with sundry invoices, current V5C document and a quantity of old MoT certificates, the most recent of which expired in March 2014. The original exhaust system is a particularly noteworthy feature.

**£6,000 - 7,000**

**€7,600 - 8,900**



247

# **1978 KAWASAKI Z1000 A2**

Registration no. APW 985S

Frame no. KZT00A-519511

Engine no. KZT00AE-073207

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. Sold new abroad, almost certainly in the USA, this Z1000 A2 model was first registered in the UK in 1997 and is currently in the hands of only its third owner in this country. 'APW 985S' has covered only some 200 miles since its acquisition by the vendor in 2009 and currently displays a total of 23,607 miles on the odometer. We are advised that the machine benefits from Dream Machine paintwork and has required no work other than re-commissioning. It was last taxed for the road in 2010. Accompanying paperwork consists of MoT to May 2015, V5C document and a quantity of expired MoT certificates. An owner's manual is included in the sale.

**£4,000 - 5,000**

**€5,100 - 6,400**





248

**1976 SUZUKI GT750**

Registration no. OUM 890P

Frame no. GT750-68370

Engine no. GT750-75225

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine. Today the charismatic 'Kettle' is supported by a most enthusiastic and active owners club and is one of the models catered for by Suzuki's recently launched 'Vintage Parts' initiative. This example was acquired by the current vendor in September 2007 and has covered fewer than 1,000 miles while in his ownership. Cosmetically restored (paint and chrome) since acquisition, the machine is offered with owner's manual, service manual, parts catalogue, sundry invoices, old/current V5C documents and a quantity of expired MoT certificates and tax discs. A total of 29,970 miles is currently displayed on the odometer.

**£6,000 - 8,000**

**€7,600 - 10,000**



249

**1985 KAWASAKI GPZ750 TURBO**

Registration no. B899 EBD

Frame no. ZX750E 005195

Engine no. ZX750EE 005997

Spurred on by publicity surrounding Honda's CX500 Turbo, the rest of Japan's 'Big Four' lost no time in jumping on the forced induction bandwagon. By far the most successful offering came from Kawasaki who, by bolting a turbocharger to their existing GPz750, created one of the 1980s' most exciting sports motorcycles. By placing the turbo close to the exhaust ports Kawasaki ensured that throttle lag was minimised, while substituting electronic fuel injection for the original carburettors enabled combustion to be finely controlled. The result was 100-plus horsepower at the rear wheel and a top speed of around 140mph. A subtly strengthened frame and swinging arm helped enthusiastic owners keep the Turbo shiny side up. This Kawasaki GPz750 Turbo comes with its original owner's manual and warranty/ service booklet showing that it was sold new by K Motorcycles of Northampton to a Mr W Vaughan of Cransley, Kettering. In December 2012, 'B899 EBD' was purchased by the current vendor, who advises us that nothing has been done to it since acquisition apart from a successful MoT test in March 2013. The machine is offered with a quantity of expired MoT certificates and current V5C registration document. A rare chance to obtain a desirable Japanese classic that can only become increasingly collectible.

**£5,500 - 6,500**

**€7,000 - 8,300**





250



252



251



253

250

#### **1983 SUZUKI 673CC XN85 TURBO**

Registration no. A265 DEC Frame no. GP71A-100537

Engine no. P701-100879

Once Honda had produced the world's first turbo-charged production motorcycle - the CX500T - it was inevitable that the rest of Japan's Big Four would follow suit. Suzuki's offering, the XN85 Turbo, was based on the normally aspirated GS650 but with chain final drive instead of shaft. The 673cc GS motor was heavily revised to withstand the increased stress of forced induction and equipped with a state-of-the-art engine management system. Maximum power - 85bhp - arrived at 8,500rpm on a relatively modest boost of around 9psi. Top speed of the XN85 was within a whisker of 130mph and it handled well too. This example of Suzuki's rare XN85 Turbo was acquired by the current vendor in February 2012, since when the paintwork has received attention and the machine been tidied. Accompanying paperwork consists of a quantity of expired MoT certificates, V5C document and MoT to May 2015. A total of 36,398 miles is currently displayed on the odometer.

**£3,000 - 4,000**

**€3,800 - 5,100**

251

#### **1982 HONDA CX500 TURBO**

Registration no. WLB 498X Frame no. NPC03-2001078

Engine no. PC03E-2001128

Of all the larger models in Honda's 1980s range, the CX500 v-twin tourer must have seemed the least likely candidate for a performance-boosting turbocharger, and the fact that Honda went ahead with the project had - some argued - more to do with demonstrating its R&D department's technical prowess than anything else. Currently displaying a total of 39,367 miles on the odometer, this example comes with a file of service/maintenance invoices, many of which were issued while the machine was in the hands of its original owner. The current vendor acquired the Honda in July 2011 and advises us that nothing has been done to it since acquisition apart from submission for MoT tests. Additional accompanying documentation consists of the current V5C document and a quantity of MoT certificates dating back to the 1980s (most recent expired March 2014). The machine was last taxed for the road in June 2012.

**£2,000 - 3,000**

**€2,500 - 3,800**

252

#### **1976 KAWASAKI KH400**

Registration no. OAU 880P Frame no. S3F-29303

Engine no. S3E-029404

In 1973 Kawasaki launched its first 400cc triple, the S3, which boasted a disc front brake, rubber-mounted engine, longer wheelbase and - surprisingly - a few less horsepower than its 350cc S2 predecessor. Although slightly down on performance, the S3 could nudge 110mph and raced through the quarter-mile in a little over 14 seconds, figures that put it at the head of its class. Model designations changed to 'KH' in 1976, the new KH400 boasting CDI ignition. Outrageous and uncompromising in their day, these charismatic Kawasaki triples have become highly collectible in recent years. Last taxed for the road in August 2011, this KH400 had been acquired by the current vendor in February 2011 and since then has been cosmetically restored (paint and chrome). Accompanying paperwork consists of a few invoices, V5C document and a quantity of MoT certificates (most recent expired February 2014). A total of 16,187 miles is currently displayed on the odometer.

**£2,500 - 3,500**

**€3,200 - 4,500**

253

#### **1972 SUZUKI T350 REBEL**

Registration no. NRX 550K Frame no. T350-24668

Engine no. T350-24668

Using the Colleda marque name, Suzuki launched its first two-stroke twin (a 250) in 1956. The replacement T10 appeared in 1963 and from this model developed the now classic T20 Super Six. In 1968, boring out the T20 to 305cc gave Suzuki its first contender in the 350cc class - the T305 - which was quickly superseded for 1969 by the 315cc T350. Designated 'Rebel', the T350 developed 39bhp at 7500rpm, an increase of seven horsepower over the contemporary T250. This example of a rarely seen classic Suzuki was imported into the UK circa 2010 and sold by Caversham Bridge Motorcycles of Reading, Berkshire to the current vendor. We are advised that it has been fully restored, excluding the engine, and that the right-side exhaust will have been re-chromed prior to sale. Last taxed in June 2013, the machine is offered with dating letter, sales invoice, V5C document and three MoT certificates (most recent expired February 2014). A total of 7,820 miles is currently displayed on the odometer.

**£2,700 - 3,300**

**€3,400 - 4,200**

## Further properties

254 N

### ***One of three factory prototypes; displayed at 'The Art of the Motorcycle' exhibition 1972 BENELLI 750CC SEI***

Frame no. BC 5006



Despite a racing heritage second to none, Benelli was in financial difficulty by the late 1960s, falling into the clutches of Argentinian industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first six-cylinder production motorcycle. Production proper began in 1974 but the Benelli was soon overshadowed by Honda's CBX1000 six. The Italian company responded in 1980 with the 900 Sei that used the original single-cam engine bored and stroked for a capacity of 905.9cc. Production of the 900 Sei ceased in 1987. Over the succeeding decades there have been only a handful of attempts to market a six-cylinder motorcycle and today such models are a rarity. The Benelli 750 Sei is the grandfather of them all.

This Benelli 750 Sei offered here is one of three factory prototypes. Of the three, one was destroyed during testing and the other was last heard of in the ownership of Alejandro De Tomaso's wife. The current vendor joined Benelli in 1973 at the age of 15 and three years later was transferred to the Experimental Department as a test rider.

He worked for Benelli for 10 years and then in 1984 started a new career in Grand Prix motorcycle racing as engine technician. In more than 20 years as a Grand Prix engineer he worked with many top teams and a succession of the greatest riders including 13-times World Champion Angel Nieto.

The vendor purchased the prototype Benelli Sei directly from the Benelli factory in May 1989. Between November 1999 and April 2000 the machine was displayed at the Guggenheim Museum in Bilbao as part of 'The Art of the Motorcycle' exhibition and at the Guggenheim Museum in Las Vegas from September 2001 to June 2002. The Sei comes with the sales document dating from 1989 and a letter from the Benelli factory dated 20th March 2014 confirming that it is the prototype used for the official presentation held in Modena on 27th October 1972 (see photograph) and later for the type-approval tests. It also comes with the letter of invitation from the Guggenheim Museum. Presented in excellent and completely original condition, this beautiful Benelli Sei represents a wonderful opportunity for the discerning collector or museum trustee to acquire a machine of great historical significance in the development of the motorcycle.

**£35,000 - 45,000**

**€44,000 - 57,000**





***As displayed at The Bike Shed*****1985 BMW 798CC R80RT CAFÉ RACER**

Registration no. C722 TLX

Frame no. 6471987

Engine no. 6471987



BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977 as replacement for the 750cc R75/7. Like its predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Following the introduction of the R80G/S enduro bike in 1980, the R80 family was extended further by the R80ST and R80RT, the latter being a long-distance tourer equipped with the capacious fairing first seen on the R100RT. New for 1982, the R80RT was updated for 1984, gaining the wheels, forks and 'Monolever' single-sided swinging arm of the K-Series. Engineered to BMW's customarily high standards, the revised R80RT was far from cheap and cost approximately 50% more than Kawasaki's similarly shaft-driven Z750GT tourer.

Large-capacity parallel twins dominate the 'café racer' scene, which makes this unique example of BMW's smooth, middleweight super-tourer – customised in this quintessentially British style – all the more unusual. The machine is a 'one off' constructed to a very high standard by one of its previous owners, Gary Halett, who acquired it in August 2011. Noteworthy features include R100S cylinder barrels and heads, balanced flywheel, 42mm Mikuni carburetors, 2-into-1 exhaust system, megaphone silencer, solo 'racing' seat, alloy wheel rims, a Suzuki front end and Brembo front brake. The current vendor bought the BMW from CRC Motorcycles of Alpertown in February 2013. Described as in generally very good condition, the machine is offered with purchase receipt, copy old and current V5C documents, sundry invoices, MoT to 25th February 2015 and HPI check paperwork stating that it was the subject of an insurance total loss payment in 1991.

**£5,000 - 7,000****€6,400 - 8,900**

256

**As displayed at The Bike Shed**

**1978 SEELEY-HONDA 750CC F1 SPORT**

Registration no. WGY 810S

Frame no. SH7-708F

Engine no. CB750E-2562558



British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. Believing that the AMC engines possessed further potential if equipped with state-of-the-art cycle parts, the previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the four-stroke singles enjoyed renewed competitiveness, Derek Minter winning first time out at the start of the 1966 season on both the 350cc 7R and 500cc G50-engined Seeleys. The Seeley frame progressed from the duplex cradle MkI to the similar but lighter MkII. Down-tubes were abandoned with the MkIII, the head-stock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine. The MkIV introduced towards the end of 1970 featured a revised tubing layout and continued in production until 1973, achieving further successes.

Seeley's designs clearly had the potential to accommodate other, more-powerful types of engine, and commissions for frames for multi-cylinder power units soon followed, one of the first being the Seeley-Honda. Connections with Honda UK resulted in the Seeley-Honda's creation in the mid-1970s, a period when the power produced by large Japanese multis was not matched by their frames' ability to cope. Lightweight and rigid, the nickel-plated Seeley chassis was a vast improvement on the Honda version in both looks and practicality, enabling in-frame removal of the cylinder head, unlike the original. The fact that it handled better too goes without saying.

This Seeley-Honda was acquired by the current vendor in July 2013 having spent some 20 years in storage. The machine was then re-commissioned and fully serviced, receiving a new wiring loom, brakes and tyres, and on 6th July 2015 won the 'Best Multi-cylinder' award at the Brooklands 'Ace Café Ton-Up Day'. 'WGY 810S' also featured at the 'Bike Shed III' event in May 2014 and was pictured with Colin Seeley in 'Classic Bike Guide' magazine. Colin Seeley's letter of authentication is in the accompanying history file together with sundry bills, current MoT certificate and V5C document.

**£8,000 - 12,000**

**€10,000 - 15,000**





**As featured in 'The Book of Deus', Ace Cafe 75th Anniversary Special Magazine, Displayed at The Bike Shed**  
**1999 KAWASAKI 676CC W650 CUSTOM**  
**BY DEUS EX MACHINA**

Registration no. S903 JLY

Frame no. 6MCK0EJ650A002973

Engine no. EJ650AE003006



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. What no one expected was that the Japanese manufacturer would look back even further – to the W1 of the 1960s – and produce an updated version of one of the first big four-strokes to be badged as a Kawasaki. Introduced in October 1965, the W1 was inspired by the BSA A10 650 twin but differed considerably in internal detail. Although it remained an air-cooled vertical twin, the W650 departed even further from the original BSA conception, boasting a shaft-driven overhead camshaft, electric starter and disc-braked cycle parts. Brilliantly styled and well equipped, it appealed to those who craved 1960s style but had no time for the oil leaks, dodgy electrics and general unreliability associated with British bikes of the period.

Since their introduction, the W650 and successor W800 have proved immensely popular with customisers, not least because the Kawasakis look more like 1960s Triumphs than the British firm's current offerings.

The example offered here is the work of Deus Ex Machina, a company founded in Sydney, Australia by Dare Jennings, originator of 'Mambo' brand surfing equipment. Following the sale of Mambo, Jennings developed Deus as a centre of motorcycle customising in Australia and has since opened branches in California, USA and Milan, Italy. The company was one of the first to reinterpret the 'street tracker' or 'bobber' style in the modern idiom, a look which has since taken off worldwide. This W650 street tracker was imported from Australia in 2011 by the immediately preceding owner, Jonathan Teeman. The Kawasaki has been featured in the Ace Café 75th Anniversary Special magazine, was one of the highlights of the 'Bike Shed III' event in May 2014, and is pictured in the Deus hardback book. We are advised that it has been fully serviced and is ready to ride away. Beautifully presented, this unique W650 custom is offered with sundry invoices, dating certificate, current MoT/tax and V5C registration document.

**£12,000 - 15,000**

**€15,000 - 19,000**



258 N

**The property of Danish artist  
Kristian von Hornsleth**

**1973 HARLEY-DAVIDSON 1,200CC  
SPORTSTER 'GODSPEED'**

Frame no. 1A22503H3

Engine no. 1A22503H3



Of all the makes of motorcycle both past and present, none has attracted the attention of customisers more than Harley-Davidson, whose traditional and relatively simple v-twins provide the ideal blank canvas for experimentation while at the same time remaining identifiable American classics. The work of Danish conceptual artist Kristian Hornsleth, the unique piece of two-wheeled art offered here is based on a 1973 Sportster. Although retaining all their traditional characteristics, the Harley-Davidsons of the 1970s had begun to incorporate some of the technological developments that had become accepted as the norm on European and Japanese machines. Disc brakes and electronic ignition became commonplace and by the decade's end the convenience of electric starting had been extended to the Sportster, the kick-starter becoming an option.

Kristian von Hornsleth's work is most often characterised as 'counter cultural', whether it be painting, sculpture, photography, jewellery, tattoos or industrial and consumer goods such as motorcycles. One of his recurring themes is his own name, 'Hornsleth', which features in many of the works. In his controversial 'Hornsleth Village Project Uganda', he got the 340 residents of a particular village to legally change their name to Hornsleth in exchange for a pig or goat, an act of conceptual art that outraged some. Compared with many of his more adventurous projects, this customised Harley-Davidson seems open and accessible, belonging to a long-established motorcycling tradition. The Harley was completed in 2013 and features a multi-coloured marker and aerosol design finished off with ten coats of high-gloss auto body lacquer. Earlier this year Hornsleth rode the Harley to The Unit London gallery where it was displayed with other examples of his work. The machine comes with an illustrated Certificate of Authenticity signed by the artist together with German and Danish registration papers, sundry invoices and other documents.

**£5,000 - 7,000**

**€6,400 - 8,900**





259

### 2004 ARLEN NESS 2,036CC LOW LINER

Registration no. HL53 NBD

Frame no. 1A9DF215X4S588011

Engine no. N01821



The unique motorcycle offered here is the work of Arlen Ness, a craftsman whose name has for years been synonymous with the very best of American custom bike building. Based in California, Ness first gained recognition for his unique painting style and went on to build a succession of sensational motorcycle customs that were displayed at shows and featured in magazines. Many of Ness's amazing creations are displayed in the museum at his company's headquarters in Dublin, California where it manufactures custom parts for Harley-Davidson and Victory motorcycles.

Sold new from the Arlen Ness stand at the 2004 Sturgis Motorcycle Rally, the Low Liner was purchased by the current vendor in November 2013 from the previous owner in the USA. The machine was first registered in the UK on 1st April 2014. Noteworthy features include an Arlen Ness Y2K frame; special paintwork by Ness's friend, the late Jeff McCann; custom seat by Danny Gray; Progressive Suspension shock absorbers; an 18"x9.5" rear wheel; disc brakes; belt final drive; and numerous other special Arlen Ness components. Manufactured in Connecticut, USA, the engine is a TP Pro-Series displacing 2,036cc and featuring TP's distinctive 'polished diamond' finish to the cooling fins. When the build was completed, Arlen Ness signed the rear fender beneath the seat. Only some 3,300 miles have been covered since the machine's construction and it remains in generally excellent condition. A guaranteed head-turner and potential award winner at custom motorcycle shows, this unique Arlen Ness Low Liner is offered with current MoT/tax and V5C registration document.

**£14,000 - 18,000**

**€18,000 - 23,000**



***The ex-John Newbold, Texaco Heron Team Suzuki*****1975 SUZUKI TR750 XR11 RACING MOTORCYCLE**

Frame no. GT750 62863

Infamous as the motorcycle that pitched Barry Sheene on to the Daytona banking at over 170mph, the Suzuki TR750 well deserved its 'Flexy Flier' nickname. First raced at Daytona in 1972, the TR750 had been developed from the GT750 roadster to compete in the Superbike and Formula 750 championships; these stipulated road-based engines but left more or less everything else open to modification. In the Suzuki's case, the engine was slimmed down, porting and compression ratio altered, clutch cooling improved and larger carburettors fitted. Power rose from the stock 67 to 115bhp and top speed, depending on circuit and gearing, could be as high as 180mph. Although the frame bore no resemblance to the roadster's and had been specifically designed for racing, motorcycles with rear-wheel horsepower ratings in three figures were a new phenomenon and it is not surprising that some designers failed to get their sums right.

Superbike racing had come to the UK in the form of the Motor Cycle News Championship in 1971. BSA/Triumph-mounted Percy Tait and John Cooper had taken the titles for the first two years but in 1973 the British four-strokes were eclipsed by Barry Sheene's Suzuki TR750. For the 1975 season, Suzuki GB, which was running the factory effort in Grands Prix, recruited the up-and-coming Nottinghamshire rider John Newbold, who had been enjoying considerable success at national level racing TZ Yamahas. John joined Barry Sheene and Stan Woods in the works team and had at his disposal a TR750 XR11 for Formula 750 races (the machine offered here) and an RG500 XR05 for Grands Prix.

The TR750 represented a considerable step up in horsepower (and weight) compared with what John had been used to and it took him a little while to feel comfortable with the big Suzuki. The European Formula 750 season started at Imola where John finished 15th overall despite running without a front brake for much of the time. It was a sign of things to come, the Suzuki riders' efforts throughout 1975 being handicapped by a succession of minor mechanical failures, cracked exhausts being one of the more common. Fully recovered from his horrifying Daytona crash in March, Sheene led the F750 Championship by four points from Yamaha-mounted Jack Findlay with one round to go, only to be hospitalised with broken leg sustained falling off a paddock bike at Cadwell Park. Despite Suzuki's and John's best efforts, the team was unable to prevent Findlay scoring the points he needed at Hockenheim to take the title. Sheene ended up 2nd in the Championship with Newbold 5th, John's best result of the season being a 3rd overall finish at Assen. On the domestic scene, John finished 4th in the MCN Superbike Championship and 8th in the Shell Oils Championship that year, the highlight being a win at the Post-TT meeting at Mallory Park.

John continued to ride the Suzuki (now Texaco sponsored) in the Formula 750 Championship in 1976, using the bike at Daytona, San Carlos (Venezuela), Imola and Hockenheim. His best finish was 3rd overall at San Carlos, which did him no good as the FIM later scrubbed the chaotic Venezuelan round from the championship. John finished the season in 3rd place in the Formula 750 Championship and despite recording a maiden Grand Prix win in the final round at Brno, lost his works ride with Suzuki. He was killed at the North West 200 in 1982.





With its career as a front-line works bike at an end (Suzuki had no 750cc model homologated for 1977), the TR750 was purchased from Suzuki GB's base at Beddington Lane, Croydon by racer/sponsor Alf Mountford, who collected the machine from the works Grand Prix team mechanic, Martyn Ogborne. Its new owner rode the Suzuki in approximately six meetings, including the tragic 1979 North West 200 that claimed the lives of Tom Herron, Brian Hamilton and Frank Kennedy. During this time, the engine, which is not the bike's original unit, was maintained exclusively by well know race engineer and past British motorcycle land speed record holder, Alex Macfadyzean.

When the current vendor bought the Suzuki from Alf Mountford in 2007, the machine, which had spent the best part of 30 years in storage, was painted in works Texaco Heron Suzuki colours and had been modified to accept wider Dymag wheels. The original Morris alloy wheels and all the other original parts that had been removed came with the machine, which was then entrusted to John Hackett (Ducati Coventry) for a total no-expense-spared rebuild. Since completion, this historic ex-works Suzuki has been paraded at Spa Francorchamps (in 2011), the Goodwood Festival of Speed, Cholmondeley Pageant of Power and the VMCC's Festival of 1000 Bikes (in 2012).

**£55,000 - 75,000**

**€70,000 - 95,000**



***The ex-Stan Woods, Heron Suzuki GB,  
1975 SUZUKI TR750 XR11 RACING MOTORCYCLE***

Frame no. GT750 62860



Infamous as the motorcycle that pitched Barry Sheene on to the Daytona banking at over 170mph, the Suzuki TR750 well deserved its 'Flexy Flier' nickname. First raced at Daytona in 1972, the TR750 had been developed from the GT750 roadster to compete in the Superbike and Formula 750 championships; these stipulated road-based engines but left more or less everything else open to modification. In the Suzuki's case, the engine was slimmed down, porting and compression ratio altered, clutch cooling improved and larger carburettors fitted. Power rose from the stock 67 to 115bhp and top speed, depending on circuit and gearing, could be as high as 180mph. Although the frame bore no resemblance to the roadster's and had been specifically designed for racing, motorcycles with rear-wheel horsepower ratings in three figures were a new phenomenon and it is not surprising that some designers failed to get their sums right.

Superbike racing had come to the UK in the form of the Motor Cycle News Championship in 1971. BSA/Triumph-mounted Percy Tait and John Cooper had taken the titles for the first two years but in 1973 the British four-strokes were eclipsed by Barry Sheene's Suzuki TR750. Sheene's team-mate in the Suzuki GB squad that year was Stan Woods, who rode his TR750 to second place in the MCN Championship. Woods also raced the bike successfully in the inaugural FIM Formula 750 Championship in 1973, finishing in 4th place behind Sheene, John Dodds and Jack Findlay.

Stan continued as a works rider with Suzuki GB for 1974 and 1975 and in May of '75 crashed this TR750 at Brands Hatch, a spill that, while it left the bike relatively unscathed, broke his hand and cracked a kneecap. He soldiered on but with three-quarters of the season gone was forced to seek medical attention. While out of action over the winter Stan signed for Honda GB's endurance racing team. Amazingly, Suzuki not only allowed him to purchase the TR750 at a favourable price but also agreed to supply him with spares. Stan continued to race the Suzuki with considerable success in UK events when his FIM World Endurance Championship duties allowed. Despite not contesting all the rounds, Stan finished up 9th in the 1976 MCN Superbike Championship at the year's end.

As is so often the case with racing motorcycles, there is then a considerable gap in this machine's known history, which recommences in 2011 when renowned collector Steve Wheatman, owner of the famous Team Classic Suzuki, purchased it on the Continent. Its current owner purchased the TR750 from Steve Wheatman later that same year. The machine is presented in cosmetically excellent condition.

**£50,000 - 60,000**

**€64,000 - 76,000**





**Ex-Steve Parrish,  
1976 SUZUKI RG500 MKI  
RACING MOTORCYCLE**

Frame no. RG500-11025

Engine no. RG500-11025



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

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

From 1983 onwards the pace of development slackened and the RG500 was less competitive with rivals Honda and Yamaha. The class of the field in its day, the RG500 provided talented privateers with a competitive mount at the highest level, and Jack Middleburgh's 1981 British Grand Prix-winning example remains the last entirely private entry to win a premier-class World Championship round.

Although technically complex, the customer version was deservedly popular and many are still in action today in post-classic racing. The example offered here was formerly raced by Steve Parrish, the well known motorcycling commentator and television presenter. Now a household name, Parrish first came to prominence in 1976 when he won the ACU British Championship. Steve contested most of the championship rounds riding a Yamaha TZ750 but did use the Suzuki at Croft in June, finishing in 3rd place, and at Scarborough in July (DNF). His achievements on the national scene earned Steve a place in the Texaco Heron Team Suzuki works team for 1977 alongside Barry Sheene.

The current owner bought the ex-Parrish RG500 from Jim Redmond circa five years ago, at which time it had already been restored. New piston rings have been fitted and a cylinder barrel replaced. While in the current ownership the Suzuki has been ridden by John Hackett (proprietor of Ducati Coventry) in the Bikers' Classics event at Spa Francorchamps.

**£27,000 - 35,000**

**€34,000 - 44,000**



**Property of the late Paul Hanson**  
**1980 BARTON PHOENIX 750CC**  
**RACING SIDECAR OUTFIT**



'During 1996 the Phoenix number 2 engine reappeared in the hands of Manchester sidecar racer Paul Hanson. Housed in a Derbyshire kneeler chassis the Phoenix was raced at a Forgotten Era meeting at Barkston Heath, after initially being outlawed on the grounds that it was too fast.' – Mick Walker & Rob Carrick, 'British Performance Two-strokes'.

This racing sidecar outfit was built in 1980 by its sole owner, Paul Hanson, utilising a new Barton Phoenix 750cc engine and a Derbyshire chassis. The Phoenix engines were produced in very small numbers, estimates varying between five and eight examples of the 750cc motor manufactured.

Barton had been founded by engineers Barry Hart and Tony Ryan, and made its first impact on the racing scene with a three-cylinder water-cooled '500' based on the Suzuki GT380 bottom end. Ridden by Martin Sharpe, a Spondon-framed, Barton-engined 'Sparton' won the 1976 North West 200 with similarly-mounted Frank Kennedy in 2nd place, while the previous year Sharpe's bike had proved as fast as the works Kawasakis at the Isle of Man TT. The switch to a square-four engine came about after Barry Sheene asked Hart to convert an RG500 engine to 650cc, something the factory said could not be done. Hart nevertheless succeeded and used the knowledge gained to produce his own version of the Suzuki engine: the Barton Phoenix, initially as a '750' and later as a '500'.

The Phoenix engine showed promise but the project never received the financial backing required to develop it, despite Hart's appeals to the patriotism of the motorcycling public and a deal with the Rank Organisation to provide machines for the 1978 film 'Silver Dream Racer' starring David Essex. Although it achieved little in solo form, the 750cc Phoenix engine enjoyed considerable success as a sidecar power unit in the hands of Nigel Rollason, whose first major success with it was a 2nd place finish in the 1979 Isle of Man TT. Rollason would go on to finish nine out of ten TTs with his Phoenix-powered outfit, eight of them on the leader board, the highlight being victory in the 1986 event. By then Barton Engineering had ceased to exist, having been purchased by Armstrong in 1981. Barry Hart moved to Armstrong as chief designer and would be responsible for its highly successful Rotax-based tandem-twin racers.

A well-known and respected sidecar competitor, Paul Hanson spent some time refining his outfit's engine and chassis, incorporating various developments such as Armstrong cylinders and an improved fuel supply system, a process that culminated in him winning the 1985 Formula 5 Championship with passenger Stuart Aspin. The outfit continued to be raced regularly until the late 1990s. Thereafter it was used only for occasional parades, the last outing being at the 'Festival of 1000 Bikes' at Mallory Park in 2010. The machine is now offered for sale following the sad death of Paul Hanson.

**£12,000 - 15,000**  
**£15,000 - 19,000**





264

**Ex-works**

**2006 BENELLI 1,130CC TORNADO TRE RACING MOTORCYCLE**

Frame no. ZBNTB02006P100002

Clearly, the revival of one of Italy's most famous marques called for something very special, and when the much-exhibited Tornado Tre finally made it into the showrooms in 2002, it was to universal acclaim. Determined to establish a distinctive brand image different from that enjoyed by the multitude of Japanese fours and Italian v-twins, Pesaro-based Benelli opted for a triple and employed British designer Adrian Morton to style it. Under-seat radiators, cooled by fans and adopted to keep the bike's frontal area to a minimum, were just one of the many talking points of a machine that oozed hand-built quality from every fastening. Production commenced with a run of 150 very special, and very expensive, Limited Edition models equipped with everything needed to make Benelli's World Superbike racer competitive. This Tornado Tre was raced by the factory in the Superstock class during 2006 and 2007, finishing 2nd at the Bol d'Or in '06, and in '07 was raced by Lara Cordoli in the Ladies' Cup. Last serviced by Benelli, the machine has been started occasionally since retiring for competition and is described as in generally very good condition. A rare opportunity to acquire an ex-works Benelli at a most affordable price.

**£8,000 - 12,000**  
**€10,000 - 15,000**



265

**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. In the event, he never raced this RR125 and its previous competition history is not known. Sheets listing the Grand Prix results of Harley-Davidson motorcycles during the 1970s are on file but they do not identify individual machines. The current vendor acquired this machine from Rupert Murden in 1995. A full restoration was started in 2011 by Italian Motorcycle Engineering of Ascote, Northamptonshire and was completed earlier this year (copy bills available). The machine has not been run since completion and will need to be fully commissioned before taking to the track once again.

**£2,500 - 3,500**  
**€3,200 - 4,500**



## C.1971 TICKLE MANX 40M 348CC RACING MOTORCYCLE

Frame no. MTF 107

Engine no. 106



When he bought the contents of the AMC race shop in 1966, Colin Seeley also acquired all the Manx Norton rights and parts as well as those relating to the Matchless G50 and AJS 7R. Deciding to concentrate on the AMC products, he sold the Manx Norton side of the business to former fellow sidecar competitor John Tickle in November 1969. Tickle was already supplying bolt-on accessories to the café racer movement, and for 1971 introduced an extensively redesigned and upgraded Manx - the T5. Chief departures from the original Bracebridge Street design were a 'low-line' frame, 18" diameter wheels, short-stroke engines and a choice of either a five- or six-speed gearbox. Priced at £895 for 1971, the Tickle T5 weighed an astonishing 284lbs, 46lbs less than a stock Manx. Godfrey Nash was retained as Tickle's 'works' rider but by the early 1970s four-stroke singles were no longer competitive at international level, Nash's best Grand Prix result being 6th place in Finland. On the home scene, the established Seeley and Metisse singles continued winning but anyone looking for a competitive machine would be more likely to purchase one of the new Yamaha two-stroke twins, easily stretched to 351cc for the '500' class, so there were relatively few takers for the Tickle T5.

This example of one of the rarer classic racers consists of a frame, previously in a Scottish collection, purchased from Phil Morris circa 2012 and an engine built up around Summerfield crankcases by Andy Savage. The motor is a short-stroke '350' with bore/stroke dimensions of 76x76.7mm for a cubic capacity of 348cc, which drives a four-speed gearbox via a Bob Newby belt primary drive and clutch. Other noteworthy features include an Amal GP carburettor, Krober rev counter, double-sided TLS front brake, Falcon shock absorbers and Morad alloy wheel rims. The engine and running gear were taken from the vendor's Manx 40M replica. A potentially competitive mount in the right hands, this rare Tickle Manx is offered with an original sales brochure, engine data sheet, copy literature, original Tickle workshop sign and a quantity of spares to include a mudguard, sprockets and exhaust megaphones.

£18,000 - 25,000

€23,000 - 32,000





267

# **1994 SEELEY G50 500CC MK3 RACING MOTORCYCLE**

Frame no. RMT Mk3 93

Engine no. JGC1

Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. Seeley's motorcycle dealership possessed an AMC agency and he was already well familiar with the Plumstead firm's race engines. Believing that the engines possessed further potential if combined with state-of-the-art cycle parts, the previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the four-stroke singles enjoyed renewed competitiveness, Derek Minter winning first time out at the start of 1966. The Seeley frame progressed from the duplex cradle MkI to the similar but lighter MkII on which works rider Dave Croxford won the British 500 Championship in 1968. The down-tubes were abandoned with the MkIII, the head-stock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine. Production of Seeley frames was later licensed to Roger Titchmarsh. This Seeley was built by Roger Titchmarsh in 1994 and sold to a customer in Belgium. It was subsequently owned by Micky Carter who sold it on to Bob Poulter, from whom it was purchased by the immediately preceding owner, Tony Rodger. Tony Rodger's letter on file, states that the engine (originally from George Beale) had been rebuilt around new alloy crankcases 180 miles previously. Further specification details include an NEB crankshaft and con-rod, Omega piston, Taberer camshaft, PVL ignition, Newby belt primary drive, Larry Swann exhaust and a Gardner carburettor. It is estimated that engines of this specification have a maximum power output of around 54bhp at the rear wheel. Other noteworthy features include a Quaife gearbox, Ceriani forks and a Marx rear hub. Finding the footrest position uncomfortable, the vendor has only ridden the machine once. Described as in generally excellent condition, it is offered with aforementioned correspondence, specification sheets, and CRMC and Historic Racing registration certificates.

£12,000 - 16,000

€15,000 - 20,000



268

# **C.1959 NORTON-VELOCETTE 499CC MODEL 99/VENOM SPECIAL**

Registration no. WVS 602

Frame no. P1483910

Engine no. V 1012

Norton's post-war masterpiece of chassis design, the 'Featherbed' frame, set such a high standard in road-holding that, ever since and into the present day, it has been used as the basis for inventive 'specials' using every description of engine. This lovely and beautifully-crafted example based on a Dominator 99 chassis was commenced in the early 1990s by Norman Wilson, probably intended as a sprint bike engineered with a Viper 350 engine and Velocette 'box. Sold in Bonhams' sale of the Wilson collection in 2009, the Norton has since been completed in 2014 with an up-rated Venom-bored, twin-plug engine fully rebuilt by Kevin Thurston Transmissions and carburetted by Martyn Bratby. A BSA-Triumph front fork with 2LS brake, Norton rear hub, alloy wheels, Thurston belt primary drive, and 12-volt alternator/Boyer-Brandsen electrics with alloy tanks throughout, as well as modified kick-starter and rear-sets are only some of this impressive machines' modifications. With such a huge specification, as well as an iconic 'Dustbin' fairing, bills on file for some thousands of pounds and a huge history file, this 'Nor-Vel' is a most attractive machine, absolutely on trend, which will undoubtedly turn heads at any motorcycle gathering. Close inspection of this wonderful machine is highly recommended and prospective bidders should satisfy themselves as to the mechanical condition and specification of the machine prior to bidding. WVS 602 will require running-in following the usual safety checks and is offered with V5C and tax until March 2015.

£6,000 - 8,000

€7,600 - 10,000



269 N

## 1951 AJS 350CC 7R

Frame no. 1426

Engine no. E50/7R 838



Britain's 350cc road racing Class enjoyed an exciting time onwards from 1948, because no less than three manufacturers were offering an ohc over-the-counter racer: namely, AJS-7R, Norton-Manx, and Velocette-KTT. Norton, however, were still selling the rather unwieldy 'Garden Gate' model, whose heavy plunger-sprung frame continued until the brilliant Featherbed chassis became available in 1951; Velocette too were similarly frustrated due to the continued use of girder forks. It was within this background that AJS introduced their 7R 'Boy Racer' in 1948, distinguished from later 7Rs by the fuel tank's pair of through bolts. With a useful 32 bhp motor installed in a duplex frame the AJS instantly became a practical proposition for serious club and Continental Circus competitors. During a 15-year lifespan the 7R's rolling chassis stayed virtually unaltered but horsepower was impressively increased to around 40 bhp. Further proof, were it required, of the 7R's efficiency is borne out by three outright wins in the Junior Manx Grand Prix, and a clutch of top twenty/Silver Replica results in the Senior TT...by private owners ostensibly astride machines with a capacity of "352cc"! The smartly presented 1950 7R was acquired in a dismantled state by the vendor in 2010, in the full knowledge that a comprehensive refurbishment was required. The purchase included an extensive inventory of new-old-stock (NOS) parts, many of which have been incorporated into today's machine.

The checked-for-straightness frame was repainted by FD Motorcycles, as was the oil tank, plus the freshly de-dented fuel tank. The 'Jam-pot' rear units have been converted to gas internals by Rock Shocks and, most important of all, the engine was rebuilt by Stuart Tonge, who drew on the already mentioned NOS inventory for a new cylinder head, piston and 'rings, plus valves and guides. ST duly commented on the motor's originality, especially the unscarred condition of the now repainted crankcases, into which a rebuilt Alpha crankshaft has been fitted. All chains, engine or chassis, are new from Renold, and Dave Lindsley rebuilt the magnesium-cased magneto. Other reputable specialists that were involved include Essex Wheels, who rebuilt the wheels using NOS spokes and nipples, Dick Hunt who machined the brake drums and fitted new linings, and Dick Smith who attended to the gearbox. A detailed list on file confirms all the other renovation work that has been undertaken, resulting in the AJS's current Concours condition. Ready to race or parade, and supplied with countless spare parts, the Lot also includes a Jack Emmott 7R tuning book, plus a reprinted parts publication; most definitely a machine for the discerning enthusiast!

£16,500 - 20,500

€21,000 - 26,000





270

# **1930 SUNBEAM 499CC MODEL 90**

Registration no. SV 6455

Frame no. E9061

Engine no. NN 5070

The development process which led up to the development of the world-beating Sunbeam 'Model 90' was, initially, in the hands of John Marston's famous sprint rider and tuner, George Dance. George had developed, via his 'Sprint Specials' and a series of small batch experimental engines, a reliable and fast pushrod overhead-valve motor, equipped with Sunbeam-patented 'hairpin' valve-springs which, in various specifications, led Sunbeams to huge numbers of race victories in the flat-tank 'twenties. At that point, Sunbeam enlisted gas-flow expertise and produced the '90' which, in saddle-tank form, could, and did, beat the machines from other factories, more advanced on paper. The factory racers differed in subtle details from the road '90' as might be imagined, but were in 'the same as you can buy' spirit. SV 6455 is a hairpin-spring '90' with the big-port head and in pretty original trim. Unusually, is equipped with Sunbeam's rare 'sideways' foot-change 'box, introduced for the 1930 TT, Sunbeam's four-speed 'box not being ready. Only being sold because the vendor has decided to relinquish 'run and bump' starting, SV 6455 - bought originally via Bonhams - is in excellent order with V5C and other papers and, following the obligatory safety checks - and a set of Dance knee-grips - is ready to give its new owner that white-knuckle ride obtainable only from a vintage racer.

**£10,000 - 12,500**

**€13,000 - 16,000**



271

# **1926 AJS 350CC MODEL G6 'BIG PORT'**

Registration no. CM 6937

Frame no. G83642

Engine no. 86421

Wolverhampton-based A J Stephens first experimented with an overhead-valve engine in 1918 and by 1920 felt sufficiently confident to try their new 350cc racer in the toughest test of the day: the Isle of Man TT. After victory in the 1920 Junior race, when works rider Cyril Williams was able to push over the finishing line, so great was his lead, AJS's new overhead-valve 350 scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve 350 AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. This AJS 'Big Port' was acquired in the 1960s and has been in the vendor's family's ownership for the last 50-or-so years. We are advised that the machine will require re-commissioning following a period in storage (the engine is free and turns over). Offered with V5C registration document.

**£8,000 - 10,000**

**€10,000 - 13,000**



272

**Ex-works, Isle of Man Senior TT,  
1929 SCOTT 498CC RACING MOTORCYCLE**

Registration no. WX 179

Frame no. TT 3/29M

Engine no. RZ1545 5



The machine offered here is one of Scott's six works entries for the 1929 Isle of Man Senior TT. Ridden by A Franklin, Syd Gleave, Ernie Mainwaring, Phil Vare, Oliver Langton and Tommy Hatch, they met with a variety of misfortunes with only Hatch completing the race, in 13th place. It would be the last occasion that a works-entered Scott motorcycle finished the Senior TT.

Of the surviving 1929 TT bikes, 'WX 179' is the only one that retains its original registration number. It is not known who rode it at the TT. The machine's known history recommences in 1949 when it was purchased by 19-year-old Scott enthusiast Derrick Genge Shire of Spalding Lincolnshire, probably in a dismantled state. Derrick removed the non-standard plunger rear suspension and returned the frame to rigid specification but the Scott remained a 'basket case' until his death in 1997. The machine was then purchased by well-known autojumbler David Earnshaw, who sold it to Paul d'Orleans, perhaps better known by his online moniker, 'The Vintagent'.

The Scott's restoration was entrusted to well-known Sunbeam restorer Chris Odling of Oban, Scotland. Scott racer and engineer Roger Moss supplied a pair of his special high-strength cranks (number '23', certificate on file) but the project made relatively little progress over the next few years. In May 2011 Paul d'Orleans decided to sell it to the current owner, an SOC member and experienced restorer who had already rebuilt one ex-works TT Scott.

The vendor undertook most of the restoration except for the full engine rebuild, paintwork (tanks and rear mudguard), nickel plating, magneto rebuild and wheel building, all of which were undertaken by recognised specialists (details on file). Moag & Sons of Dundrum, County Down supplied a new 'German Silver' radiator while the pattern handlebars were obtained from Colin Heath, another 1929 TT Scott owner. The one-gallon oil tank was reproduced by a fellow SOC member, John Rose, who also made the leather-fronted tool box. The front forks had already been rebuilt for Derrick Shire by the late Jim Best so needed only cosmetic attention.

Restored to 'better than new', museum quality condition and completed in July of this year, the machine was first shown at the annual Scott Rally at Abbotsholme, Staffordshire on 17th August, winning the President's Award. It is surely the first of many. Should the fortunate new owner wish to return the Scott to the racetrack, careful running in and the appropriate adjustments will be required. This historic machine is offered with restoration invoices, V5C registration document and is sold as viewed. It should be noted the V5C incorrectly records the frame number as 2M.

**£25,000 - 35,000**

**€32,000 - 44,000**





273

## 1930 AJS 498CC MODEL R8

Registration no. BF 6463

Frame no. R8 61770

Engine no. R8 61770



Originally built only as a 350 - latterly known as the 'Big Port' - the overhead-valve AJS became available as a 500 for the first time in 1926. Known as the Model 8, it followed the general lines of the 350 and distinguished itself in the 1926 Isle of Man Senior TT when works rider Jimmy Simpson became the first man to lap at over 70mph. The Model 8 was progressively revised and updated, and for 1930 (the year being designated by the letter 'R') gained an inclined, twin-port engine that incorporated many improvements inspired by racing experience, including stiffer crankcase and flywheel assemblies and two ball bearings on the drive side main-shaft. The three-speed gearbox was another new design and the entire engine/transmission ensemble was carried in a new semi-cradle frame. There were improvements to the forks and brakes, the latter now larger than before, while the adoption of 'Brooklands Can' silencers only served to emphasise the Model 8's sporting intent. The previous year's coloured tank panels having proved unpopular, the AJS range reverted to its traditional black-and-gold livery for 1930. In this form the Model 8 continued in production essentially unchanged after the Matchless take-over in 1931, and was not replaced until 1936 when an entirely new version with vertical engine was announced.

Dating from the penultimate year of production at Wolverhampton, this rare matching-numbers R8 was registered in Stockholm, Sweden in 1947 and was completely restored in the 1990s. It was previously attached to a sidecar, since removed, but retains the sidecar (lower) gearing. The AJS was registered in the UK in May 2013 having previously been registered in Denmark (from September 2007). We are advised that the machine has been reliable and possesses a good turn of speed, its pace often surprising owners of more modern classics, and that it has received many 'Best Vintage' awards on road runs since its return home. An older restoration, now nicely patinated, this late, Vintage-era AJS is offered with VMCC dating certificate, Danish registration papers, current road fund licence and V5C document.

**£8,500 - 10,500**

**€11,000 - 13,000**



**Formerly the property of the late Bernard Thomas****1914 FLYING MERKEL 980CC V-TWIN**

Registration no. SV 5376

Frame no. 11692 (DVLA issued)

Engine no. FOR 2X 11692

Joseph Merkel founded the Merkel Motor Company in Milwaukee, Wisconsin in 1902, its first product being a bicycle powered by a 'clip on' engine attached to the front down tube. In 1908 Merkel merged with the Light Manufacturing and Foundry Company of Pottstown, Pennsylvania, which had been making motorcycles since 1901. Merkel production shifted to Pottstown and the range - marketed as 'Merkel-Light' - expanded to include chain-driven types and large v-twins. The latter were among the most advanced designs of their day, featuring telescopic forks and cantilever rear suspension at a time when most of the opposition offered girder forks and rigid frames. Motive power was provided by a 45-degree v-twin with inlet-over-exhaust valve gear.

The move to Pottstown signalled a serious commitment to racing and the hiring of factory supported riders, while the slogan 'Flying Merkel' began to appear in the company's advertising. And fly they did, winning countless races over the next few seasons before new owners the Miami Cycle and Manufacturing Company of Middletown,

Ohio pulled the plug on the factory's racing program in 1911. Limited support continued for employees that wanted to go racing, and the 1915 catalogue contained a list of 1914-season race wins extending to a page-and-a-half. When Miami ceased production of Merkel motorcycles in 1915, Joseph Merkel designed and patented the 'Merkel Motor Wheel'.

This rare Veteran-era American classic was discovered in an Ohio barn in 1956 by one Mort Wood, who sold it on to a fellow 'antique motorcycle' enthusiast, Emmett Moore. It appears that ownership reverted to Mort Wood, for it was from him that the machine was purchased in 1994 by the late Bernard Thomas, proprietor of Antique American Motorcycles. In original condition when acquired, the Flying Merkel has been treated to a mechanical and light cosmetic rebuild but otherwise remains untouched.





Bernard Thomas rode the Flying Merkel in the 1995 Pioneer Run but sadly passed away later that same year. Since then it has been ridden by Bernard's close friend, and current proprietor of Antique American Motorcycles, Kevin Hellowell, completing the Run on five occasions between 1996 and 2000. Kevin also rode the machine for a feature published in *The Classic Motor Cycle* (February 2000 edition). Many Veterans are handicapped by the crudity of their transmission arrangements, but this Flying Merkel is equipped with one of the era's better solutions: a crankshaft-mounted Eclipse clutch that doubles as a variable-ratio gear. Top speed is in the region of 70mph, which was some going for any kind of road vehicle back in the Edwardian era.

Last ridden in March 2000 (on the Pioneer Run) the machine will require re-commissioning before returning to the road as is sold strictly as viewed. Offered for sale by Susan Thomas, Bernard's wife, this wonderful American Veteran comes with a copy of the aforementioned article, a Pioneer Certificate and an old-style V5 registration document.  
**£50,000 - 70,000**  
**€64,000 - 89,000**



275

## 1913 NUT 770CC 6HP TWIN

Registration no. BF 5868

Frame no. 015

Engine no. 30368

Taking its initials from its Newcastle-upon-Tyne birthplace, the NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured by Angus, Sanderson & Company, the NUT was a stylish sports machine, almost always v-twin powered and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands. Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WWI intervened. The company underwent a succession of financial reorganisations and relocations in the 1920s, its range continuing to consist mainly of JAP v-twin powered machines of various sizes before NUT's own 698cc v-twin engine arrived in 1924. Sadly, NUT succumbed to the Depression of the early 1930s, closing in 1933.

Finished in the brown livery characteristic of the marque, this ultra-rare and desirable NUT motorcycle is one of only two 6hp v-twins known to survive. Noteworthy features include front and rear acetylene lights, a hand-crank starter and an Armstrong three-speed hub gear. We are advised that the NUT was discovered in a joiner's workshop circa 1951 and purchased by a Mr Wilson, who kept the machine until the 1980s when it passed to his son. The current vendor acquired the machine in 2011 and advises us that since acquisition he has attended to a few cosmetic details and reports that the engine is in running condition. The machine is offered with an old-style continuation logbook (1966), Pioneer Certificate, a 1921 tax disc and V5C registration document.

**£32,000 - 36,000**

**€41,000 - 46,000**





276

## 1909 PREMIER 600CC VEE TWIN

Registration no. ASJ 424

Frame no. 5238

Engine no. B40



The Premier firm's beginnings (circa 1876) were typical of the era inasmuch their roots were in the production of quality bicycles. After trading for 15 years as The Hillman & Herbert Cycle Co the Premier name was adapted in 1891, although it wasn't until 1908 that the first motorcycle was introduced -- initially fitted with a bought-in engine from White & Poppe -- followed a year later with a 600cc [3.75hp] vee-twin of their own manufacture, priced at 50 guineas. A single cylinder 500cc model was added to the range in 1909. Premier performed quite successfully on the sporting side at that time, finishing 7th in the 1909 TT, as well as a win over Triumph in an ACU Quarterly Trial event. From 1912 onwards there was a concentration upon their own cycle-car and, following the conclusion of WWI, motorcycle production ceased altogether. The company was purchased by Singer in 1920. [It is interesting to note that one of the founding partners, William Hillman, who'd left Premier in 1906, went on to create the Hillman motor car.]

Premier machines (particularly a vee-twin example) are exceptionally rare in today's vintage scene, albeit under an earlier ownership ASJ 424 participated in the annual Pioneer Run, along with at least one appearance in the Isle of Man, on which visit it successfully ascended the Mountain Section of the TT course.

Although owned and ridden for several years by the late Lord Strathcarron, motoring correspondent for The Field, the Premier's history is virtually a blank, aside perhaps from a clutch of tax discs dating between 1975 and 1999. It was, however, sold at a Brooks auction in July 1999, to a Hampshire enthusiast who subsequently sold it untouched and un-ridden to the present owner -- also resident in Hampshire -- some twelve years ago. Since then the machine has been proudly stored in his living room, again never ridden, but now shod with new tyres and tubes. Fully aware that the motor should be regularly turned, and given the machine's direct transmission system, the vendor smilingly confirms that the engine has indeed been revolved...on each occasion his wife vacuumed the carpet! Nicely 'patinated' from what is thought to have been an extensive re-assembly exercise in the 1960s the Premier is presented in a very complete if non-Concours condition; the relatively tiny vee-twin is believed to be one of just two twin cylinder examples of this type still extant. The accompanying documents include a Sunbeam Club Pioneer Certificate, a V5 & V5C, current SORN literature, a 12-page illustrated Handbook, and an expired MOT Certificate dated February 1999. This undoubtedly rare Premier warrants close inspection.

**£18,000 - 22,000**

**€23,000 - 28,000**





**277**

**Single family ownership since 1958;  
previously owned and restored by ex-  
VMCC President Walter Green  
1913 BSA 4¼HP (SEE TEXT)**

Registration no. R 2828

Frame no. 4317 (not visible)

Engine no. 16438

This machine was purchased in 1958 by the vendor's father, Walter Green, from a Derbyshire farm where it had been languishing, in poor condition, in a barn. A deal was struck, the sum of £10 changed hands and 'R 2828' was trailed home. Thus began the Green family's long ownership of this BSA.

Walter set-to and carried out his first restoration of the BSA, completing it in March 1959. Throughout the 1960s and '70s and into the 1980s, the duo participated regularly in Vintage and Veteran events including the Pioneer Run, Banbury Run and many others. The BSA won concours awards at the Banbury Run and the Coventry to Birmingham Rally. Two subsequent restorations were undertaken: in 1964 and 1970. Walter's involvement in the Vintage movement led to his appointment as President of the VMCC from 1973 until 1977, in which capacity he led a run to Brussels on the BSA in 1974.

Walter Green was known in Yorkshire and beyond as 'Barnsley's Mister Motorcycle'. His 'day' job was that of motor fitter for the Council Parks Department but most evenings and Saturdays he would be found at his motorcycle shop in the town restoring bikes and providing various services for motorcyclists from far and wide. His last run with 'R 2828' was in 1984 on the Topcliffe Rally, following which the BSA was stored. When Walter went into a rest home in 1990, ownership of the bike passed to his son; it has remained in dry storage to this day.



There is some confusion over whether the BSA is a 3½hp or 4¼hp model, as the original buff logbook gives the rating as 3½hp but the V5 lists the capacity as 557cc, which would equate to 4¼hp. The crankcase is stamped '4¼'.

Still in remarkably good condition after a long period of storage, 'R 2828' will provide the new owner with an ideal entry into Veteran and Vintage motorcycling. Benefiting from a two-speed hub gear, it will need some re-commissioning prior to returning to the road. Documentation consists of the aforementioned RF60 logbook and old-style V5, and a number of copy press cuttings concerning Walter Green and his BSA. The vendor has applied for a duplicate Pioneer Certificate and it is anticipated that this will be in the document file by the time of sale.

**£5,000 - 7,000**

**€6,400 - 8,900**





278

# **1918 BSA 557CC MODEL K**

Registration no. SV 6419

Frame no. 29331

Engine no. 29219

Although the Birmingham Small Arms Company had experimented with powered two-wheelers in the latter years of the 19th Century and then again in 1905. Those first motorcycles made by BSA in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. The first series-production model 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. This 4¼hp Model K was professionally restored and then placed on museum display, where it has been since its acquisition by the current vendors in January 2004. The previous keeper is recorded as one Eric Hopper of Littlethorpe, Yorkshire, who acquire the BSA in 1999. Careful re-commissioning will be required following its lengthy period of static display. The machine is offered with BSAOC dating certificate, copy old V5 and current V5C documents.

**£6,500 - 8,500**

**€8,300 - 11,000**



279

# **Property of a deceased estate**

## **C.1920 EXCELSIOR 269CC**

Registration no. NX 347

Frame no. TBA

Engine no. A4634

Excelsior was a well-known motorcycle maker's name in at least three countries; in Britain it descended from one of the oldest names in the bicycle industry, Bayliss-Thomas, established in Coventry from 1874. Notable motorcycle producers in the early, post-1900 period, the company lost momentum with a Bayliss-Thomas car venture but rose again to prominence post-WW1, in the hands of the Walker family. New ranges using proprietary JAP and Villiers engines were developed which lead eventually to considerable racing success in the 1930s. The firm's name then became synonymous with exclusively lightweight machines after WW2. NX 347, a belt-drive two-stroke with a kick-starter, unusually for the period, was the vendor's father's 'project' for a number of years, following its 'barn' discovery in 1980, culminating in it regaining its original registration in 1991. A huge amount of time, money and effort went into finding replacements for worn or missing parts, the rarity of the Excelsior adding to the difficulties. The result can be seen in the attractive machine offered, though buyers should satisfy themselves as to its mechanical condition prior to bidding. This rare and pretty Excelsior will be very welcome on any VMCC event and will give a new owner the sensations of a past age in the way that only a belt-drive lightweight can. Offered with V5C (incorrectly registered 1914) for its Warwickshire number.

**£6,000 - 8,000**

**€7,600 - 10,000**



**Formerly the property of the late George Milligen****1920 ABC 398CC**

Registration no. PC 1033

Frame no. 2853

Engine no. 2853 (see text)

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, only 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France.

This particular ABC was formerly owned by celebrated collector, the late George Milligen, whose extensive collection of fine motor cars, steam locomotives and automobilia was auctioned by Bonhams at its Goodwood Revival Sale in September 2004. George Milligen bought the ABC in 1932 when he was gaining farming experience in Cornwall. He rode it in Cornwall for a year, then on buying his farm in Norfolk used it for trips locally before laying it up around 1933. On George's death, his nephew replaced the tyres, which had perished, but otherwise the ABC has remained untouched for some 80 years. Equally suitable for full restoration or an 'oily rag' rebuild preserving its irreplaceable patina, this wonderful 'time warp' ABC is offered with an old-style continuation logbook and a letter from the ABC Owners Club to George Milligen. It should be noted that the numbers of the engine's crankcases do not match, although that of the front section corresponds with the frame.

**£4,000 - 6,000****€5,100 - 7,600****No Reserve**



281

**Formerly the property of the late George Milligen**

**1922 OMEGA 348CC MODEL 2**

Registration no. AH 9191

Frame no. B753

Engine no. 22334-6

'When Premier in Coventry closed down, factory manager W J Green founded the Omega works. The first models had 269cc Villiers and 499cc Blackburne engines. Other models included Omega's own 170cc and 348cc two-stroke engine as well as JAP, Blackburne, Bradshaw and Barr & Stroud engines up to 678cc.' – Tragatsch. Not to be confused with the Omega of 1909, W J Green's firm built motorcycles from 1919 to 1927, and survivors of this little known Coventry marque are rare. First registered on 8th July 1922, this two-stroke Omega comes with an old-style continuation logbook (issued July 1925) listing only one owner: A W Cox of Ridlington, Norfolk, who in the 1930s gave the machine to celebrated collector, the late George Milligen, to restore and ride. Having an extensive collection to maintain, George Milligen never got around to the Omega, which remained garaged on his Norfolk farm until its acquisition by the current vendor. Sold strictly as viewed, this relatively straightforward Vintage-era restoration project is offered with the aforementioned logbook, an old tax disc (expired 30.9.25) and a 1920s licence renewal form.

**£3,000 - 4,000**

**€3,800 - 5,100**

**No Reserve**



282

**Single family ownership for 50 years**

**1924 NORTON 490CC MODEL 16H**

Registration no. NN 7279

Frame no. 12160

Engine no. 9623

Norton relied on proprietary engines in its formative years - winning the inaugural Isle of Man TT with a Peugeot-engined machine - before introducing its own design of power unit in 1907. Designed by company founder James Lansdowne Norton himself, the long-stroke sidevalve single displaced 633cc, and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed, and in 1911 the 500 adopted the classic 79x100mm bore and stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. The 490cc engine was revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Norton's trusty sidevalve would be continuously up-dated for the next 30-plus years, the engine arriving at its final incarnation, with dry sump lubrication and magneto repositioned behind the cylinder, in 1931. Many saw service with Allied forces in WW2 before this long-running model took its final bow, together with the Big 4, in 1954. This Norton 16H 'flat tanker' was acquired in 1964 and has been in the vendor's family's ownership for the last 50 years. We are advised that the machine will require re-commissioning following a period in storage (the engine is free and turns over). Accompanying paperwork consists of an old-style logbook, V5 registration document and some expired tax discs.

**£12,000 - 15,000**

**€15,000 - 19,000**





283

**Property of a deceased's estate**  
**1928 ARIEL 557CC MODEL A**

Registration no. MP 5487

Frame no. W11891

Engine no. W. 12065 (see text)



Regarded in the early to mid- 'twenties as a steady rather than an exciting make, Ariel gained a new lease of life when Valentine Page designed a range of light and sporty machines for them in 1927. These quickly became firm favourites with the buying public and Ariel were able to expand and continue. So reliable were Ariels that many did not survive, being ridden 'to death' in the depression years and after, rather than collected. MP 5487 started life as a side-valve tourer, but has, at some time, been fitted with the more sporting Ariel ohv engine. Unusually, the Ariel's original s.v engine, No: W11891, in seemingly good order, is offered with the bike. The property of a confirmed Ariel enthusiast, MP 5487 is believed complete, well looked-after and seemingly roadworthy, though it will, of course, require the usual safety checks. Offered with V5C, original RF.60 log-book and old MOTs and tax discs from 1968 onwards. The new owner of this particular machine will benefit from a very special Vintage Motor Cycle Club Offer. So pleased is the VMCC to see this, now rare, Ariel re-emerge that they are offering a year's complimentary membership to the club and a guaranteed complimentary entry to the 2015 Banbury Run. An excellent introduction to the VMCC and vintage motorcycling.

**£3,000 - 3,500**

**£3,800 - 4,500**



284

**Property of a deceased's estate**  
**1927 ARIEL 498CC MODEL B**

Registration no. CJ 9759

Frame no. V 1376

Engine no. V.6770

Ariel's beginnings were as far back as 1898, but their greatest days came after Val Page joined them as chief designer. With his range of 557cc side-valve and 498cc ohv machines in the late 'twenties, he set Ariel on the road to prominence, aided, of course, by Edward Turner's iconic 'Square Four'. Page's talents at Ariel extended as far as the 'Leader' range in the 1950s. The 'singles' really were good, reliable and fast in either guise, further development coming in the shape of the 'Red Hunter' of the 'thirties, and were able to cover high mileages without trouble, leading to many being worn out by constant use, so much so that they are now rare. The example offered here is believed to have started life as a sidevalver, receiving an ohv power-plant at some time before 1977, a conversion popular in earlier years. Lately the property of an Ariel enthusiast, CJ 9759 was missing some items at the time of cataloguing, when parts were still being discovered therefore, prospective bidders are advised to satisfy themselves as to its completeness at the time of sale. Offered complete with a 1977 RF.60. its V5C, MOTs from 1987 and tax discs from 1983, making a return to the road following safety checks.

**£3,000 - 3,500**

**£3,800 - 4,500**



285

**Property of a deceased's estate**  
**1922 TRIUMPH 550CC MODEL H**

Registration no. BX 2809  
 Frame no. 32192  
 Engine no. 82234MRR

Triumph's progression in production was spectacular, from Minerva-engined assembly in 1902 to Britain's leading maker by 1914, by which time its designs had been copied by BSA. In that unfortunate year, the 'Model H', a 550cc side-valve with a three-speed, Sturmey-Archer, belt-drive 'box, became the famous 'Trusty Triumph', the mainstay motor-cycle for the British Army, with over 30,000 produced for war use and with such a reputation for excellence that it was still made into the 1920s, despite the quantities of WD-surplus machines on the market. Many 'Model H' Triumphs, incredibly, are still being ridden in distance events 100 years on, as can be seen in the 'vintage' press! BX 2809, a matching-number, May 1922 example, seems to have had one owner only prior to the 1980s when it received a good-quality restoration and was subsequently used by the late second owner. Complete and in sound condition, save for a removed front tyre, it will require the usual re-commissioning following garaging since 2006. The 'Model H' is offered with a 1983 VMCC dating certificate, old MOTs and tax discs and a V5C for its Gloucestershire number. A quality machine awaiting a new owner who will be welcomed with it on any VMCC event.

**£6,000 - 7,000**

**€7,600 - 8,900**



286

**Property of a deceased's estate**  
**1948 ARIEL 4G 997CC SQUARE FOUR**

Registration no. JOC 299  
 Frame no. XP 2072  
 Engine no. CJ 675

The four-cylinder motor cycle was the height of most riders' ambition in the pre-war years and many makers failed to produce a satisfactory example. Arguably, the most successful was the very prominent Ariel concern of Birmingham whose 'Square Four', named, of course from the engine design, was a genuine tour de force in the 'thirties. The original, rather fragile, ohc engine was re-designed as a 'thousand' pushrod unit for 1936 and continued in this form in the post-war austerity period when such a machine was a luxury purchase for the very fortunate few, making the fast and smooth 'Squarriel' a rare machine today. JOC 299 was registered on the 5th July 1948 and was bought from its long-term Shropshire owner in 2002. It was last on the road in 2006 when the late owner embarked on a major restoration, sadly un-completed. The mechanicals appear to have been renewed and were at cylinder- block-mounting stage when removed from the garage. A rare find, with most of the work done, prospective buyers should satisfy themselves as to completeness since parts were still being found at cataloguing time. JOC 299 is offered with Ariel MCC dating certificate, and its V5C and RF.60 documents.

**£5,000 - 6,500**

**€6,400 - 8,300**





## 1925 HARLEY-DAVIDSON 1,000CC MODEL JE MOTORCYCLE COMBINATION

Registration no. GSK 200

Frame no. 25F6908

Engine no. 25JE6872



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along De Dion lines. A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end. The twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years.

The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model JD (and later JE). Periodically revised and up-dated, the Model J had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

This Model JE motorcycle combination was acquired by the current vendor in 2007 having had - according to the accompanying V5C document - only one previous keeper since importation.

**£15,000 - 20,000**

**€19,000 - 25,000**





288 N

### **C.1949 WHIZZER 138CC TANDEM**

Frame no. LH 132617

Engine no. 32617

It was in 1939 that Breene-Taylor Engineering Corp, a Los Angeles based aircraft parts supplier, began producing bolt-on engines for bicycles. The package included a fuel tank, and the appropriate controls and cables. Drive was via belt to a friction roller which engaged with the rear wheel. The engine kit was called Whizzer, and its 138cc side-valve motor fitted compatibly on to a number of US bicycles. Through WWII sales ran in the low 1000s but in 1946, following a factory move to Michigan, in excess of 130,000 kits were manufactured and sold. Production of a complete motorised bicycle began in 1948. Known as the Whizzer 'Pacemaker' it was extremely popular with the younger generation, although bought more for fun rather than commuting. In various versions it remained on the market until 1965. The Tandem was another imaginative creation, for which sales were far fewer, primarily purchased by exercise-conscious couples. In today's USA, Whizzers -- whether they are single saddle or two -- enjoy cult status. The ex Belgian Tandem, finished in the factory's unorthodox plum livery, was beautifully restored in Luxembourg in 2012. It is believed identical to an original example... fresh off the Pontiac, Michigan, production line. Whilst it might prove a little unwieldy in today's London traffic it is clearly an attractive proposition for participation at an unusual event!

**£2,000 - 4,000**

**€2,500 - 5,100**



289 N

### **1922 SHEFFIELD HENDERSON 350CC OHV**

Registration no. DS 9624

Frame no. 178

Engine no. OJ 874

Yorkshire's motorcycle manufacturers made a profound contribution to the early 2-wheel scene; e.g. Scott [in Shipley], Dunelt [in Sheffield], and P & M [aka Panther, in Shipley]. The briefly formidable Sheffield Henderson brand was yet another. Although a Henderson sidecar had been available from the end of the Edwardian era their promising start with motorcycles did not begin until 1919, but by 1923 the Sheffield based firm had sadly ceased production. History relates that they were distinctly competition minded, rapidly gaining a positive reputation in speed events and claiming several 250cc World Records during 1922. It was in the same year that The Motor Cycle publication said "... the curious but not unattractive-looking frame construction is by now familiar to most people!" Unfortunately, because so few examples exist today, that statement no longer rings true. The boldly styled 3-speed Sheffield Henderson has a twin port ohv Blackburne engine, with the mandatory tool box fitted behind the steering head. While this feature itself automatically determined a different appearance the machine as a whole is definitely possessed of an integrated style which, in period, applied to very few other machines indeed! Restored in 2001 the vendor states that the unmodified machine is in generally good condition throughout. The handsome blue and black machine is every bit as interesting as it is obscure. Offered with V5 though it should be noted the machine was exported 05/10/2012.

**£8,000 - 10,000**

**€10,000 - 13,000**





## THE MOLE BENN COLLECTION

We are delighted to present the collection belonging to the late Mole Benn, which includes several rare MV Agusta overhead-camshaft racing machines. Mole Benn was one of the first enthusiasts to tune and race BSA's humble Bantam commuter bike back in the 1950s, and is credited with lapping the Isle of Man TT course at over 70mph on one of his machines. Mole Benn was also a musician of exceptional talent and a noted exponent of Dixieland jazz, playing with many of London's top bands. Music by his favourite performer Louis Armstrong was played at Mole's funeral in March 2014.

An eclectic collector, Mole enjoyed clocks, early bicycles, ceremonial swords and muzzle-loading rifles as well as motorcycles, and had a great passion for the MV Agusta marque.

Mole was a long time member of the MV Agusta club, whilst never being a committee member, he was well respected within the community and always lauded for bringing two or three 'interesting' machines to events. He was recognised for his achievements by the MV owners club and was presented with the 'most outstanding personal achievement award' for his dedication and constant promotion of MV's.







290

## 1954 MV AGUSTA 172.4 SUPER SPORT COMPETIZIONE

Registration no. CSS 175

Frame no. 409986 5V

Engine no. 450363 5V



'In the hands of the MV Distributors Ltd team of Michael O'Rourke, Derek Minter and Rob Keeler, the MV 'Super Sport Competizione' has been dominating 200cc-class events, and setting new track records at almost every venue at which it has appeared.' – Motor Cycling, 17th May 1956.

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 telescopics 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).

Intended for production racing, the Competizione version added an external magneto and a five-speed gearbox to the package. Top speed was over 90mph but this kind of performance came at a eye-watering price, the little MV costing £434 at a time when a Manx Norton could be purchased new for £418 or a Vincent Black Shadow for £366!

A sales invoice on file shows that this Super Sport Competizione was sold as a used machine by H A Saunders Ltd of London NW11 in August 1957 to one W N Webb of New Malden, Surrey. Unfortunately nothing else is known of its history. Its most appropriate registration mark 'CSS 175' was acquired by Mole Benn in the 1990s. The machine is offered with MVOC dating letter, expired MoT (March 1998) and a file of technical data and other information.

£12,000 - 16,000

€15,000 - 20,000

**1954 MV AGUSTA 123.5CC BIALBERO RACING MOTORCYCLE**

Frame no. 150090

Engine no. 150163

'The Verghera marque's unequalled record of success during the 28 years from 1948 to 1976 won them over 3,000 races and 37 World Championships... The list of riders who raced MV machinery reads like a Who's Who of motorcycle sport, with Cecil Sandford, Les Graham, Bill Lomas, Carlo Ubbiali, John Surtees, Luigi Taveri, Gary Hocking, Mike Hailwood, Giacomo Agostini and Phil Read prominent among them.' – Mick Walker, 'MV Agusta'.

Although best known for their multi-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes that first appeared in 1948 were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni in 1950. However, the new Remor-designed 125cc four-stroke was not an immediate success, scoring only a single points-paying finish in 1950 and just one podium result in '51, the latter courtesy of new arrival Les Graham.

It was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952. MV's 125 had been extensively redesigned for '52, gaining telescopic forks, full-width alloy hubs and a sleeker fuel tank, while maximum power increased to 15bhp. Les Graham's influence saw the 125 equipped with Ernie Earles' leading-link front forks for 1953 and these also found their way onto the 500cc four. Graham won the Ultra-lightweight TT at the Isle of Man that year but his tragic death a few days later dealt a severe blow to the team's fortunes; NSU works rider Werner Haas went on to take the riders' title in the 125cc class but MV did at least have the satisfaction of retaining the manufacturers' crown.

NSU continued its dominance of the 125cc class in 1954, works rider Rupert Hollaus being crowned World Champion at the year's end with MV's Carlo Ubbiali runner-up. The German factory's withdrawal at the end of the '54 season left no credible opposition in the lightweight classes for MV, which duly scooped its second 125cc World Championship in 1955, winning all six Grands Prix that year. Carlo Ubbiali's five wins ensured the Italian of his second world title. For the next five years the combination of Ubbiali and the 125 MV would prove almost unbeatable.





The Italian would secure four more 125cc World Championships before retiring at the end of the 1960 season, an almost unprecedented run of success only interrupted in 1957 by Mondial-mounted Tarquinio Provini. Ubbiali also claimed the 250 world title for MV in 1956, '59 and '60. Ubbiali's retirement coincided with MV's withdrawal from serious involvement in the lightweight classes at international level, but what an extraordinary achievement it had been.

Like their rivals, MV was not in the habit of selling works bikes to privateers, but one notable exception was Bill Webster, who managed to acquire a 125cc bialbero from the factory in 1953. In 1954 Webster had the MV rebuilt around an Ernie Earles frame and in this form it was ridden successfully by Bill Lomas. In addition to Webster's ex-works bialbero, several over-the-counter monoalbero MV racers were imported into the UK by other enterprising privateers.

Mole Benn's notes state that this bialbero was given to him in 1997 in derelict condition. Restored in 1998, the machine is said to incorporate several special parts to increase performance but, sadly, nothing is known of its history.

£55,000 - 75,000  
€70,000 - 95,000



292

## 1953 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. 150031

Engine no. 150034



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

The following year MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam.

Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm. The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification.

The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter. Nothing is known of the history of this example. Mole exhibited the machine occasionally but it is not known when it was last ridden or what condition it is in mechanically.

£40,000 - 50,000

€51,000 - 64,000





293

## 1954 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. 150179

Engine no. 150167



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

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Mole Benn purchased this MV at a London auction in March 2000. At that time it was stated that the machine had formerly belonged to ex-racer turned collector, Bruno Taglioretti, and that it was offered from a private collection, its home since 1995. Mole exhibited the machine occasionally but it is not known when it was last ridden or what condition it is in mechanically.

£40,000 - 50,000

€51,000 - 64,000



294

**C.1955 MV AGUSTA 175CC RACING MOTORCYCLE**

Frame no. 419369S

Engine no. 401300



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-camshaft, 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 175CS Sport joined the line-up featuring an engine in a higher state of tune, and there would be further variations on the '175' theme before production ceased at the end of the 1950s. In 1956 the UK importer was offering three 175s: the Turismo Lusso, Modello Sport and Super Sport, the last of which cost a staggering £434 in 1956. By way of comparison, a Manx Norton cost £481 and Triumph's top-of-the-range sports roadster, the Tiger 110, only £246. Originally a Turismo Lusso or Mondello Sport, this 175cc MV has been converted for racing, as many were in period. It is not known whether or not it has any competition history. The machine is offered with some photocopied brochure pages and an original instruction manual (in Italian)

£3,000 - 5,000

€3,800 - 6,400

295

**C.1957 MV AGUSTA 125CC SUPER PULLMAN PROJECT**

Registration no. SRX 756

Frame no. 901394

Engine no. 901339



Much better engineered than any British contemporary, MV's 125cc two-stroke was powered by a neat, unitary construction, single-cylinder engine featuring detachable transfer ports. A development of this engine went into the unusual Pullman model of 1953, which combined elements of both the scooter and motorcycle. One of the Pullman's most distinctive features was its frame, which employed a large-diameter curving front downtube, while the footboards, single sprung saddle, twist-grip gearchange and small wheel/wide tyre combination were clearly scooter inspired. In 1955 it was joined by the Super Pullman, which despite the name was a proper motorcycle of entirely new design, albeit still a 125cc two-stroke. A pressed-steel spine frame, foot-operated gearchange, leading-link front forks and 18" diameter wheels were just some of the most obvious differences. The Super Pullman was produced from 1955 to 1958. This example of an MV lightweight rarely seen in the UK is offered for restoration and sold strictly as viewed. There is no registration document with this Lot.

£1,500 - 2,000

€1,900 - 2,500



296

### C.1953 EMC-PUCH 125CC RACING MOTORCYCLE PROJECT

Engine no. 46108

Dr Josef Ehrlich, a gifted engineer who had arrived in Britain from his native Vienna in 1937, founded EMC - Ehrlich Motorcycle Company - in 1946. He was a devotee of the two-stroke engine and the first EMC used a split-single power unit of the type developed by Puch and DKW. Launched in 1947, the EMC roadster did not find favour with a conservatively inclined motorcycling public. Nevertheless, Ehrlich was soon involved with racing, an EMC bearing more than a passing resemblance to a pre-war blown DKW winning the 250 race at the 1947 Hutchinson 100 in Les Archer's hands. However, the FIM considered that the DKW-based EMC engine's phasing piston was a form of supercharger and thus illegal under the post-war regulations. Ehrlich's next venture was a Puch-based 125cc racer with split-single two-stroke engine and twin megaphone exhausts, generally considered to be one of the noisiest racing motorcycles of all time. In 1952 there were no fewer than six listed in the Isle of Man TT programme and in 1953 one was entered for John Surtees, who injured himself in a practice fall when the machine broke. Sadly, nothing is known of the history of this example, which is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£3,500 - 4,500

€4,500 - 5,700



297

### 1951 MOTO GUZZI 250CC AIRONE

Registration no. FAS 808

Frame no. 19289

Engine no. M89969

Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventually turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. Guzzi recommenced production post-war with range of updated pre-war designs, which in the case of the 250cc Airone (heron) meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and 'head. The Airone offered a 70mph top speed and the ability to cruise at 60-plus all day, and remained a top-seller well into the 1950s. This Moto Guzzi Airone was acquired in March 1994 but not registered in the UK until January 2002. Mole Benn is the sole registered keeper in this country. Photographs on file show the little Guzzi before, during and after restoration. Last taxed for the road to 31st July 2014, the machine is offered with VMCC and Moto Guzzi dating letters, DVLA correspondence, SORN paperwork, a quantity of MoT certificates (most recent expired July 2013), old/current V5/V5C registration document, a book on the Moto Guzzi Falcone and a folder of restoration notes, invoices, correspondence and photocopied technical and historical information.

£3,000 - 4,000

€3,800 - 5,100





298



300



299



301

298

#### 1952 MV AGUSTA 125CC TEL

Registration no. 475 UXS Frame no. 033723/25

Engine no. T027345

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. The cycle parts comprised a twin-downtube swinging-arm frame equipped with blade-type girder forks. This early MV 125 TEL (Turismo Extra Luxury) was restored by Mole Benn and after completion was registered in May 2006 with the age-related number '475 UXS'. The machine is offered with MVOC dating letter and an expired MoT certificate (May 2007). Copies of the parts manual and instruction book (in Italian) are included in the sale.

£1,000 - 1,500

€1,300 - 1,900

299

#### 1960 ITOM 50CC SUPER SPORTS COMPETIZIONE

Registration no. XYO 127 Frame no. 50141

Engine no. 132044/S

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 that 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. Built by Mole Benn from a 'box of bits' given to him in 1980, this particular Itom was first registered by the UK concessionaire, Tooley's of London SE12 and is offered with its original logbook. The machine also comes with a (copy) set of specifications and instructions, which include removing the kick-start and its shaft for racing, and plugging the shaft holes with cork!

£1,000 - 1,500

€1,300 - 1,900

No Reserve

300

#### C.1960 ITOM 50CC SUPER SPORTS PROJECT

Engine no. 300173

Founded in Turin, Italy in 1948, Industria Torinese Meccanica began manufacturing clip-on power units for bicycles under the 'Itom' brand name before offering its first complete machine in 1950. Itom progressed from producing utilitarian mopeds to making small motorcycles, many of which carried designations such as Sport, Super Sport and Competizione, and thus were guaranteed to appeal to Italy's speed-obsessed youth. In 1959 pedals ceased to be mandatory for such machines in Italy, though they continued to be fitted to export models if required. A factory tuning kit was available for racing, comprising a high-compression cylinder head, cylinder with chromed bore and suitable piston, Dell'Orto 20mm carburettor and an expansion chamber exhaust system. Itoms were imported into the UK by the sole concessionaire, A H Tooley of London SE12. Apparently original and complete, the example presented here is offered for restoration and sold strictly as viewed.

£700 - 1,000

€890 - 1,300

No Reserve

301

#### C.1960 ITOM 50CC RACING MOTORCYCLE PROJECT

Engine no. 141861SS

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 that 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 particular Itom has been modified for racing and is equipped with rev counter, rear-set footrests, larger front brake, alloy wheel rims and clip-on handlebars. The machine is offered for restoration and sold strictly as viewed.

£700 - 1,000

€890 - 1,300

No Reserve



302

### 1986 SUZUKI RG500 GAMMA

Registration no. C500 LGN

Frame no. HM31A-102249

Engine no. M301-103071

Since the birth of the motorcycle industry, manufacturers have capitalised on competition successes by having one or two 'race replica' models in the range. Before WW2 when single-cylinder four-strokes predominated in Grand Prix racing, the creation of a 'TT Rep' was relatively easy; not so in the modern era of complex, multi-cylinder two-strokes, but that didn't stop Yamaha and Suzuki having a go. Based on its World Championship-winning RG500 racer, Suzuki's Gamma road version retained the same square-four engine layout, geared-together crankshafts and disc-valve induction. A box-section aluminium frame, 'Full Floater' rear suspension and triple disc brakes completed the picture. More racetrack focussed than Yamaha's rival RD500, the Gamma, with its 150mph top speed, 11.5-second quarter-mile time and superlative handling and brakes, remains the closest anyone has got to offering a modern Grand Prix 500 for the road. It is highly unlikely that anything like them will ever be seen again, and interest in - and demand for - these exciting two-stroke thoroughbreds has been increasing exponentially in recent years. Mole Benn is only the second registered keeper of this RG500, which he purchased in April 1989. Accompanying documentation consists of SORN paperwork, old/current V5/V5C documents and a quantity of MoT certificates (most recent expired March 2006). Last taxed for the road in 2006, the machine will require re-commissioning before further use.

£3,500 - 4,500

£4,500 - 5,700



303

### C.1913 NSU 6/7HP TWIN PROJECT

Frame no. 295380

Engine no. 23279

NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission. Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. A host of different models was introduced up to the outbreak of war, including a range of v-twins in various sizes. The marque established a strong presence in overseas markets, being exported widely throughout Europe and even to the USA; indeed, prior to WWI, NSU ranked second only to Indian among imported makes in the UK. This rare, Edwardian-era NSU is powered by v-twin engine with inlet-over-exhaust valve gear, which drives the rear wheel directly by belt, while the frame, with its coil spring rear and leading-link front suspension, is innovative and a reminder of the German motorcycle industry's progressive designs of this period. Mole Benn purchased the NSU from Pratts of London SE10 in April 1975, its colour being described on the accompanying invoice as 'rust', while there are numerous photographs on file confirming that the machine was purchased as a restoration project. The file also contains a quantity of photocopied literature relating to early NSU motorcycles. Partially restored, the machine is offered in a dismantled state and sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness or otherwise prior to bidding. A challenging restoration but a most worthwhile one.

£6,000 - 10,000

£7,600 - 13,000



## Further properties



304

### **1938 TRIUMPH 350CC TIGER 80**

Registration no. ABU 826

Frame no. TL 4489

Engine no. 8-T80-7624

Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed the Val Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. Frames, forks, engines and gearboxes were all improved for 1937 and a trio of randomly selected Tigers successfully completed a series of arduous speed trails to secure the Maudes Trophy for Triumph later in the year. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and are highly sought after. A 1938 model built late in 1937, this Tiger 80 was extensively restored in 2009 and purchased by the current vendor that same year, since when it has not been used. A document on file, compiled by previous owner David Loftis, lists the numerous parts renewed during his ownership and also states that the carburettor had been overhauled by specialist Martin Bratby. Carefully stored and still in beautiful condition, the Tiger should require only minimal re-commissioning before returning to the road. Accompanying documentation consists of the aforementioned list, VMCC dating letter, old-style continuation logbook, V5C document and a quantity of MoT certificates (most recent expired August 2010).

**£9,000 - 11,000**

**€11,000 - 14,000**



305

### **1938 ARIEL 499CC RED HUNTER**

Registration no. ECV 538

Frame no. XG 4880

Engine no. CD 1610

Ariel's lack of works participation in the T.T. races has left a perception that their machines were in some way inferior to other, more famous, makes. Their effective record in Reliability Trials and at Brooklands and other circuits has become overshadowed by our present-day focus on particular races. In the pre-war era, the Red Hunter was recognised - and tested as such by 'Motor Cycling' - as a genuine, 90 miles per hour, 'super-bike', with excellent handling, good brakes and first-class reliability without the weight it acquired post-war. ECV 538, the Red Hunter offered here is fresh from a very thorough and careful session at the hands of a private, Midlands, restorer known for his quality of workmanship and was rebuilt from a complete example, owned for some years. To original specification, therefore, in all of those essential but hard-to-find equipment details and starting and running very strongly, it will, most decidedly, not be outperformed in any club ride. Offered complete with V5C, MOT and tax disc - no advisories - until July 2015, and ready for the road, the Red Hunter will stand out from the crowd in the hands of a new owner.

**£10,000 - 11,000**

**€13,000 - 14,000**



**TO BE OFFERED AS A PAIR**

£4,800 - 5,200

€6,100 - 6,600

**1923 EXCELSIOR 150CC LIGHTWEIGHT LADIES MODEL**

Registration no. OR 1546

Frame no. D1105

Engine no. H4499

Excelsior were Britain's first producer (1896) of motor bicycles. Located for 25 years in Coventry they moved to Tyseley, Birmingham, in 1921; at which point their previous Lower Ford Street site became the new home for Francis Barnett. During nearly seven decades of continuous production Excelsior used several different brands of proprietary engines, including some high performance camshaft engines of their own manufacture during the 1930s. Excelsior were amongst a number of major brands to offer a Ladies Model, sized mainly between 125cc and 225cc, and commercially fashionable for several years in the 1920s. The relative rarity of Ladies Models today is explained by the fact that after such machines were no longer required the average female owner/rider, unlike her male counterparts, tended not to retain them. And contemporary male riders would clearly have appeared less than "macho" were they to have ridden or even owned a Ladies Model! Reported to be in "sound running order" the original condition chain-drive Excelsior has been fitted with a new Villiers coil, and a set of replacement tyres. OR 1546 is one of a unique pair of machines that belonged to an enthusiast couple from 1923 to 2009. At the time of the present vendor's purchase five years ago he pledged that in the event of a disposal the machines would be offered as a pair. With V5C.

**1923 EXCELSIOR 150CC LIGHTWEIGHT GENTS MODEL**

Registration no. OR 1547

Frame no. W14186

Engine no. 8934

In a brief mention of the firm's early period it should be recorded that they actually traded as Bayliss, Thomas and Co until 1910, whereupon the name was changed to Excelsior, a far more attractive label. A reputedly well-managed company Excelsior came through the Great Depression in quite good shape, helped no doubt by two Lightweight TT victories in 1929 and 1931 and, as an additional publicity bonus, their ohc Manxman [available in sizes 250/350 and 500cc] gained three Seconds and a Third in IOM TTs between 1936 and 1939. Trading less successfully, however, in post war days Excelsior's range was now confined to small capacity highway model 2-strokes, powered by Villiers 'singles', or their own 250cc Talisman 'twin', whose engine -- along with a 3-cylinder version -- was used in the Berkeley sports car. The complete and well equipped Gents Model has had a new primary chain fitted, and is reported to be "in running order". As with its Ladies Model sibling the nickel plated fittings have suffered some understandable corrosion, but both machines are possessed of a compatibly faded patina, a condition which is impossible to re-create in a modern-day workshop. Both Excelsiors are of course fitted with virtually identical 150cc Villiers engine units, but it should be noted that the hand-change gear linkage differs from one machine to the other. Taxed and with an MOT Certificate, plus V5C.



307

## **C.1951 VINCENT 998CC SERIES C BLACK SHADOW**

Registration no. MLO 286

Frame no. RC9452B/C

Engine no. F10AB/1B/7552

Rear Frame No: RC9452B/C



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.

A desirable all-matching-numbers example, this Black Shadow was acquired by the current vendor more than ten years ago and has covered fewer than 200 miles since a total engine and mechanical rebuild by Tony Hutchinson, a VOC member with a long history of restoring Vincents. The frame, cycle parts and brightwork have been restored also and the machine comes with a huge file of bills for the work carried out. 'MLO 286' is described as totally standard with exception of the 8" front brake (the original 7" brake comes with it). Currently taxed and MoT'd, this beautifully restored Black Shadow is offered with the aforementioned file of restoration bills, an old-style buff logbook and old/current V5/V5C registration documents.

**£60,000 - 70,000**

**€76,000 - 89,000**





**C.1947 VINCENT 998CC RAPIDE PROJECT**

Frame no. R2272

Engine no. F10AB/1/1300



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.

Nothing is known of the background of this Series 'B' Rapide project, which was purchased at an unknown date by its late owner. It appears that following acquisition no work was done to the dismantled machine, which was kept in dry storage and remains un-restored. Dismantled, the machine is not 100% complete but the major components are present, and while the engine, upper frame and rear frame are not from the same motorcycle, this project does represent a relatively affordable entry into the exclusive world of Vincent ownership for the fortunate new owner.

Prior to bidding, prospective purchasers should satisfy themselves with regard to the completeness, or otherwise, of this Lot, which is offered for restoration and sold strictly as viewed. There are no documents with this machine.

**£8,000 - 12,000****€10,000 - 15,000**

309

## 1951 VINCENT 998CC SERIES-C RAPIDE

Registration no. RJO 625

Frame no. RC9961

Engine no. F10AB/1/8061

Rear frame no. RC9961



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 Rapide was purchased by the present owner in 1981. It has seen little use over the years and has been kept in dry storage throughout and started periodically. The current odometer reading is 8,503 miles. Various works have been carried out over the years including refurbishment by Furness & Searle in 1982, the fitting of a Vee Two clutch assembly in 1997, and a BT-H magneto in 2007.

It was re-bored by Hugh McAllister, has Shadow brake drums and 12-volt electrics, and is fitted with a Dave Hills 'Tread Down' centre stand. We are advised that it leaks oil when standing and blows oil from the breather when running.

The history file contains copies of the Works Order Form, Road Test Report and Despatch Check Sheet, all dating from November 1951, together with a certified copy from Oxfordshire Record Office Archives showing the entry for this motorcycle. Additional documentation includes receipts from the previous ownership; the purchase receipt dated 1981; various lists of parts supplied and works carried out; SORN paperwork; an old-style continuation logbook; a V5C registration document and a quantity of expired tax discs and MoT certificates. Also included are The Vincent Motor Cycle Co Spare Parts List and The VOC Spares Company Ltd Price List. This motorcycle will require re-commissioning and the customary safety checks before returning to the road.

**£32,000 - 35,000**

**€41,000 - 44,000**





310

# **1954 VINCENT 499CC COMET**

Registration no. PDV 678

Frame no. RC/1/12327

Engine no. F5AB/2A/10427

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 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. An expensive machine to produce, the single-cylinder Vincent did not sell as well as its maker had hoped, and the Comet was dropped when the Series-D range was introduced for 1954. This Comet was purchased by the current vendor in June 2013 having been in the previous owner's possession for approximately 20 years. Extensively restored since acquisition, as evidenced by numerous invoices for parts on file, it is described by the vendor as a lovely bike to ride and is only sold because he has insufficient time to enjoy it. The machine is offered with aforementioned invoices, a quantity of old tax discs and MoTs, owner's handbook, VOC dating certificate, current road fund licence and V5C document. An Amal Monobloc carburettor and electronic ignition are the only notified deviations from factory specification (magneto included in sale).

**£16,000 - 18,000**

**€20,000 - 23,000**



311

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

# **1951 HARLEY-DAVIDSON 739CC WL**

Registration no. YYJ 765

Frame no. 51WL1137

Engine no. 51WL1137

Introduced in 1929 as a competitor to Indian's successful 750cc sidevalve v-twin, the Harley Model D - better known as the '45' (its capacity in cubic inches) - really took off when the USA's entry into WW2 created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version rolling off the Milwaukee production lines before hostilities ceased. These military Harleys benefited from the new aluminium cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment. 'De-mobbed' Harley WLs helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide, while the civilian version remained a catalogued model until the end of 1951. Dating from the final year of production, this mildly customised civilian WL retains its original chrome-plated horn and valanced front mudguard. The machine was first registered in the UK in 1994 and was purchased from its first (lady) owner in this country by the vendor's late husband in 2008. Works carried out recently include re-chroming of all brightwork; installing new fabric-insulated wiring (obtained from the USA); and fitting electronic ignition and a new battery. The paintwork has not been touched. Described as in immaculate condition, the machine is offered with V5C document and is currently SORN'd.

**£10,000 - 13,000**

**€13,000 - 17,000**





**Property of a deceased's estate****1959 TRIUMPH 649CC****T120 BONNEVILLE**

Registration no. LJV 255

Frame no. 022891

Engine no. T120 022891



First-of-the-line examples of iconic models are always highly prized by collectors and none more so than the new-for-1959 Triumph T120 Bonneville, introduced in the autumn of 1958 for the forthcoming season. Hurriedly prepared for its debut at the Earls Court Show (it was too late for inclusion in the 1959 catalogue) the 'Bonnie' arrived at a time when young motorcyclists 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. That first 1959-model Bonneville was the only one of the many versions to feature the headlamp nacelle, and only the first series produced had the distinctive 'Tangerine Dream' livery.

First registered in Grimsby, Lincolnshire in March 1959, this matching-numbers 'Tangerine Dream' Bonneville has the sports dual seat, one of two styles fitted to '59 Bonnies. 'LJV 255' was first acquired by the late owner circa 1972, then sold on and reacquired around 1978.

At that time the Lincolnshire-based enthusiast owner had his own motorcycle business; he later took up classic racing and competed in CRMC events into the late 1980s. His ashes are scattered at the foot of The Mountain at Cadwell Park.

Some obvious modifications have been made to the machine over the last 35-plus years: most notably the Siamesed exhaust and later (non-Chronometric) Smiths speedometer. Nevertheless, the machine remains substantially original, and even a novice restorer should experience little difficulty in returning it to 100% correct, concours condition. Interestingly, the timing cover is badged 'Tiger 110', this being correct for early Bonnevilles made before the factory got around to an updated patent plate. Last taxed and MoT'd for the road in 2003, 'LJV 255' has been kept in dry storage since then. The machine was started and ran a couple of months ago but will require re-commissioning, at the very least, before further use. However, we are sure that the fortunate purchaser will want to fully restore this rare early Bonneville to the condition it deserves. Sold strictly as viewed, the machine is offered with expired MoT (2003) and old/current V5/V5C registration documents.

**£6,000 - 9,000****€7,600 - 11,000**



313

# **1961 TRIUMPH 649CC T120R BONNEVILLE**

Registration no. 646 YWJ

Frame no. D13057

Engine no. T120R 13057

Testing a T120 Bonneville in June 1961, Motor Cycling found that Triumph's range-topping sportster possessed abundant vitality: 'With exceptional top-end performance goes extraordinary vigour and tractability at low and medium speeds - a combination which makes it perhaps the fastest point-to-point roadster produced in Britain today.' The USA had long been Triumph's most important export market and to cater for local tastes, T120R and T120C models were offered there, the former having a more raised handlebar when compared to its European counterpart while the latter catered for the American rider's passion for off-road motorcycling. This matching numbers, US-specification T120R Bonneville was first registered in the UK on 1st July 2012 following its restoration in this country. We are advised that the machine's renovation included an engine rebuild involving a bottom-end overhaul; re-sleeving the cylinders back to standard; and refurbishing the cylinder head with new valves, guides, etc (bills on file). Other parts renewed include the wheels, chains, sprockets, clutch, alternator, oil pump and carburettors, all components used being correct for the 1961 model year, while the speedometer and rev counter were overhauled. Only some 500-or-so miles have been covered since the rebuild's completion and so the machine is only partly run in. Described as in generally excellent condition, this beautiful pre-unit Bonneville is offered with the aforementioned bills, VMCC dating letter, current road fund licence, MoT to June 2015 and V5C registration document.

**£7,000 - 10,000**

**€8,900 - 13,000**



314

# **1959 TRITON T120R CAFE RACER**

Registration no. SFN 620

Frame no. P13 81173

Engine no. T120R 47573

Cafe Racers are back in fashion, forming an important part of today's pre-1970 classic scene; justifiably so, inasmuch every machine has its individual character, over and above what was always the most desirable engine in the best-handling frame. Built from scratch in 1959 SFN cuts a dash in its blue and yellow livery, coupled to a state of the art spec. Installed within the wide-line Featherbed frame the T120R engine has extensive polishing to the internals, and is fitted with ex Triumph factory cams and 9:1 pistons. The timing gears, too, have been polished and lightened. Fuel is fed by twin Concentrics, fired by centrally positioned spark plugs; and the finely shaped exhaust system can be seen in the illustration. An RRT 2 gearbox operates via a Norton clutch, using solid Ferodo 'plates, and it's worthy of note that the primary chain has its own oiling system. The list of high end aftermarket fitment continues with the rolling chassis: Dunlop alloy rims for instance are used front and rear, and the Tickle front hub sports a large diameter set of drilled 'cooling discs'; indeed, the superbly shaped engine plates have also been tastefully drilled, likewise the silencer heat shields. The oil tank is of course in aluminium, as are the rear footrest carriers. With just 250 miles completed since a "total rebuild" the vendor states the bike is "perfect", with the exception perhaps of some pitting to the chrome-work. This stunning example of the genre is offered with an old style logbook.

**£8,000 - 10,000**

**€10,000 - 13,000**





315

## **1967 VELOCETTE 499CC VENOM THRUXTON**

Registration no. LMO 86E

Frame no. RS19293

Engine no. VMT 879 C



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

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

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

This particular Thruxton was purchased from the previous owner in Hartlepool in 2001 and has been ridden in several classic motorcycling events including on the Isle of Man during the TT and Manx Grand Prix weeks. We are advised that it has been kept fully maintained as part of the owner's private collection of classic cars and motorcycles and has been ridden in rotation with the other machines. Described as in generally good condition, this beautiful Thruxton is offered with current MoT/tax, V5C registration document and Thruxton Register dating letter. This letter states that both the engine and frame are original Thruxton, though they did not start life in the same machine, having been brought together by Velocette main agent Ralph Seymour in the mid/late 1970s.

**£11,000 - 15,000**

**€14,000 - 19,000**





316

**1979 SILK 653CC 700S MARK 2**

Registration no. FNU 946V

Frame no. 700S/2/136

Engine no. 700S/2/138

Engineer George Silk turned motorcycle manufacturer in 1975 with the 700S, a Spondon-framed sports roadster powered by his own Scott-based engine. Production continued until 1980, by which time 138 complete machines had been built, latterly as the 'Mark 2' with partly black-finished engine. One of the very last made, this ultra-rare British two-stroke was purchased from the widow of the preceding owner, Mr Cyril Wright of Dry Sandford, Oxford, in September 1986. In 2002 the vendor moved to Cyprus and for many years the Silk was mothballed because of excess water usage caused by a porous cylinder head casting (a recognised problem), which was finally addressed in 2011 by sending the head to Surface Technologies in Slough for treatment. We are advised that some 20 miles have been covered since then and that the problem seems to have been solved. Other works carried out include fitting new pistons/rings (1995), repainting the fuel tank and re-chroming the grab-rail (2000), fitting Boyer Bransden electronic ignition (2002) and installing new clutch springs, headlamp shell, flasher unit and offside rear indicator (2012). Described as in generally good condition, the machine is offered with the 1986 sales receipt, sundry bills, current road fund licence, MoT to May 2015 and V5C document. It should be noted that although the odometer reads 12,990 miles, the true mileage is approximately 20,000.

**£10,000 - 12,000**

**€13,000 - 15,000**



317

**1966 BSA 650CC SPITFIRE MARK II**

Registration no. GRH 753D

Frame no. A65S 8168

Engine no. A65S 8168

Acquired by the vendor in January 1999, this example of BSA's top-of-the-range sports roadster had an indicated mileage of around 12,000 at that time, was un-restored and was believed to have had only three previous owners. It had apparently lain unused since 1978 and needed re-commissioning. The present owner stripped the engine's top end and found that a re-bore was required, which was accomplished using a new cylinder barrel and a pair of standard-bore Hepolite pistons. With an indicated mileage of 21,557, it is still on the same combination today. Boyer electronic Ignition was added and the petrol tank lined with a marine-industry resin that has stood the test of time and, more recently, ethanol. The owner believes that the Spitfire is predominantly original, even down to the exhaust system, and the machine still sports its trademark Grand Prix carburettors, 190mm front brake, alloy rims, hump-back seat, and racing-style tank. The BSA has been maintained and used every year since 1999 but its use in recent years has diminished, hence the decision to sell. Accompanying paperwork consists of some old MoT certificates and tax discs, and old/current V5/V5C documents. The machine has a current MoT certificate, expiring 1st August 2015, and road tax valid until 31st July 2015. Also with the bike are the front numberplate and rear-set footrests.

**£5,000 - 8,000**

**€6,400 - 10,000**







318

**1964 HONDA 125CC CB92 BENLY SUPER SPORT**

Registration no. BYO 612B

Frame no. CB92-7062631

Engine no. CB92E-7002678

Honda's first twin-cylinder models in the 125cc class - 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 sporting CB92 proved an outstanding success and today is one of the most desirable of early Japanese classics. Restored at date unknown, this superb CB92 was used as a show bike before being purchased by the current vendor in February 2013 and re-commissioned for road use in May of that year. Described as in generally good/excellent condition, the machine is offered with recently expired MoT/tax (May 2014) and V5C document.

**£7,000 - 9,000**

**€8,900 - 11,000**



319

**1972 HONDA CB750 K2**

Registration no. XFK 596K

Frame no. 2024386

Engine no. 2032202

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, it is highly sought after today by discerning collectors. Still in regular use despite being over 40 years old, this highly original CB750 was acquired by the current vendor in January 2012 and is described by him as in generally good condition mechanically, with 'fair' frame, cycle parts and brightwork. The machine is offered with MoT/tax to April 2015 and V5C document.

**£3,500 - 4,500**

**€4,500 - 5,700**





320 N

**1979 HONDA CBX1000**

Frame no. 2010746

Engine no. to be advised

'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 CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Weighing around 550lbs and with 105bhp on tap, the CBX was good for 130mph and scorched through the 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 CBX was first registered in France in October 1979 and since July 2000 has remained with same owner, forming part of a mainly static collection of iconic Japanese motorcycles that were seldom used. The current odometer reading is 60,797 kilometres (approximately 37,800 miles) and the CBX appears standard with the exception of a new Jama exhaust system. We are advised the owner had started to re-commission the machine, overhauling the carburettors, replacing the battery, air filter and oil filter. The engine is said to start easily however, the motorcycle will require re-commissioning and the customary safety checks following its lengthy period on static display. The machine comes with French Carte Grise and is sold strictly as viewed.

**£5,500 - 7,500**

**€7,000 - 9,500**



321 N

**1985 YAMAHA RD500LC**

Frame no. 47X-001005

Engine no. to be advised

'Before 1983 Joe Public could only imagine what top-class racing equipment might be like to ride. Then Yamaha revealed the RD500LC. Here was everything on the wish list: the water-cooled V4 engine sprouting a multi-pack of expansion chambers, a mirror of the twin-crank V4s campaigned by Kenny Roberts. Its screaming 88bhp motor powered a lithe 392-pound package wearing all the factory racing graphics...' - Classic & Motorcycle Mechanics. This RD500LC was first registered in France in September 1985 and since August 1999 has remained with same owner as the Honda CBX1000 (lot 320), forming part of a mainly static collection of iconic Japanese motorcycles that were seldom used. The current odometer reading is 24,671 kilometres (approximately 15,300 miles) and the RD appears standard and complete. Unfortunately, this beauty has not been started for more than ten years and will require careful re-commissioning and the customary safety checks following its lengthy period on static display. The machine comes with French Carte Grise and is sold strictly as viewed. Few motorcycles before or since have caused as much of a sensation as Yamaha's RD500LC Grand Prix Replica, and today this legendary model is one of the most sought after classics of the 1980s.

**£4,000 - 6,000**

**€5,100 - 7,600**



**One owner from new****1978 MOTO GUZZI 850CC LE MANS**

Registration no. ATO 297T

Frame no. VE16511

Engine no. 104277



An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use this remarkable engine, the 703cc V7, appeared in the late 1960s. Enlargement to 757cc soon followed but the first sports model, the V7S, was of 748cc capacity. Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans burst on the scene in 1976. Described by Bike magazine as 'the sleekest, horniest thing you've ever seen on two wheels', the sensational Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. Without doubt one of the definitive superbikes of the 1970s and today highly collectible.

This 'Mark I' Le Mans was purchased new by well-known Moto Guzzi enthusiast, the late Rod Woolnough, whose recollections of riding 'ATO 297T' and other Guzzis were incorporated in his friend Mick Walker's book 'Moto Guzzi V-twins – The Complete Story' (page 178-179).

The machine is offered for sale on behalf of his widow. Rod rode the Le Mans regularly for some 20 years, covering well over 100,000 miles, and along the way rebuilt the engine around a replacement set of crankcases. Garage stored since 1997, at which time it was in running order, the Guzzi will require a new battery and the customary re-commissioning before returning to the road. Upgrades include factory-optional Lafranconi competition silencers, stainless steel braided brake hoses, air-assisted front fork damping, Koni suspension units, Sebac hydraulic steering damper, Stucchi rear-set footrests and a front fork brace. Apart from the aforementioned upgrades, the machine remains in remarkably original condition.

With the 40th anniversary of the Le Mans' introduction fast approaching, there can be very few, if any, survivors that have had but a single owner like this example. A wonderful opportunity for the Moto Guzzi collector, the machine is offered with instruction manual, service booklet, workshop manual and V5 registration document. The removed original mirror and indicators are included in the sale, while a quantity of other Le Mans parts (not from this machine) is available via separate negotiation with the vendor.

**£8,000 - 9,000****€10,000 - 11,000**



**One owner, 8,900 miles from new**  
**1999 MV AGUSTA 750CC F4 'SERIE ORO'**

Registration no. V102 DJT

Frame no. ZCGF400AAXV000109

Engine no. F4AX000167



Designed by Massimo Tamburini, creator of the Ducati 916, and introduced at the 1998 Milan Show, the F4 has become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s: the 'Serie Oro' (Gold Series). Production, at the leisurely rate of three machines per day, commenced late in 1999. The Serie Oro's UK price was set at approximately £26,500, more than double that of the standard F4 Strada, yet every single one had been sold prior to delivery, such was the demand. That stratospheric price tag was explained by the exotic materials employed in further reducing weight. For example: the Strada's gorgeously curvaceous fairing is made of plastic whereas the Oro's is carbon-fibre; the five-spoke wheels and single-sided swinging arm - both aluminium on the Strada - are magnesium on the Oro; and the rear shock is an Öhlins, replacing the Strada's Sachs unit. Plus, of course, the Oro's wealth of top-notch, gold-anodised componentry.

This example, number '109', represents a rare opportunity to acquire one of these exotic hand-built superbikes, which can only become increasingly collectible. 'V102 DJT' has been in the vendor's possession from new and comes with full service history, mainly with MV main dealer Three Cross Motorcycles of Wimborne, Dorset, confirming that all necessary warranty work has been carried out. The machine also benefits from a recent full service, which included a new battery and new Pirelli Diablo Super Corsa tyres (invoice on file). Described as in generally excellent condition, it comes complete with paddock stand, 'MV Agusta' motorcycle cover, owner's manual, stamped service booklet and leather wallet, and is offered with V5C document and MoT to July 2015. HEL braided brake hoses and an after-market radiator (for improved cooling) are the only notified deviations from factory specification.

**£20,000 - 25,000**

**€25,000 - 32,000**



324

**One owner, 2,391 miles from new,  
property of Alan Cathcart,  
2000 MV AGUSTA 750CC F4S**

Registration no. W194 RFX

Frame no. ZCGF401BAYV001445

Engine no. F4AY001863



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

Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s - the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Blandronno, Varese. Once the batch of Serie Oro models had been completed, the factory commenced manufacture of the mainstream F4S (Strada).

Designed by Massimo Tamburini, creator of the Ducati 916, the F4 employs a tubular-steel trellis frame, broadly similar to the Ducati's, beneath which hangs the water-cooled double-overhead-camshaft 16-valve engine.

The latter was designed by Ferrari and is unique among modern multi-cylinder motorcycle engines in so far as each cylinder's four valves are disposed radially, rather than as opposed pairs. Equipped with a state-of-the-art Weber-Marelli engine management system, this lightweight and compact power unit produces a class leading 135bhp. A cassette-type six-speed gearbox enables ratio changes to be made without splitting the engine.

But above all else, it is the F4's inspired styling that stands out. Now 16 years old, the F4 would still look futuristic if it were to be released as a new model today. It is a most fitting tribute to the genius of the late Massimo Tamburini, who passed away earlier this year.

One of the very first batch of F4S production models, this example has been owned from new by prominent motorcycling journalist and classic racer, Alan Cathcart, and has been personally autographed by both Massimo Tamburini and MV Agusta CEO Claudio Castiglioni (see photograph of the signing on file). Presented in effectively 'as new' condition, the machine is offered with its original service booklet, current road fund licence, MoT to September 2015 and V5C document.

**£5,000 - 7,000**

**€6,400 - 8,900**





325

**675 kilometres from new, property of Alan Cathcart,  
1997 HONDA CB50 DREAM**

Registration no. R50 HON

Frame no. AC15-1005411

Engine no. AC15E-1005414

A miniature masterpiece, the CB50 Dream was conceived to commemorate Honda's racing history in the 'tiddler' class. The Japanese company had already won the 250cc and 125cc World Championships (in 1961) before introducing its first works offering in the 50cc category in 1962. That was the RC110, which would provide the basis for a hugely successful over-the-counter racer for privateers: the CR110. Introduced in 1997, its modern equivalent - the CB50 Dream - produces 7.0bhp at 13,500rpm with maximum revs a further 1,000 up the scale. The gearbox is a six-speeder and the Dream weighs in at an anorexic 157lbs dry. This example was supplied new by Honda Motor Co to Japan's foremost motorcycle magazine, 'Riders Club', which brought it to the Isle of Man TT in 1997 for a special feature. The latter involved riding the Dream around the Mountain Circuit as a tribute to the machine that inspired it: the CR110. 'Riders Club' then sold the Honda to TGA Motorcycles, who sold it on to the vendor, prominent motorcycling journalist and classic racer Alan Cathcart. At that time Alan owned three-time British 50cc champion George Ashton's CR110 and the pair of little Hondas was used for another magazine article (copy available). Presented in effectively 'as new' condition, with only 675 kilometres recorded, the machine is offered with current road fund licence, MoT to September 2015 and V5C document.

**£3,000 - 4,000**

**€3,800 - 5,100**



326

**1972 HONDA CB750 K3**

Registration no. EKP 521K

Frame no. CB750-2214063

Engine no. CB750E-2218171

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance, the Honda CB750 is one of the truly great classic motorcycles. The machine offered here is a K3, a K2 development not sold in the UK, which was previously used/registered overseas. Original and un-restored, it was purchased by the current vendor in June 2012 and re-commissioned with new tyres, shock absorbers, fork seals, battery and a full service carried out by Tagg Racing Motorcycles of Ashford, Kent. Since then it has been kept in a heated garage and is only being sold to rationalise the owner's collection. Described as in generally good condition, the machine comes with its original instruction manual and tool roll, and is offered with dating letter, current MoT/tax and V5C document.

**£4,500 - 6,500**

**€5,700 - 8,300**





327

**Formerly the property of Steve Plater  
1989 YAMAHA FZR1000 EXUP**

Registration no. G358 NKN

Frame no. 3LG000872

Engine no. 3LG000872

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model, which took its name from Yamaha's 'Exhaust Ultimate Power Valve'. Installed downstream of the headers, the EXUP was designed to boost mid-range power while at the same time making it easier to meet noise and emissions targets. It certainly worked, but while the 1989 EXUP was stronger low-down than its predecessor, it made no more power than the '88 version because Yamaha had fitted restrictive 'weirs' in the carburettor stubs. Using a Stanley knife, Bike magazine removed the weirs from 'their' EXUP and found an additional 19bhp! An affordable, fast and comfortable modern classic, this EXUP was previously owned by Steve Plater, the former British Supersport Champion and winner of the Isle of Man Senior TT and Northwest 200. Currently displaying a total of 38,829 miles on the odometer, the machine is described as in generally very good condition and offered with V5C document.

**£2,200 - 3,000**

**€2,800 - 3,800**



328

**2000 SUZUKI GSX1300R HAYABUSA**

Registration no. W261 EEB

Frame no. JS1A1111100103419

Engine no. W701122420

The Japanese factories' abandonment of their voluntary 125bhp upper horsepower limit in the mid-1990s paved the way for a new generation of 'hyper-sports' bikes, the first of which was Honda's CBR1100XX Blackbird, launched in 1996. However, the 178mph Blackbird's reign as world's fastest production motorcycle only lasted until the arrival of Suzuki's Hayabusa in 1999. Boasting 1,300cc to the Honda's 1,100, the Hayabusa aced the Blackbird courtesy of a whopping 150-plus brake horsepower and a top speed of 193mph, at which velocity the speedometer would be registering over 200mph... Despite exploring limits hitherto unknown to production road bikes, the wind-tunnel styled Hayabusa proved as stable at 170mph as it was at 70. "Riding the Hayabusa is like grabbing a surface-to-air missile by its fins and riding the mother at a distant target," enthused Bike magazine. However, scare stories in the press about 200mph road-going motorcycles soon caused a rethink in Japan, and today's hyper-sports roadsters are electronically limited to a top speed of 300km/h (186mph) which, if nothing else, made the early 'pre-limited' examples all the more collectible. First registered on 14th March 2000, this early Suzuki Hayabusa has been fitted with a Yoshimura exhaust, Dynojet Power Commander II and a Datatool alarm/immobiliser. Offered with V5C document.

**£3,200 - 4,200**

**€4,100 - 5,300**





329



331



330



332

329

#### 1983 HONDA CB1100F

Registration no. EGV 769Y Frame no. JH2SC1107DM006212  
Engine no. SC11E2009508

In 1979 Honda replaced its CB750 with a new double-overhead-camshaft model, the CB750K, and at the same time launched a similar 902cc version, the CB900F. By this time Honda's chief rival Kawasaki had the Z1000 in its line-up and when the 'Big K' introduced the Z1100 a couple of years later, Honda had to respond. The CB1100F duly arrived in 1983 boasting a box-section swinging arm, TRAC anti-dive forks and 'proper' alloy wheels rather than Honda's Comstar type. With 108bhp on tap it was certainly very quick, Cycle World achieving figures of 11.13 seconds/120.48mph for the standing quarter-mile and a top speed of 141mph, making the CB1100F the fastest stock bike it had tested. Imported in 1997, this CB1100F was acquired in February 1999 by the current vendor, who advises us that it has required only routine servicing and maintenance. Benefiting from a re-covered seat, the machine is described as in generally excellent condition and offered with a quantity of expired MoT certificates, V5C document and current MoT.

£5,500 - 7,000

€7,000 - 8,900

330

#### Property of a deceased's estate

#### 1967 HONDA 150CC C95

Registration no. NXD 57E Frame no. C95 53007559

Honda introduced its first parallel twin, the 250cc C70, in 1957. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958, while by boring out the engine Honda simultaneously created the otherwise similar 154cc C95 and CB95. The former would enjoy an unusually long production life, final examples leaving the factory in 1967. Today these Honda early twins are among the most collectible of early Japanese classics. Dating from the final year of production, this classic 'old school' Honda was purchased by the vendor's late husband in the 1980s and completely restored to an exemplary standard in 2000 after many years in storage. The rebuild involved finding many hard-to-obtain parts including the seat, shock absorber shrouds and silencers, the latter being obtained from Japan. Although not shown in the photographs, the chain guard (freshly re-sprayed) will have been refitted prior to sale. Described as in immaculate condition, this rare, show-ready C95 is offered with SORN and V5C document.

£2,000 - 3,000

€2,500 - 3,800

331

#### 1980 BMW 473CC R45

Registration no. SBY 460W Frame no. 6270693  
Engine no. 6270693

Second in popularity among specials builders only to the Triton, the BMW made a change to their image with the boxer twin R45 and R65 range, the '45' being a smaller-capacity version of the '65', made in order to obtain better rider insurance terms here and in mainland Europe. Despite their different styling, both variants proved to be excellent, well-built and reliable machines. SBY 460W was purchased at Bonhams in 2010, since when it has been comprehensively overhauled including new heads, pistons, exhausts, battery and a thorough revision of brakes and carburetors (a full list of which is available to view). This attractive BMW is in splendid order, though buyers should satisfy themselves as to the mechanical condition and perform the normal safety checks before returning to the road. Offered with V5C and a quantity of bills.

£800 - 1,200

€1,000 - 1,500

332

#### 1971 BMW 745CC R75/5

Registration no. GNY 451T Frame no. 2975479  
Engine no. 2975479

Part of BMW's revised 1970s range, the good-looking R75 was rated by riders as the smoothest of the bunch, particularly favoured by those who preferred an un-faired machine. A completely reliable mile-eater, perhaps its only de-merit was the sensation that it would outlast its rider! This excellent example, privately-purchased and meticulously maintained, has been recently up-graded with a large-capacity sump and replacement carburetors and is being offered only because the owner, a BMW enthusiast, is down-sizing. Taxed until July 2015 and offered with V5C, two sets of keys, a recent battery and a history file with £1500 of expenditure. Sold strictly as viewed, the machine will require the usual pre-riding checks prior to returning to the road.

£3,000 - 4,000

€3,800 - 5,100



333

**1968 BMW 594CC R69S**

Registration no. WJJ 118G

Frame no. 663839

Engine no. 663839

In the early 1950s BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the updated, flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts. The R50/69 were produced until the arrival of the slightly more powerful 'S' versions for 1961. The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes,' was Motor Cycle magazine's verdict. In the present ownership for almost 30 years the immaculate low mileage R69S was purchased by the vendor soon after a thorough 2-year restoration was completed in 1985, the work undertaken by a BMW Main Agent. Following a test run it was covered and stored within a heated garage, unused, until a re-commissioning exercise in July 2014. The odometer reads 17575 miles, confirmed by the original MOT Certificates; bills for the restoration work are also retained on file. Described by the vendor as in excellent condition the machine is without any modifications aside from the additional down-tube safety bar. From a period when BMWs were still fairly rare outside of Germany -- or ridden by French gendarmes -- WJJ is a true pre-1970 classic, enhanced by its leading link forks and distinctive plunger rear suspension. With V5.

**£8,000 - 12,000**

**€10,000 - 15,000**



334

**1989 BMW 980CC K1**

Registration no. G711 CSX

Frame no. 6373274

Engine no. 36892179

Launched in 1989, the K1 represented BMW's bold attempt to create a hyper-sports flagship model using its K-Series 980cc four-cylinder engine. The latter had been around since 1983 and for the futuristically styled K1 was up-rated with a 16-valve cylinder head and electronic fuel injection. For the K1, the K-Series frame was stiffened, the steering geometry altered and BMW's Paralever rear suspension incorporated, while anti-lock brakes were optional. Despite BMW's self-imposed horsepower ceiling of 100bhp, Bike magazine's test K1 recorded a maximum output of 107.9bhp, which was sufficient to propel the aerodynamically efficient 'Brick' to a top speed of around 150mph. This K1 was sold new in Edinburgh via BMW agent, Better Bikes and currently displays a total of 59,647 miles on the odometer. Following its purchase by the vendor at Bonhams' Stafford sale in April 2009 (Lot 363), a brake problem was solved by replacing the master cylinder, and the machine was serviced. Since then, 'G711 CSX' has been used for tours of Ireland, Scotland, Yorkshire and Wales. Benefiting from a further service, a replacement battery and new fuel pump in 2013, the bike has also been fitted with a trickle-charging point. Accompanying paperwork consists of the original handbook and stamped service booklet; a quantity of receipts, invoices and old MoT certificates; and old/current V5/V5C documents. The machine will have a new MoT certificate prior to the sale.

**£2,000 - 3,000**

**€2,500 - 3,800**





335

**Property of a deceased's estate**

**1970 OSSA 250CC SPORT**

Registration no. FWA 77H

Frame no. B 280837

Engine no. M 280837

The Spanish firm OSSA first achieved worldwide recognition when works rider Santiago Herrero came close to winning the 250cc World Championship in 1969. Superseding a 230cc version, OSSA's 250cc Sport ('Wildfire' in the USA) is a rare model, some sources claiming as few as 330 made between 1969 and 1971. This example's late owner was a dedicated OSSA enthusiast who raced a pair of the Spanish strokers in CMRC events during the 1980s and even visited the OSSA Museum in Spain where he was photographed sitting on Herrero's Grand Prix 250. This machine was first registered in the UK in 1981 and was acquired by the late owner in 1984. Totally original, it was last taxed for the road in 1982 and has been in dry storage since acquisition. The odometer reading of 10,719 kilometres (approximately 6,600 miles) is almost certainly correct. Offered for restoration and sold strictly as viewed, 'FWA 77H' represents a wonderful opportunity for the serious two-stroke collector to acquire one of these ultra-rare Spanish machines. Offered with V5 registration document.

**£500 - 700**

**€640 - 890**



336

**1973 HONDA CB750 K2**

Registration no. GEL 335L

Frame no. CB750 2205032

Engine no. CB750E 2206635

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, it is highly sought after today by discerning collectors. This highly original CB750 currently displays a total of only 22,423 miles on the odometer. We are advised that the fuel tank and side panels have been repainted but other than that the machine remains all original, retaining its factory-fitted exhaust system, mudguards, seat, etc; indeed, even the frame paint is original. Said to run perfectly, this collectible K2 model is offered with V5C registration document.

**£4,000 - 4,500**

**€5,100 - 5,700**





337

**15 miles from new**

**2006 TRIUMPH 865CC THRUXTON**

Registration no. EU06 UXZ

Frame no. SMTTJ9142G5219132

Engine no. 22082

Ever since the re-emergence of a newly revitalised Triumph in 1990, enthusiasts had been eagerly waiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so, having by then emphatically established its credentials as a builder of thoroughly modern motorcycles rivalling the best from Japan and Europe. Triumph's design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology in the engine, transmission and running gear. The new Bonneville debuted to critical acclaim at Munich in 2001 and before long the concept had been expanded to include cruiser-style Bonneville America, super-sports Thruxton and various other models. This Thruxton was bought new from Ongar Motorcycles of Essex and kept virtually unused by its first owner as part of his Triumph-based collection. The second owner has kept the machine on display at his business premises. We are advised that it has been ridden on only a handful of occasions, including a couple of months ago, to check that it was performing well prior to sale. Presented in generally excellent condition, the machine is offered with current MoT/tax and V5C document.

**£4,800 - 5,500**

**€6,100 - 7,000**



338

**Property of a deceased's estate**

**1958 AJS 593CC MODEL 30CSR PROJECT**

Registration no. VLM 555

Frame no. A64474

Engine no. 58/30CS 07185

Introduced for 1956, the AJS Model 30 and equivalent Matchless G11 boasted an engine of 593cc, which went into the newly introduced cycle parts shared with the heavyweight singles range. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and a longer seat, while the excellent AMC gearbox - also fitted to Nortons, including the Manx - was phased in during the year. CS street scrambler and CSR sports roadster models were new introductions for 1958, both of which used the high-compression CS engine in the scrambles frame. The twins were stretched to 646cc for 1959, making the 593cc CS and CSR among the rarest of post-war AMC roadsters. Nothing is known of the background of this rare Model 30CSR, which was purchased at an unknown date by its late owner and kept in dry storage, untouched. 'VLM 555' carries a road tax disc expiring in March 1965, which is almost certainly when it was last ridden, and remains in remarkable un-restored condition, displaying a recorded mileage of 37,710. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. A relatively straightforward project.

**£1,500 - 2,000**

**€1,900 - 2,500**





339

# **1969 DUCATI 160CC MONZA JUNIOR**

Registration no. UBB 736G

Engine no. 28078 OM160

With Ducati so revered in the over 750cc market it is easy to overlook their original range of lightweights, several types of which were imported into UK during the 1960s by Vic Camp Motorcycles, who traditionally concentrated on the higher performance models within Ducati's constantly changing range. These frequent changes ensured different shaped fuel tanks, side panels, and colour schemes but, inevitably, a universally admired engine. Prior to the charismatic wide-angle twins Ducati had been endeavouring to 'crack' the American market, helped by Berliner Corp, their enterprising US importer. Although their gem-like 125cc camshaft models were appreciated by discerning enthusiasts in Europe they were less appealing to Americans. Ducati thus introduced the Diana and Monza models, fitted with 160cc engines; strange model names, perhaps, for the Diana was announced as the performance model, while the Monza was for touring. It was circa 1967 that the UK situation was further confused, after some hundreds of lightweight Ducatis -- whose shipment had been refused by Berliner -- were released into the UK, having been bought by Liverpool's Bob Hannah, a 2-wheel entrepreneur. This huge consignment was in fact quite well received by the market, other of course than by Vic Camp, although the sheer number of ostensibly US spec machines obviously caused some eventual saturation. The neat Monza Junior was acquired by the vendor in 2009. Believed the subject of a previous restoration it's remained unused since purchase, albeit maintained in roadworthy condition. The handlebars and exhaust have been replaced with aftermarket items. Currently taxed and MOT'd. With V5C.

**£1,200 - 2,000**

**£1,500 - 2,500**



340

# **C.1977 CONDOR 340CC A350**

Registration no. CNF 229M

Frame no. 77.350 2866

Engine no. 772866

Originally a clock and bicycle maker located in the city of Courfaivre, in the Jura region of Switzerland, Condor turned to motorcycle manufacture in 1901. The company used a wide variety of proprietary engines over the years - Zedel, Universal, MAG, Villiers and Ducati to name but five - and was the principal supplier of motorcycles to the Swiss Army from 1939 onwards. This Condor A350 has the single-cylinder, overhead-camshaft Ducati engine, first seen in the Italian company's Sebring introduced in 1965, and is one of around 3,000 A350s made for the Swiss Army during the 1970s. The vendor purchased this machine, along with others, to take part in the 60th anniversary of the D-Day landings in 2014. Following purchase, the Condor underwent a top-end strip to have the sludge trap cleaned and was MOT'd as part of the process of registering it in the UK. Now surplus to requirements, the machine is therefore offered for sale. Accompanying paperwork consists of the original armed forces military service book and a current V5C. Its engine described as running nicely, the machine has a valid MoT certificate and current road tax.

**£1,500 - 2,000**

**£1,900 - 2,500**



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# THE GRAHAM COXON COLLECTION

The following seven Lots are offered for sale by Graham Coxon, the multi-instrumental singer, songwriter and guitarist, best known for his work with British band Blur. Coxon has released eight solo albums, including 2012's critically acclaimed *A + E*.

An eclectic selection spanning some 50 years of motorcycle production, these seven machines were acquired by Graham over the course of the last 12 years, many being purchased new. All have been used sparingly and will therefore require commissioning to a greater or lesser extent before further use. All sale proceeds will be donated to the children's charity, the NSPCC.

"These bikes have taken me on a lot of wonderful adventures up and down the country. As a parent, it seems fitting that they should be sold to benefit the NSPCC's important work in supporting and protecting children all over the UK." – Graham Coxon

"We are delighted that Graham has chosen the NSPCC to be the sole beneficiary of this exciting motorcycle auction. The money raised will help us to continue our vital work helping to protect children and prevent abuse through projects and services including ChildLine. On behalf of all the vulnerable children we work with, I would like to say a big thank you to Graham for his support." – Paul Farthing, Director of Fundraising





341

## 1968 TRIUMPH 649CC TR6 TROPHY

Registration no. EAR 73F

Frame no. TR6R DU82781

Engine no. TR6R DU82781



By the time Triumph introduced unitary construction of the engine/transmission assembly on its 650 twins for 1963, the TR6 Trophy had long been established as the single-carburettor companion to the twin-carb Bonneville, whose specification in all other respects it closely followed. However, although the pair possessed an impeccable engine, Triumph's larger models were widely recognised as lacking in the handling department, especially when compared to rivals Norton.

Following the wholesale changes of frame layout in the late pre-unit era, a single down-tube design was introduced on the 650cc 'unit' twins, although even this would undergo several detail alterations over the next eight years. The most important 'tweak' to the Trophy/Bonneville frame was made for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability, and road testers duly reported a marked improvement in that respect.

By this time Triumph's two 650 sports roadsters had been updated with 12-volt electrics and a full-width 8" front brake, while other significant improvements for 1967 included a new oil pump and an increase in the Trophy's compression ratio to 9.0:1, same as the Bonneville's.

This matching numbers Triumph TR6 Trophy was comprehensively restored by The Bike Shed and on completion won the 'Best Classic' award at the 2001 NCC South Cambridgeshire Custom Show. It comes with The Bike Shed's lengthy list of new parts fitted during the course of the restoration, which included Boyer electronic ignition and Toga exhaust pipes and silencers. Graham purchased the Trophy in October 2002 and has covered only a few hundred miles on its since then. Described as in generally excellent condition, albeit in need of a new battery, the machine is offered with V5C document, SORN paperwork and six MoT certificates (most recent expired July 2014).

**£6,000 - 8,000**

**€7,600 - 10,000**



342

**683 miles from new**

**2002 BSA 499CC GOLD STAR SR500**

Registration no. HV02 YXO

Frame no. SA9SR5001097X0316

Engine no. 2J2-222838



The collapse of the BSA-Triumph group in 1973 killed off one of the most evocative model names in British motorcycling history, 'Gold Star', which had graced BSA's top-of-the range single-cylinder sports roadster since Wal Handley had gained that coveted award by lapping Brooklands at over 100mph in 1937 on his way to a debut race victory. A few years later the BSA name was applied to a range of lightweights and then in the early 1990s a consortium came together with aim of not only reviving BSA but also the much-missed Gold Star.

The men responsible were Mike Jackson (ex-Andover Norton and now a Bonhams consultant), Bill Colquhoun (ex-BSA) and David Bennett, managing director of Regal Engineering, which had recently absorbed what was left of BSA. Designed by ex-AMC man John McLaren, the new Goldie used Yamaha's SR400 engine and featured 'café racer' styling guaranteed to appeal to enthusiasts of the traditional British sports single.

With a duplex cradle frame, Lyta-type alloy fuel tank, 'racing' seat and clip-on handlebars, the Gold Star SR400 certainly looked the part. It was soon followed by a 499cc version using the Yamaha SR500 engine, which the Japanese manufacturer had employed for its own 'retro' roadster back in the late 1970s. Most of these new Gold Stars went for export.

Graham purchased this example new from the BSA Company Ltd in 2002, specifying the following options: polished BSA tank, chromed BSA silencer and single-bend down pipe, painted alloy panel set, and a leather dual seat. The VIN plate states: 'This machine was built for Mr G Coxon', reflecting its bespoke specification. Since acquisition the carburettor has been overhauled and the silencer 'de-gutted' for improved performance (invoice on file). Only 683 miles have been covered since the Goldie was delivered and it remains in generally excellent condition. Additional paperwork consists of the original order form, V5C document and two MoT certificates (most recent expired September 2011).

**£4,800 - 5,600**

**€6,100 - 7,100**





343

**1,578 miles from new**

## **2004 TRIUMPH 790CC BONNEVILLE**

Registration no. GN54 JJX

Frame no. SMTTJ910TM4198896

Engine no. T199740



Ever since the re-emergence of a newly revitalised Triumph in 1990, enthusiasts had been eagerly waiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so, having by then emphatically established its credentials as a builder of thoroughly modern motorcycles rivalling the best from Japan and Europe.

Triumph's design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology in the engine, transmission and running gear.

The new Bonneville debuted to critical acclaim at Munich in 2001 and before long the concept had been expanded to include cruiser-style Bonneville America, super-sports Thruxton and various other models.

Graham has covered only 1,578 miles on this Triumph Bonneville, which he bought new from Robinson's Foundry Ltd of Canterbury, Kent in 2004. Personal touches include a Monza-type fuel filler cap, rubber knee grips and old-style Triumph 'grille' tank badges. Presented in generally good condition, the machine is offered with the original sales order/invoice, V5C document and four MoT certificates (most recent expired September 2011). A selection of original Triumph spares are included in the lot, comprising handle bar mirrors, chain guard, fork gaiters and shortened mudguard.

**£1,800 - 2,600**

**€2,300 - 3,300**

**No Reserve**





344

**804 miles from new**

**2010 HONDA CB1300S**

Registration no. GL10 GOX

Frame no. JH2SC54E59K500067

Engine no. SC54E2500189

'Classic early superbike lines crash head-on with a practical top fairing and an inexpensive ABS option to make the Honda CB1300S a competent tourer-cum-commuter that's a pleasure to ride with above average handling, plenty of practical touches and a low seat height. Read any Honda CB1300S review and you'll find nothing but praise for the way the Honda CB1300S gets you from A to B with minimal fuss.' – Motor Cycle News. One of Honda's most spectacular recent offerings in the 'naked' category is the CB1300, also known as the Super Four, which first appeared in 1998. Although lacking the modern race replica's full fairing, the CB1300 was bang up-to-date in just about every other respect, boasting a water-cooled 16-valve engine, fully adjustable suspension at both ends, and four-pot front brake callipers. The 'S' version also came with a cockpit fairing, modelled on that fitted to the CB1100R production racer of the 1970s. A maximum output of around 114bhp made for a top speed of 140mph. Graham purchased this ABS-equipped CB1300S new and has used it sparingly as a summer commuter, covering only 804 miles to date. Presented in commensurately excellent condition, the machine is offered with V5C document and recently expired MoT (August 2014).

**£3,000 - 4,000**

**£3,800 - 5,100**

**No Reserve**



345

**5,683 miles from new**

**2008 SUZUKI DL1000 V-STROM**

Registration no. GF08 TKZ

Frame no. JS1BS111200101894

Engine no. T507-137306

'Detuned TL1000 engine in a softly-sprung alloy chassis with wide bars. Sounds like a bonkers factory streetfighter, but they dressed it up to look like a trailie.' – Bike magazine on the Suzuki DL1000 V-Strom. Bike may have preferred a streetfighter but Suzuki was acknowledging an important market trend when it launched the V-Strom in 2002. A changing demographic has seen the average age of motorcyclists steadily rising and in recent years many have switched to large trail-styled tourers, with their superior comfort and practicality, having grown tired of the more narrowly focussed race-replica sports bikes. BMW dominates this growing market sector and all of its rivals now offer an alternative to the ubiquitous 'GS'. Graham bought his V-Strom new from Robinson's Foundry Ltd of Canterbury, Kent in 2008, the last year of the original model's manufacture. The 5,683 miles covered on it to date have included commuting to London and a six-week tour of France and Spain, contrasting roles for which it is nevertheless ideally suited. Accessories include an adjustable screen, sat-nav mount, centre stand, crash bars, Givi panniers and tank bag, and a Sargent seat (original dual seat with bike). Presented in generally very good/excellent condition, the machine is offered with order form, MoT certificate (expired August 2014) and V5C document.

**£3,000 - 4,000**

**£3,800 - 5,100**

**No Reserve**



346

**89 miles from new**

**2007 SUZUKI RV125 VAN VAN**

Registration no. GK07 VCV

Frame no. JS1BT111200102033

Engine no. F447-113761

Suzuki first introduced the 'RV' series of 'all terrain' motorcycles in 1971, commencing with the 90cc RV90. Distinguished by its large-diameter 'balloon' tyres, the RV looked like a two-wheeled dune buggy and, truth be told, was more of a fashion statement than practical off-roader. 50cc and 125cc versions followed in 1973, the smaller RVs being distinguished by their spine-type frames and the latter by its cradle chassis. The 'big' RV was powered by a de-tuned version of the TS125 trail bike engine producing 10bhp and driving via a five-speed gearbox. The subsequent arrival of three-wheeled ATBs and then quads spelled the end for the RVs and production ceased in 1977. Suzuki revived the concept in 2003, though in its new incarnation the RV was powered by a more emissions-friendly 124cc four-stroke engine. With its low seat height and balloon tyres, this RV125 is a user-friendly machine for the novice rider as well as an economical choice for the daily commute. Graham bought the Suzuki new from Robinson's Foundry of Canterbury, Kent and has used it sparingly, covering only 89 miles in the last seven years. Described as in generally excellent condition, it would make a great bike for the back of your motor home or for having fun on the beach. Accompanying paperwork consists of the original sales order/purchase invoice, expired MoT (September 2011) and V5C document.

**£800 - 1,200**

**€1,000 - 1,500**

**No Reserve**



347

**1962 PIAGGIO VESPA 200CC 'VBB'**

Registration no. 793 XUY

Frame no. V12 542CL204928

Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediately post-WW2 years, the hitherto humble scooter going on to become part of youth culture in the 1960s as favourite transport of the fashion conscious. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its two-stroke engine. Millions have been made since 1946 and countless different versions come and gone, yet today's Vespa remains recognisably related to the first one made over 60 years ago. Classic? Most definitely. A 'VBB' model originally fitted with the 150cc engine, this imported Vespa was restored by Retrospective Scooters circa 2010 and first registered in the UK in 2011. It has been fitted with a 200cc (PX) engine, 12-volt electrics, cigarette lighter socket (for charging/sat-nav), 10" diameter wheels, and front/rear luggage racks. Graham purchased the machine in August 2011 and has used it for commuting in London. Presumed the distance covered since restoration, a total of 39.8 kilometres is recorded on the odometer. The machine is presented in generally excellent condition and offered with sales receipt, V5C document and two MoT certificates (most recent expired June 2014).

**£2,000 - 3,000**

**€2,500 - 3,800**

**No Reserve**



348 N

## 1973 DUCATI 750SS CORSA BY NCR

Frame no. DM750SS 750834

Engine no. DM750.1-075226

The 750SS-based production racer offered here was built in the legendary Italian race-shop of NCR, a company long associated with Ducati, which had been instrumental in making Mike Hailwood's 1978 Isle of Man TT comeback possible. Mike's ride is the stuff of legend. Out of top-flight bike racing for seven years and away from the Island for eleven, he took on and beat the might of the Honda works team to win the Formula 1 TT at record speed.

Entered by Manchester-based Ducati dealership, Sports Motor Cycles Ltd, Hailwood's bike and that of his team-mate Roger Nicholls were part of a small batch of around 25 such machines built by NCR for TT Formula 1 and FIM Coupe d'Endurance racing. 'NCR' stood for the names of its founders, ex-factory race mechanics Giorgio Nepoti, Rino Caracchi and Luigi Rizzi, although after Rizzi's early departure the 'R' stood for Racing. NCR was founded in 1967 in the small town of Borgo Panigale on the outskirts of Ducati's hometown of Bologna. Situated a stone's throw from the Ducati factory, NCR functioned as the semi-official race team from the early 1970s, there being no direct works involvement at that time, although factory engineers and mechanics routinely assisted favoured privateers.

The Nepoti/Caracchi philosophy was that everything could be improved, lightened or made more powerful, and like all truly great tuners they paid attention to the smallest detail in the knowledge that racing would inevitably expose any weaknesses. Their emblem, a speeding cartoon dog wearing a helmet, is known the world over.

According to the vendor, this pre-production 750SS is one of four identical machines modified by NCR for production racing. The other three were sent to the USA to promote the new 750SS there, racing in the American Championship. This particular machine is featured in 'The Book of the Ducati 750SS' by Ian Falloon (on pages 34/35).

The engine is fitted with direct drive transmission of the 'Imola 72' type, this being a reference to the bike ridden to victory by Paul Smart at the eponymous Italian circuit in 1972. It is still fitted with the original crankshaft, connecting rods and pistons. The frame number prefix 'DGM 11871' is that of the 750SS model that entered series production in 1974.





The Ducati was campaigned by various riders from July 1973 until the end of the season as a test and development bike, and continued competing in the Italian championship until 1976. It was then abandoned in a garage in Tuscany where it remained for the next 30-plus years, only being rediscovered in 2010 (photographs on file). In poor condition, the Ducati was comprehensively restored in Italy over the following years and exhibited at various events after completion, including the ASI Motos Show at Varano in May 2014. Described by the vendor as in generally excellent condition, it represents a rare opportunity to acquire one of NCR's fabulous 'tool room specials'.

**£65,000 - 80,000**

**€83,000 - 100,000**



349 N

## 1978 MV AGUSTA 750CC MAGNI FORMULA 750 REPLICA

Engine no. 99-0123

Motorcycle race engineers are rarely household names but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships. When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following.

In the mid-1980s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi, using the latter's well established transverse v-twin engines.

Yet despite all his latter day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continue to create bespoke MVs to special order.

The vendor informs us that this motorcycle is a replica of the MV Agusta 750 made by Arturo Magni in 1978 for the Italian rider Vitali. Noteworthy features include a dry clutch, Amal Concentric Mk2 carburettors, Ceriani magnesium brakes and Marzocchi rear suspension. The MV's first outing was with ex-World Champion Marco Lucchinelli riding it at the Le Castellet Circuit in France, where a speed of some 250km/h (155mph) was recorded. Subsequently the bike was sold to Ettore Truzzi of Turin, who used the MV Agusta only once in a parade. Truzzi then sold the MV, for health reasons, to the current vendor. It was last used at the Imola Circuit at the '200 Miglia Revival 2012' where 15-times World Champion Giacomo Agostini signed the fuel tank (see photographs on file).

£55,000 - 75,000  
€70,000 - 95,000









350 N

**1945 MOTO GUZZI 250CC  
AIRONE CORSA MILAN-TARANTO**

Frame no. 16328

Engine no. 103735



Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventual turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. Guzzi recommenced production post-WW2 with range of updated pre-war designs, which in the case of the 250cc Airone (heron), first introduced in 1939, meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and 'head. The Airone offered a 70mph top speed and the ability to cruise at 60-plus all day, and remained a top-seller well into the 1950s. For racing in the quarter-litre class, Guzzi offered the Albatros, an overhead-camshaft design first seen in 1939 and which would be taken up by the works team after the war.

This Moto Guzzi Airone Corsa Milan-Taranto was prepared in 1944 by the mechanic and rider Gino Passamonti using parts from the 250cc Albatros and 500cc Condor racing models that were produced for privateers.

In the years just after WW2 very few would-be competitors could afford to buy a complete racing motorcycle from Moto Guzzi, which is why many privateers prepared their own machines in home workshops to participate in the popular city-to-city races of the day such as the Milan-Taranto. It was planned to participate in the Italian Championship with the rider Bruno Francisci, a friend of Passamonti. At the start of the 1945 season Passamonti's Guzzi was homologated by the FMI (Federazione Motociclistica Italiana) and raced by Francisci, who won some minor races with it when he was not competing as an official Moto Guzzi rider. Passamonti then took over the Airone, racing it from the 1946 season until the mid-1950s when he decided to switch to sidecar racing.

The Guzzi remained in his house until his passing in January 2002 and was subsequently sold by his son to the collector Renzo Corradi of Rome, an old friend. A general overhaul was carried out in 2005 to prepare the Airone for use in a historic parade, ridden by Passamonti's son, since when it has remained in the collection, Not road registered, the machine comes with FMI Pass and should require only the minimum of re-commissioning before further use.

**£10,500 - 12,500  
€13,000 - 16,000**





351 N

## 1949 GILERA 499CC SATURNO SPORT

Frame no. 266214

Engine no. 262955



The best known and most successful large-capacity Gilera roadster of the immediate post-WW2 period was the Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, four-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war supercharged four-cylinder racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, blade girder fork and full-width front hub. Ridden by major stars of the day, the San Remo established an enviable competition record, proving capable of beating multi-cylinder rivals around tighter circuits on numerous occasions.

The design's next development, the Corsa, arrived in 1951 boasting a revised engine with increased finning and a larger sump. A telescopic front fork and conventional hydraulically damped rear shock absorbers made their first appearance on this model, giving rise to the name Piuma (feather) because of the ease of handling these advances conferred.

Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1951 and conventional coil-spring dampers at the rear soon after. Production of the Saturno roadsters continued until 1959, their passing marking the end of the line for one of Italy's truly great classic motorcycles.

This Saturno Sport was sold new to the Italian Ministry of Defence in 1949 and used by the Ministry for the delivery of internal mail until 1969. It was sold to its first civilian owner in 1970. In 1989 the Gilera was acquired by the current owner, who embarked on a comprehensive restoration. Since the rebuild's completion the machine has seen little use within the owner's private collection. An ahead-of-its-time design capable of coping easily with modern-day traffic conditions, the Saturno is described as in generally good condition but will require re-commissioning before further use.

£10,000 - 13,000

€13,000 - 17,000





352 N

## 1942 MOTO GUZZI 500CC GTV & PARRI SIDECAR

Frame no. 16907

Engine no. V58445



Carlo Guzzi's first prototype motorcycle of 1919 was unconventional in so far as its single-cylinder engine was installed horizontally, and by the end of the 1930s the 'flat single' had established itself as a Guzzi hallmark. Continuing the Guzzi tradition of technological innovation, the firm introduced Europe's first production motorcycle with a sprung frame – the GT – in 1928, backing its faith in the concept by sending Carlo's brother Giuseppe on a marathon trip through Europe to Scandinavia aboard one of the new 'springers'. Guzzi continued to offer cheaper rigid-framed models and kept faith with its 'inlet-over-exhaust' engine into the 1930s.

Overhead valves made their first appearance on Moto Guzzi's 500 horizontal single in 1934, two such models - the V and GTV - making their debut that year alongside the S and GTS. The latter were developments of the existing 500cc inlet-over-exhaust models; the S being equipped with rigid frame and hand gearchange, the GTS having Guzzi's sprung frame and a foot-change gearbox. The overhead-valve V and GTV models were similarly specified but the latter also featured leg shields and valanced mudguards as standard. The GTV recommenced production post-war, gaining a telescopic front fork in 1947, and would later develop into the long-running Falcone.

Complete with Parri sidecar, this Moto Guzzi GTV motorcycle combination was sold new to the Italian Army for training purposes and later was transferred to the Cecchignola military base in Rome. In 1946 the Guzzi was transferred again, on this occasion to the military base in Cuneo in northern Italy. In 1958 the machine's military service came to an end and it was sold in 1959 to an individual from Rome who had completed his military service at the base.

Since then the motorcycle has remained with the same family. In 1989 the Moto Guzzi was restored and repainted red, the sidecar's timber frame being renewed at the same time. After the restoration the machine was only used for a few years and since then has remained in the owner's private collection. Re-commissioning and the customary safety checks will be required before it returns to the road. Offered with the original Italian libretto.

**£12,000 - 15,000**

**€15,000 - 19,000**





353 N

**1947 MOTO GUZZI 500CC GTV**

Frame no. 23222

Engine no. V74692

This Moto Guzzi GTV was built in 1947 and sold new in Italy's Turin province. The first owner passed away only a short while after the purchase and his widow could not bear to part with the motorcycle, which was only sold by her son after his mother's death in 1986. The Guzzi had remained on the family's farm for nearly 60 years but had been stored in a ramshackle outbuilding and was in poor condition. By the time of its purchase by a Rome based collector, a complete restoration was required. The rebuild took up most of the next couple of years. Original spare parts were used for the engine and drivetrain, while the frame and cycle parts were restored by an Italian specialist who used to work for Moto Guzzi when the GTV was still in production. The mountings for attaching a sidecar are present but have never been used. After its restoration the Guzzi was taken for a test run, but since then has remained unused within the collection. Re-commissioning and the customary safety checks will be required before it returns to the road. Offered with Italian libretto.

**£9,000 - 12,000**

**€11,000 - 15,000**



354 N

**1954 MOTO GUZZI 499CC FALCONE SPORT**

Frame no. FS85AA

Engine no. FS55AA

The ultimate expression of Guzzi's classic, Vintage-style single - the legendary Falcone - arrived in 1950. The Falcone took over as Guzzi's top sports bike, its tuneable engine being closely related to that of the Dondolino racer. Offered in Sport, Turismo and military/police specifications, the Falcone outlived all its fellows, the Turismo remaining in production until 1967. Revived in response to popular demand, it was succeeded by the all-new Falcone Nuovo in 1971. Its first owner used this Falcone Sport with a sidecar as he had a physical problem with a leg and found it easier to operate a motorcycle combination than a solo. This is why the accompanying Italian libretto also permits the use of this motorcycle with a sidecar. The second owner removed the sidecar, which was sold separately, and kept the Guzzi until 1963 when it was sold to the last registered owner. The Falcone has never been restored and is thus presented in original condition, complete with the optional 'Comfort' handlebars that the original owner had installed to use with the sidecar. The Falcone was updated with 12-volt electrics in the 1970s. Not used for the last 20 years, the machine will require re-commissioning before returning to the road.

**£9,000 - 12,000**

**€11,000 - 15,000**







355

### 1983 TRIUMPH 750CC BONNEVILLE

Registration no. A601 RGK

Frame no. KEA 34112

Engine no. KEA 34112

In existence for 8+ years the courageously conceived Workers Cooperative at Meriden, which closed in 1983, was renowned for the TLC that was applied to the machines they were making; all this, despite a constant series of supplier, political, and financial problems. An industry sage once commented how it was regrettable the Co Op weren't able to manufacture a quantity of Triumph's earlier, sweeter running, 500cc/650cc models, conveniently forgetting that neither of these smaller machines would have commanded a sufficiently high selling price. In reality the 750cc Bonneville sold in useful quantities through the mid and late 1970s, with in excess of 40,000 examples produced. The A-registered Bonneville is unusual insofar it was delivered to south London's Carl Rosner shop on 23rd August 1983, its covering invoice being the last ever Co Op document that Rosner received. The bike is therefore one of the very last of this type to be made. Following the PDI and registration the machine was immediately loaned to the Glasgow Museum of Transport, arriving there on 4th September, where it has remained on display, unused, until its recent removal. The handsome metallic red and black Bonnie has come through its 30-year display in good order, although it should be noted [e.g. the handlebars] it has been built to USA spec. It is not every day that one comes across an unused 31-year old motorcycle, but which will obviously require a thorough mechanical inspection if it is to be ridden. With V5C.

£4,500 - 5,500

€5,700 - 7,000



356

### 1980 DUCATI DARMAH SSD

Registration no. JMP 434W

Frame no. 950521

Engine no. 904321

Since Ducati took [what was then known as] the 'superbike' market by storm in the early 1970s their wide-angle vee twins have steadily gained a formidable reputation, assisted along the way of course by the necessary mechanical updates and improvements. Following on from the Coburn & Hughes distribution period it is fair to say that the brand has been efficiently marketed in UK, resulting in an efficient spares and service network via the majority of officially appointed dealers. Finished in two-tone blue and silver the 864cc Darmah was purchased by the vendor -- a lifelong motorcyclist -- in 1997. Clearly categorised as a 'pride & joy' type purchase the machine was greatly enjoyed over the next five years, at which point the owner suffered an unfortunate heart problem. Since 2002 therefore the Ducati, which was last taxed in 2001, has been conscientiously looked after, but has remained un-ridden. All too sadly the owner's health now precludes any return to the saddle, a situation that has prompted a decision to sell the cherished machine. Presented in an un-restored state the 30+ year old Darmah is in an excellent condition, albeit certain parts of the paintwork are showing their age. In the right hands, and subject to all the usual mechanical checks, this handsome machine is yet capable of countless future rides...exactly for which it was originally designed. It is hoped that by the time of the Sale a current MOT certificate will be available. Supplied with V5C.

£6,000 - 8,000

€7,600 - 10,000





357



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358



360

357

#### **1927 BSA 350CC MODEL L27**

Registration no. RT 3297 Engine no. 15854

The Birmingham Small Arms Company's first motorcycles used proprietary engines such as the Belgian Minerva and it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. In 1923 a new 350cc sidevalve-engined model was added to the range. Designated the Model L, the newcomer came with a three-speed, hand-change gearbox and chain final drive.

'To the sporting solo rider who asks for a "go anywhere" mount, its records in the Scottish Six Days' Trial and the International Trials in Sweden in 1923 stand as recommendation,' declared Pitman's Book of the BSA, reviewing the Model L. The BSA Model L offered here was restored circa 1985 and has been off the road in storage since 1989. Careful re-commissioning and the usual safety checks will be required before it returns to the road. Described as in generally good condition, the machine is offered with V5C registration document.

**£3,000 - 4,000**

**£3,800 - 5,100**

358

#### **1922 LEVIS LIGHTWEIGHT**

Registration no. MD 5004 Engine no. 10442

With the introduction of the 149cc Terrier in 1952, Triumph re-entered Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. This Levis lightweight - a chain-cum-belt model equipped with countershaft gearbox - was restored circa 1985 and has been in the current owner's hands since then. Not used since 1989, the machine is described as in generally good condition but nevertheless will require careful re-commissioning and the customary safety checks before returning to the road. Offered with V5C registration document.

**£2,800 - 3,500**

**£3,600 - 4,500**

359

#### **1960 ARIEL 247CC ARROW**

Registration no. 53 HHY Frame no. 10636

Engine no. T300485

Val Page joined Ariel in the mid-1920s, re-vitalised their motorcycle range and stayed on, proving to be one of the few designers who could make the transition from vintage machines to Ariel's 'cutting-edge' Arrow and Leader in the trendy 60s. The 'Arrow', a sporting version of Ariel's enclosed 'Leader', was very much the bike to have, its twin spiralling smoke-trails and excellent handling remembered by many riders. 53 HHY has been thoroughly rebuilt, by Ariel specialists. Paintwork, chrome and mechanics have been re-conditioned, the engine being a later unit to the more powerful 'Golden Arrow' specification, though bidders should satisfy themselves as to its mechanical condition. Presently on SORN, the Arrow is offered with both MOT and V5C documents, enabling it to return swiftly to the road.

**£3,000 - 4,000**

**£3,800 - 5,100**

360

#### **1956 NEW HUDSON 98CC AUTO-CYCLE**

Registration no. RAS 658

New Hudson was BSA's auto-cycle brand, this very British means of transport having been the only officially sanctioned new machine available during WW2 and thus a profitable 'ride-to-work' market. Post-1945, the New Hudson remained largely unchanged using the then current Villiers 98cc unit. By 1955, in the face of more streamlined competition, BSA re-designed it, the result, as has been unkindly said, resembling a dowager in a tight skirt. RAS 658 has been rebuilt mechanically and cosmetically, and its all-original panels finished in an elegant red. The Villiers 2F unit was re-built completely in 2013 and a V5C is present. Buyers should, of course, satisfy themselves as to the specification and mechanical condition prior to bidding as well as performing safety checks and normal re-commissioning before returning to the road.

**£800 - 1,200**

**£1,000 - 1,500**

361

## 1967 MATCHLESS 745CC G15CS

Registration no. JUF 421E

Frame no. 124020

Engine no. G15CS 124020



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 engine 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 trail-styled CS 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 Matchless G15CS was imported in 2011 and fully restored over the next couple of years. Works carried out include dynamically balancing the crankshaft, fitting electronic ignition and voltage regulator, rebuilding the wheels with stainless steel spokes, and assembling the machine with many other new parts. Registered in January 2013, the Matchless has covered only 5 shakedown miles since completion and requires running in. The machine is presented in generally excellent condition and comes with AJS & Matchless Club dating letter, MoT to 22nd December 2014 and V5C registration document.

**£6,000 - 8,000**

**€7,600 - 10,000**





362

**IZH/CHIANG-JING 746CC 'M.72'**

Registration no. 931 UYG

Frame no. 37799

Engine no. 5445

The unromantically titled, BMW-derived 'M72' probably holds the record for the world's longest production run of any single model, being made since 1938, at first by BMW as the R71, then by IZH at Irbit'sk in Siberia, USSR, then by KMZ, in Ukraine and from 1957 to the present day by Chiang-Jang as the CJ750 in the Peoples Republic of China, on the original production lines. A rugged, side-valve 750 boxer twin with shaft drive, the M-72 has all of the attributes for military and other service in the less-developed parts of the world and it is this, together with its various makers not being subject to commercial and fashion pressure that has ensured its success. First registered in the UK in July 2014 to the vendor, the 'M72' offered here appears to be in as new condition in military green and black paintwork. We have listed it with 'dual nationality' since we are unclear about the identity of its maker. Bidders should satisfy themselves as to the suitability and mechanical condition of the machine prior to bidding. The M72 is offered with V5C and is currently licensed for the road.

**£1,500 - 2,500**

**€1,900 - 3,200**



363

**1948 EMC 350CC 'MARK 1'**

Registration no. CDO 537

Frame no. 218-48

The EMC, produced initially in Twyford Abbey Road, London, was designed by Austrian Dr. Joseph Ehrlich, a noted two-stroke engineer. Ehrlich re-developed the pre-war technology of the ear-splitting DKW racing bikes, building a two-model EMC road range and, inevitably, racing machines ridden by riders such as Mike Hailwood. The EMC motor was based upon a forked but extremely rigid con-rod with two pistons, one controlling the induction, the other the exhaust to produce an engine with plenty of power and a notably slow and even tick-over. Lubrication was by either petrol or pump, as here, on the sportier version. The racing designs continued, with success, into the 1980s but the road machines sold in relatively small numbers in an era where the UK market favoured traditional designs. This rare EMC was purchased, un-restored, by the vendor's father who spent some years scouring the market for the correct components and his expertise resulted in the excellent condition of this example, which is to catalogue specification. CDO 537 is said by the vendor to be 'ready for the road', though, as always, bidders should satisfy themselves as to completeness and mechanical condition. Safety checks are advised and a quantity of spares is available by separate negotiation with the vendor. Offered complete with V5C, the EMC is a rare and unusual visitor to a Bonhams sale.

**£3,500 - 4,500**

**€4,500 - 5,700**





364  
**1960 BMW 590cc R60**  
 Registration no. 14 SMD  
 Frame no. 619560  
 Engine no. 619560

Post-1951, BMW gradually introduced a range of motorcycles – no real car production then – which was to define their post-war excellence. The R50, R60 and R69 revisions of 1955 were fast, quiet and super-refined and sold, despite the era's residual feelings against Germany, to a clientele who often adopted the make for life. Their reliability – given the maintenance specified – and their ability to swallow miles without fatiguing the rider, has been transferred, happily, to all of their boxer-engined successors, together with that implied cachet of BMW ownership. The R.60 'Touring Sports' of late 1956 was intended to compete in the British '600' class, so often viewed as a sidecar tug, but the Beemer was more Sports than Touring and sold well solo where the lateral kick-starter did not inconvenience. The extra 'grunt' over the R.50 endeared it to riders appreciative of the extra acceleration compared to the '500'. 14 SMD is in excellent condition, carefully maintained over the years to the original specification rather than restored, with the existing patina aided by recent new wheel-rims, spokes, tyres, seats and wiring loom. Buyers should, of course, satisfy themselves as to the suitability and mechanical condition. Offered with a V5C, it has an MOT until February 2015, is said to be ready to go and will greatly reward its next owner.

**£6,000 - 8,000**  
**€7,600 - 10,000**



365  
**c.1991 Harley-Davidson 1,200cc Sportster**  
 Registration no. Q993 DEF  
 Frame no. CAM2HY8790SS  
 Engine no. CEMJ 571946

One of the most durable marques in motorcycling, the Milwaukee Harley-Davidson makers have survived and prospered by doing what they do best; selling loud and lusty V-twin bikes to a similarly loud and lusty clientele. True, there have been low points over the years, with diversions into the two-stroke market coming to mind, but the Harley look and its beloved 'potato-potato' noise are a fixture in the parts of the world where freedom and style are valued. Not that anyone rides a standard Harley-D. The tradition of customising the mechanics and chassis is as old as the name itself and the example on offer here is no exception. Finished in eye-popping yellow, Q993 DEF was imported in 1994 in much the same shape as today, having had one owner, the mature and reluctant vendor, since 1996. Basically the tried and trusted Sportster, the styling is a Fatboy / Soft-tail mixture, with the large tank and big speedo - showing 2835 miles - being useful additions. The Harley is in sound order. Fitted with a new Yuasa battery, it barks into life on the button, needing the usual safety checks, a good polish and a new rear tyre following storage, before resuming its role of annoying the neighbours. It comes with the original purchase receipt and V5C/V5 documents, A good 'un.

**£1,500 - 2,000**  
**€1,900 - 2,500**





366



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#### **1964 HONDA 125CC C92**

Registration no. CPB 71B Frame no. 3507057

Engine no. 3507093

Boasting a class-leading specification and a degree of refinement lacking in the home-grown opposition, the C92 and CB92 125cc twins caused a sensation on their arrival in 1959. Today these little Honda twins are among the most collectible of early Japanese classics. This C92 was purchased by the present (lady) owner in 1993 and has been kept in dry storage ever since. It is not known when it was last on the road. Currently displaying a total of 11,848 miles on the odometer, the machine appears substantially original and complete and thus is an ideal candidate for restoration. We are advised that the engine is in running order. Sold strictly as viewed, the machine comes with an owner's manual, Honda 125/150 maintenance manual, sundry invoices and old/current V5/V5C documents.

**£800 - 1,200**

**€1,000 - 1,500**

367

#### **1988 NORTON 588CC CLASSIC**

Registration no. E117 PHG Frame no. LE010

Engine no. LE010

Number '010' of the 100 built, this limited edition Norton Classic was sold new to one Adam Haylett of Greenwich, London SE10 and comes with the original bill of sale, order correspondence, factory service releases and owner's certificate. In 2005 the machine was sent to Norton Motors' factory in Rugeley, Staffordshire for molybdenum coating of the chambers' swept surfaces, a procedure that greatly improves the reliability and longevity of these rotary engines (invoice on file). This work was carried out on behalf of previous owner Mr William Warwick. The current vendor acquired the Classic in March 2013; when last MoT'd in June 2103, it had covered only 215 miles. Finished in Norton's traditional silver/black livery and described as in generally excellent condition, this rare and collectible modern Norton is offered with the aforementioned documentation, two expired MoTs and V5C document. An owner's manual, owner's wallet and two sets of keys come with it.

**£9,000 - 12,000**

**€11,000 - 15,000**

368

#### **1988 HONDA VFR750R TYPE RC30**

Registration no. E241 KNO Frame no. RC30 2001506

One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. Previously registered/used overseas, this RC30 was first registered in this country by Fastline Superbikes Ltd of Preston in January 2014 and was sold to the current vendor a few weeks later. Described as in generally very good condition, the machine is offered with recently expired MoT (August 2014), DVLA correspondence and V5C document. The original exhaust system, paddock stand and tool roll come with it. A rare opportunity to acquire one of these fast-appreciating modern classics.

**£10,000 - 12,000**

**€13,000 - 15,000**

369

#### **3,018 miles from new**

#### **1988 KAWASAKI KH125**

Registration no. F252 MBA Frame no. KH125K-004645

Engine no. KH125DE 014882

Kawasaki Heavy Industries was already a supplier of proprietary engines and manufacturer of complete machines under the Meihatsu name when in 1962 it introduced the first Kawasaki-badged model, the 125cc B8, descendants of which would be produced up to 1980. Before then, Kawasaki's long-established '125' range had been augmented by the arrival in 1977 of the KH125. A more modern design boasting a full tubular frame, disc front brake and a six-speed gearbox, the KH125 was catalogued until relatively recent times. Few KH125s have survived in such good, original condition as this apparently well maintained example, which displays a total of only 3,018 miles on the odometer. Purchased by the vendor approximately five years ago, the machine has not been used since then but has been kept in roadworthy condition and will have a fresh MoT by time of sale. Accompanying paperwork consists of a current V5C, the aforementioned MoT certificate and current road tax.

**£600 - 1,000**

**€760 - 1,300**



370



372



371



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370

#### **1982 YAMAHA XJ650 MAXIM**

Registration no. HTU 519X Frame no. JYA5N800XCA006291  
Engine no. 5N8006291

Introduced in 1980, the Yamaha XJ650 benefited from considerable input from European motorcyclists, relayed back to Japan via Yamaha Motor NV in Holland. The result was an accomplished, light-middleweight all-rounder possessing maintenance-free shaft drive (one of the best of its day), a comfortable ride, accurate steering, secure handling and strong brakes. First registered in the UK in 1995, the imported machine offered here is an example of the Maxim version, a US-style factory custom featuring a 'peanut' fuel tank, stepped seat and high 'bars'. We are advised that the exhaust headers have been shot-blasted and repainted with high-temperature matt black paint, and the silencers re-conditioned with stainless steel outers. Off the road for the last few years, the machine also benefits from a new ignition coil, oil filter, spark plugs and tyres, and passed its MoT in August with no advisories. Kept garaged but not ridden by the elderly vendor, the machine comes with V5C document and MoT to August 2015.

**£700 - 1,200**

**£890 - 1,500**

**No Reserve**

371

#### **C. 1973 YAMAHA 175CC TY175 TRIALS**

Frame no. 222794 Engine no. 222794

Yamaha introduced the TY model trials bike in 1973, in capacities stretching from 50cc to 350cc. Aimed specifically at club-standard riders, rather than national event winners, TY175/TY250s were popular machines at open to centre trials throughout the 1970s. Countless former (and current) competitors began on a TY, given they were produced in 50cc, 80cc, and 125cc versions. Mick Andrews, five-times winner of the Scottish Six Days, was Yamaha mounted for his 1974 and 1975 victories. Subject of a restoration at some point -- but details unknown -- the 'cobby' looking TY175 appears close to original specification and, following the required mechanical checks, should prove ideal for some enjoyable off-road activity. Without documents.

**£800 - 1,200**

**£1,000 - 1,500**

372

#### **1954 MATCHLESS 497CC G80S**

Registration no. ONC 998 Frame no. A8746  
Engine no. 54/G80S 24600

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus it proved a relatively simple matter for owners of older rigid models to update them. Restored at date unknown, this particular G80S benefits from recent works to the rear light, a check over of all cables, and a complete overhaul of the oil pump using new parts obtained from an AJS & Matchless Club member. Described as in generally very good condition, the machine is offered with its original logbook, some tax discs, current road fund licence and V5C document.

**£3,000 - 4,000**

**£3,800 - 5,100**

373 Ω

#### **C.1982 SUZUKI GSX1100 KATANA**

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

'It's a classic.' With those words Bike magazine concluded its glowing road test of Suzuki's GSX1100 Katana in February 1984, noting that, despite having been around virtually unchanged for three years, the big Suzie was still the undisputed 'King of the Street'. Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling. The speedy elevation of the original to the ranks of motorcycling style icon prompted the re-introduction of the model in Japan in the 1990s, though the second-generation version had to make do with 96bhp rather than the original's 111 horses. Currently displaying a total of 41,786 kilometres (approximately 26,000 miles) on the odometer, this un-restored example appears fundamentally original with the obvious exceptions of the front indicators and 4-into-1 exhaust system. We are advised that the engine turns over nicely.

**£1,400 - 1,800**

**£1,800 - 2,300**

**No Reserve**



## THE NEW BOND STREET SALE

Sunday 30 November 2014  
London, New Bond Street

**1929 BROUGH SUPERIOR  
990CC SS100**  
£280,000 - 320,000

**1950 VINCENT 998CC  
SERIES C BLACK SHADOW**  
£70,000 - 90,000

### ENQUIRIES

London  
+44 (0) 2089 632 817  
[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

### CATALOGUE

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



# Bonhams

LONDON

[bonhams.com/motorcycles](http://bonhams.com/motorcycles)

# THE LAS VEGAS MOTORCYCLE AUCTION

Thursday 8 January  
Bally's Hotel & Casino

**Consignments now invited**

Bonhams achieved recordbreaking success at The Las Vegas Auction earlier this year, showcasing its expertise in maximizing the value of collectors' motorcycles. 2015 is already destined to be another outstanding auction with many desirable motorcycles consigned.

To secure your place in this landmark sale, please contact the department.

## ENQUIRIES

US

+1 (323) 436 5470

[nick.smith@bonhams.com](mailto:nick.smith@bonhams.com)

UK

+44 20 8963 2817

[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

*From a prominent private collection:*  
**1972 HARLEY-DAVIDSON XR-750**

*From the Silverman Museum  
Racing Collection:*

**C.1959 DUCATI ELITE 200**

**1974 DUCATI 250CC DESMO**

**1995 DUCATI SUPERMONO**



# Bonhams

[bonhams.com/vegas](http://bonhams.com/vegas)



LES GRANDES MARQUES  
DU MONDE

AU

GRAND  
PALAIS

Following the spectacular auction at the Grand Palais in 2014, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.

**Entries now invited**

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London  
+44 (0) 2089 632 817  
motorcycles@bonhams.com

#### CATALOGUE

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

#### 1974 BIMOTA 750CC HB1

€58,000 - 75,000

#### 1971 DUCATI 250CC

MARK 3 CUSTOM

€8,000 - 14,000



# Bonhams

[bonhams.com/motorcycles](http://bonhams.com/motorcycles)

**THE SPRING  
STAFFORD SALE**  
The International  
Classic MotorCycle Show  
Sunday 26 April 2015  
Stafford

Entries now invited

*Believed to be the last Series-A twin  
to leave the factory; single family  
ownership since 1959; seven-year  
restoration to concours standard*  
**1939 VINCENT-HRD 998CC  
SERIES-A RAPIDE  
£220,000-260,000**

**1930 BROUGH SUPERIOR  
BLACK ALPINE 680  
£70,000-100,000**

To submit a complimentary  
seller request, please visit  
[Bonhams.com/motorcycles](http://Bonhams.com/motorcycles)

**ENQUIRIES**  
London  
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[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

Memorabilia and Spares  
Adrian Pipiros  
+44 (0) 8700 273 621  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

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# Bonhams

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# Polygon

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



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

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

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

## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

### 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.



<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	<b>9</b>	<b>FORGERIES</b>		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (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.

## Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

## 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) ☐

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

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ 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 SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

\* 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.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

# Bonhams

Sale title: The Autumn Stafford Sale	Sale date: 19 October 2014
Sale no. 21898	Sale venue: Stafford
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.	
<b>General Bid Increments:</b>	
£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
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216	1931	AJS 249cc Model S12 Project	363	1948	EMC 350cc 'Mark 1'
204	1965	AJS 250cc Model 14 Sapphire	296	c.1953	EMC-Puch 125cc Racing Motorcycle Project
211	1931	AJS 349cc 'Model SB6 Big Port'	306	1923	Excelsior 150cc Lightweight Ladies Model
269	1951	AJS 350cc 7R	279	1920	Excelsior 269cc
205	1960	AJS 350cc Model 16	274	1914	Flying Merkel 980cc
271	1926	AJS 350cc Model G6 'Big Port'	224	1959	Garelli 70cc '70'
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Lot No	Year	Model	Lot No	Year	Model
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372	1954	Matchless 497cc G80S	373	c.1982	Suzuki GSX1100 Katana
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