

THE SPRING STAFFORD SALE

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

Sunday 26 April 2015

The International Classic MotorCycle Show
Staffordshire County Showground



Bonhams





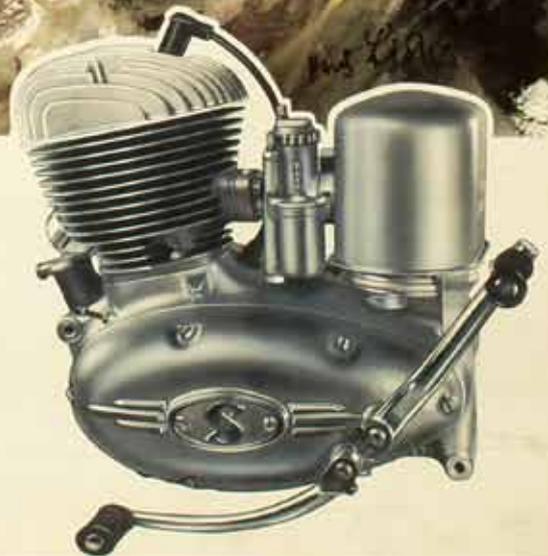


SACHS

der erfolgreichste Motor!

65% aller mit SACHS-Motoren ausgerüsteten Maschinen errangen in dieser Sportsaison bei den materialfressenden Zerreißproben der Zuverlässigkeitsfahrten Goldmedaillen. Dies ist wesentlich mehr als der Gesamtdurchschnitt aller anderen Fabrikate der gleichen Klasse. Dies ist aber auch der beste Beweis, daß SACHS-Motoren wirklichen Gebrauchswert besitzen. Hochgezüchtete Antriebsaggregate hätten die ungeheuren Strapazen der Fahrten durch Schlamm, Sand und Geröll, bei Wolkenbrüchen und glühender Hitze niemals in dieser unübertroffenen Weise überstehen können. Deshalb:

Hut ab vor SACHS-Motoren! Sie sind Meisterwerke der Präzision.



THE SPRING STAFFORD SALE

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

Sunday 26 April 2015 at 10:00 and 12:00
The International Classic MotorCycle Show
Sandylands Centre
Staffordshire County Showground

VIEWING

Saturday 25 April
10:00 to 13:00
13:15 to 17:00

Sunday 26 April
from 09:00

SALE TIMES

Memorabilia 10:00
Motorcycles 12:00

CATALOGUE £25.00 + P&P

(admits 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 24 April. 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.

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ENQUIRIES ON VIEW AND SALE DAYS

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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

Admission to The International Classic MotorCycle Show is not included in the price of the catalogue. Tickets can be purchased in advance from www.classicbikeshows.co.uk

IMPORTANT INFORMATION

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

Bonhams 1793 Limited

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

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Bonhams 1793 Ltd Directors

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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,
Lucinda Bredin, Harvey Cammell, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Sophie Law, Fergus Lyons,
Gordon McFarlan,

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

General Information

Admission

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

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

Tickets can be purchased in advance from 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 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

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 +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

How can I pay?

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

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

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

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

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

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

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

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Automobilia Administrator

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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



Directions

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

Address

Sandylands
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 Thursday 30 April, by appointment only.

To arrange collection please contact the Automobilia Department:
+44 (0) 8700 273 621 (tel)
+44 (0) 8700 273 625 (fax)
motorcyclmemorabilia@bonhams.com
to make an appointment.

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

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

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

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, please ask for details.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s).

All purchases are at the buyers risk from the fall of the hammer.

Motorcycles

Vehicles must be collected from the sale venue by 7pm on the day of the sale. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to 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 released once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Lots will be available for collection from local store in Stoke-on-Trent from 12pm Tuesday 28 April, by appointment with Polygon Transport.

Vehicle Removal charges to local store

£74 + VAT per motorcycle
£120 + VAT per motorcycle combination

Storage charges

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

Limited transport is available to the South of England, Marchwood (Southampton) by request with Polygon Transport at

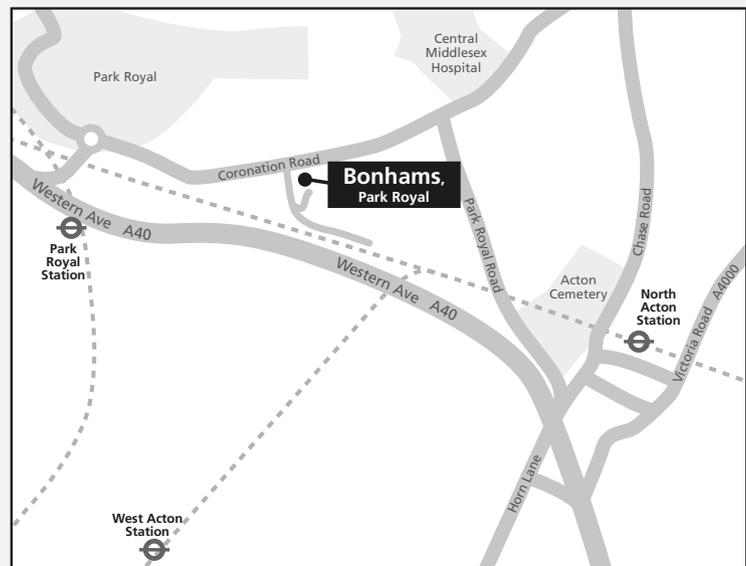
£105 + VAT per motorcycle
£150 + VAT per motorcycle combination

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).



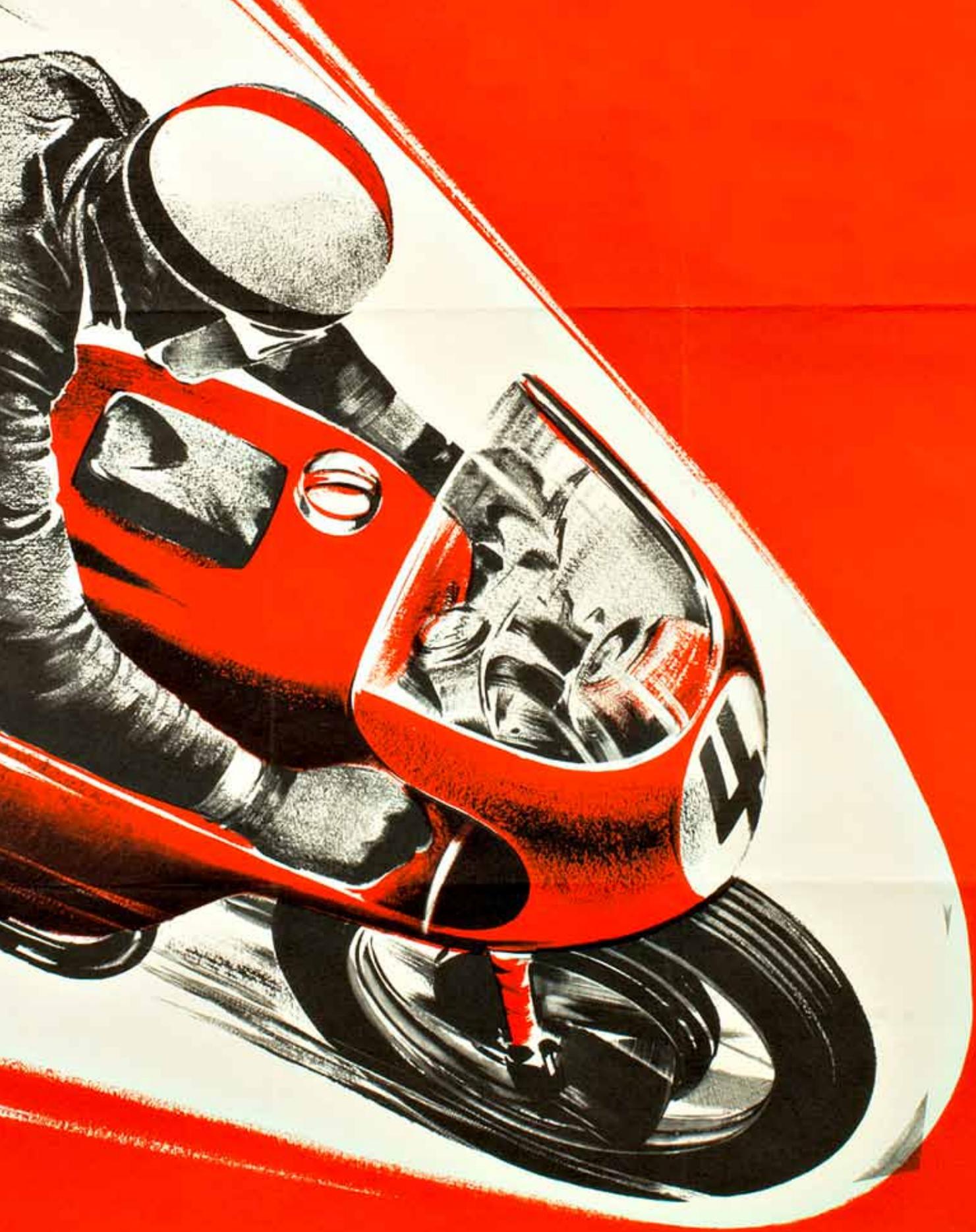
MOTORCYCLE MEMORABILIA

10.00

Lots 1 - 113

Images of each lot can be found at:
www.bonhams.com/22720





Stephany  Prem



7

SPARES & ACCESSORIES

1

A QUANTITY OF ASSORTED LEVERS, including brake, clutch, exhaust valve lifter levers, and others, some Amal.

(Qty)
£250 - 350
€350 - 490

2

MOTORCYCLE HEADLAMP PARTS, including Lucas shells, rims and lenses, for restoration.

(Qty)
£250 - 300
€350 - 420

3

A PAIR OF LUCAS KING OF THE ROAD TWIN HEADLAMPS TO SUIT BROUGH SUPERIOR,

comprising one Type SS 30 lamp, with lens and switch unit to rear, and a Lucas headlamps shell with ammeter unit, for restoration.

(2)
£250 - 350
€350 - 490

4

THREE VINTAGE MOTORCYCLE LAMPS, comprising a Lucas King of the Road acetylene headlamp, nickel-plated with peak, A Lucas Calcia Club lamp, and a Miller lamp with ammeter, together with a Powell & Hanmer acetylene generator unit and a 'Junior Pyrene' fire extinguisher.

(5)
£250 - 300
€350 - 420

5

1930S MOTORCYCLE LAMPS FOR RESTORATION,

including a Lucas King of the Road headlamp with ammeter, and others.

(Qty)
£250 - 300
€350 - 420

6

A SMITHS 80MPH SPEEDOMETER, reconditioned, with brass plate to rear numbered CO458.

£250 - 350
€350 - 490

7

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY,

nickelled dial, with subsidiary dials and distance window, numbered A 5453 to rear, together with drive gear.

(2)
£600 - 1,000
€840 - 1,400

8 ◊

TWO ENGINES FOR COVENTRY EAGLE AND BSA,

comprising Coventry Eagle bottom end, the crank-cases numbered CSR034 3489 RSJ 463, with internals, the BSA engine numbered F 20355, together with two Sturmev Archer gearboxes possibly to suit Coventry Eagle, all for restoration.

(4)
£250 - 350
€350 - 490

9

A CIRCA 1934/35 CALTHORPE ENGINE, No.K4 1444, partially dismantled but with majority of major components present, inspection advised.

£250 - 350
€350 - 490

10 ◊

THREE AJS AND MATCHLESS ENGINES AND AN EARLY TRIUMPH ENGINE,

comprising a Matchless engine, No.36/G3 697, with crank, con-rod, and barrel, an AJS engine, No.36/22 2285, another AJS engine, No.38/22 4389 S, with barrel and rocker box, and a believed 1920s Triumph bottom end, No.59251 ETC, for restoration, inspection advised, and a wheel believed to suit Matchless G3 or Model X.

(Qty)
£300 - 500
€420 - 700

11 ◊

A MATCHLESS ENGINE AND OTHER AJS/ MATCHLESS PARTS,

engine No.52/18 20795, with barrel and internals, inspection advised, together with an AJS bottom end, No.36/26 3731/N, an incomplete gearbox, two barrels and three heads, a Lucas Type Mk11A magneto, carburettor parts, and other assorted sundry spares.

(Qty)
£300 - 500
€420 - 700

12 ◊

A TRIUMPH PRE-UNIT SPEED TWIN ENGINE, CIRCA 1954,

engine No.5T 68057, reported as being in good order, inspection advised.

£400 - 600
€560 - 840

13 ◊◊

A FRAME AND SPARES FOR A 1938 AJS 347CC SILVER STREAK,

including frame (No.5165), fitted with gearbox, together with front forks, crank and crankcases (No.38/26SS 6260 A), barrel and head, other castings, a Lucas N1-4 magneto, tank with switch panel, front wheel, mudguards and other parts, inspection advised. Buyers should satisfy themselves as to the date, model and completeness of this Lot prior to bidding.

(Qty)
£500 - 800
€700 - 1,100



14

14 ◊

A BELIEVED JAP V-TWIN OHV RACING ENGINE, CIRCA 1936,

numbered HTOR/V 49911, comprising believed JAP bottom end complete with crank and con-rods, and fitted with a pair of believed Excelsior 175cc barrels with heads, suggesting this is a 350cc capacity engine. Buyers should satisfy themselves regarding the completeness and origin of this engine.

£900 - 1,200
€1,300 - 1,700

This Lot is offered for sale from the collection of the Keys family.

According to information supplied by the vendor, it has been suggested that this engine was assembled and intended for use at a proposed but never realised 1-hour record attempt by Brooklands 1935 lap record holder Eric Fernihough at the banked circuit. Fernihough was tragically killed at a 1938 speed record attempt at Gyon, Hungary.

15

A CIRCA 1933 JAP V-TWIN SIDEVALVE ENGINE PROJECT,

of a type used by Brough Superior SS80, partially dismantled, engine No. KT/Z/29311/S, incomplete but including engine cases with some internals including crank, flywheel and con-rods, barrels and heads, for restoration, inspection advised.

£1,000 - 1,500
€1,400 - 2,100



17

16

A 1933 BROUGH SUPERIOR 11-50 V-TWIN SIDEVALVE ENGINE PROJECT,

dismantled, engine No. LTZ/Z 31870/SD, incomplete but including engine cases with crank, flywheel and con-rods, barrels and heads, for restoration, inspection advised.

£1,500 - 2,000
€2,100 - 2,800

A photocopy of the Brough Superior Works Record Card records this engine as being originally fitted to a rigid frame police motorcycle fitted with Watsonian sidecar and supplied to Rotherham Police, despatched on 13th May 1933.

17

A MANX NORTON M30 RACING BOTTOM END, 1936,

dismantled, including crank-cases, No.65338 79X100, timing case, con-rod, bevel box and bevels, and related parts, offered together with a 1988 letter from the Science Museum library confirming the date of the engine. Buyers should satisfy themselves as to the completeness of this lot.

£2,000 - 3,000
€2,800 - 4,200

18

ASSORTED CARBURETTORS,

majority Amal including monobloc types, and associated parts.

(Qty)
£250 - 350
€350 - 490

19

TWO JARDINE GEARBOXES,

one with internals, lever and kickstart, the other dismantled with associated gears and parts.

(Qty)
£250 - 350
€350 - 490

20

TWO DOLL'S-HEAD TYPE GEARBOXES FOR RESTORATION,

to suit Brough Superior and Norton, incomplete, one partially dismantled, inspection advised.

(Qty)
£250 - 300
€350 - 420

21

THREE NEW HUDSON GEARBOXES,

with internals, inspection advised.

(3)
£250 - 300
€350 - 420

22

EIGHT ASSORTED MOTORCYCLE MAGNETOS,

including a BTH Type K1 and Lucas N1-4 types, various conditions.

(8)
£250 - 300
€350 - 420

23 ◇

ASSORTED GEARBOXES,

including Burman and an Albion type, various conditions, with associated parts and levers, inspection advised.

(Qty)

£250 - 300

€350 - 420

24 ◇◇

AN AUTOJUMBLER'S LOT OF ASSORTED SUNDRY SPARES,

including three 80mph Smiths speedometers, other dials and instruments, carburettor parts including Amal, pistons, taps, springs, dynos, brake shoes, gaskets, foot and stirrup pumps, and other assorted sundry parts and spares.

(Qty)

£250 - 350

€350 - 490

25 ◇

AJS/MATCHLESS PARTS,

including frame section (believed No.9862), a believed competition tank, two tool-boxes, various fork parts, barrel, gearbox parts and gears, mudguard, chaincase, and other parts.

(Qty)

£250 - 350

€350 - 490

26 ◇◇

ASSORTED AMC PARTS,

some for AJS/Matchless, including a pair of Matchless crankcases, another pair of crankcases, No.37/26 5096 S, barrels and heads, various conditions, two oil tanks, other assorted parts, and five wheels.

(Qty)

£250 - 300

€350 - 420

27 ◇◇

AN AUTOJUMBLER'S LOT OF ASSORTED MOTORCYCLE SPARES,

including a pair of unidentified crankcases, barrels and cranks, two Smiths chronometric D-shape speedometers for 55 and 70mph, exhaust parts and silencers, handlebars, saddles and seats, luggage racks, and other assorted parts, inspection advised.

(Qty)

£250 - 300

€350 - 420

28

TWO SCHEBLER CARBURETTORS,

with floats, and related parts.

(Qty)

£250 - 300

€350 - 420

29 ◇

AN AUTOJUMBLER'S LOT OF ASSORTED MOTORCYCLE SPARES,

including a Sturmey Archer front plate, two motorcycle AA badges, speedo drives, ammeters, rear light switches, twist grips, and other sundry parts, together with a 'Brooklands' fishtail silencer.

(Qty)

£250 - 300

€350 - 420

30 ◇◇

A LARGE QUANTITY OF BSA BANTAM SPARES,

including a frame, tank, front and rear wheels, forks and associated parts, mudguards, and other parts, together with three engines (various conditions), engine cases, barrels, and other assorted spares.

(Qty)

£300 - 400

€420 - 560

31 ◇◇

ASSORTED POST-WAR TRIUMPH PARTS,

including crank-cases, twin barrels, exhaust silencers, carburettors, a nacelle, flywheels, and other assorted parts.

(Qty)

£300 - 400

€420 - 560

32

ASSORTED VINCENT SPARES,

including two cylinder barrels and a muff, two pistons, valves, rocker parts, front fork spring units, a Comet engine plate, a racing clutch cover, a dial gauge, gaskets, an HRD badge, a spares list for Vincent Series B & C, and other parts.

(Qty)

£300 - 400

€420 - 560

33

TRIUMPH PRE-UNIT SPARES,

including 500cc crankcases, flywheel, con-rods and pistons, two seats, a pair of silencers, and other sundry engine parts.

(Qty)

£300 - 350

€420 - 490

34 ◇◇

A QUANTITY OF ASSORTED PRE-WAR TRIUMPH PARTS,

including barrels, heads, crank-cases, gearbox casings, carburettors, flywheels, and other mechanical parts and spares.

(Qty)

£400 - 600

€560 - 840

35

A MANX NORTON GEARBOX,

close ratio, dismantled, with gears and associated parts.

(Qty)

£500 - 600

€700 - 840

36

A NORTON ROADHOLDER PAUL DUNSTALL TWIN DISC BRAKE CONVERSION,

comprising complete wheel with TT100 360 x 19 Dunlop tyre (tyre suitable for display only), fork sliders with integral callipers, lever/reservoir assembly, and calliper tool, Borrani alloy wheel rim WM2/19.

(Qty)

£250 - 350

€350 - 490

37 ◇◇

ASSORTED MOTORCYCLE WHEELS AND RIMS,

including AJS/Matchless, some with brake drums, various conditions.

(Qty)

£250 - 300

€350 - 420

38 ◇

SIX TRIUMPH WHEEL RIMS,

including WM2-19, one with spokes, brake drum and plate.

(6)

£250 - 300

€350 - 420

39

A NORTON MANX INTERNATIONAL PETROL TANK,

in grey with black trim, fitted with cap.

£250 - 350

€350 - 490

40 ◇

THREE TRIUMPH TANKS,

for restoration.

(3)

£250 - 300

€350 - 420

41 ◊

TWO TANKS AND ASSORTED MUDGUARDS,

the tanks for AJS/Matchless and BSA, for restoration, and assorted mudguards, various conditions.

(Qty)

£250 - 300

€350 - 420

42

FOUR MOTORCYCLE PETROL TANKS,

comprising Yamaha Fs1e, BSA, Ariel and another unmarked tank, various conditions.

(4)

£250 - 350

€350 - 490

43

THREE PILLION SEATS,

including one Lycett seat.

(3)

£250 - 300

€350 - 420

44

A PAIR OF TRIUMPH MUDGUARDS FOR 1958/59 TWIN CYLINDER MODELS,

some repair work required, inspection advised.

(2)

£700 - 800

€980 - 1,100

45 ◊◊

A ZEPPELIN SIDECAR BODY, CIRCA 1925,

metal body with wooden framework and ribs, and associated frame parts.

(5)

£1,000 - 2,000

€1,400 - 2,800

46

A BELIEVED GREEVES COMPETITION ENGINE,

number GPE14/143, gearbox number GP2C 2362 with Amal R302 932 carburettor, together with a competition exhaust system and an unidentified exhaust/manifold (labelled MDS).

£250 - 350

€350 - 490

47

TWO GREEVES COMPETITION FUEL TANKS,

one with Greeves Griffon stickers, together with an alloy competition mudguard and two used Dunlop tyres.

(Qty)

£250

€350

48

TWO BELIEVED TRIUMPH FRAMES,

numbered D19006 with swing arm detached and the other un-numbered with swing arm attached.

(2)

£250 - 350

€350 - 490

49

A BELIEVED 1960 TRIUMPH FRAME,

believed T120.

£250 - 350

€350 - 490

50

A BELIEVED C.1959 TRIUMPH FRAME,

numbered H9253 with swing arm detached and a pair of believed reconditioned competition forks.

(4)

£250 - 350

€350 - 490

51

AN UNIDENTIFIED FRAME,

numbered F7316 with two unidentified swing arms and two unidentified rear frame sections.

(5)

£250 - 350

€350 - 490

52

A QUANTITY OF BELIEVED TRIUMPH SILENCERS AND HANDLE BARS,

including Trident, various states of condition, close inspection advised.

(Qty)

£250 - 350

€350 - 490

53

A TRIUMPH SPRUNG HUB,

for restoration.

£250 - 350

€350 - 490

54

FOUR UNIDENTIFIED WHEELS INCLUDING A TWIN LEADING SHOE FRONT BRAKE,

three rear wheels and one front.

(4)

£250 - 350

€350 - 490

55

TWO INCOMPLETE TRIUMPH BOTTOM ENDS,

numbered H27709 and H2309, close inspection advised.

(2)

£250 - 350

€350 - 490

56 • ◊

A LARGE QUANTITY OF MOTORCYCLE LITERATURE,

relating to various marques including Harley-Davidson, Triumph, Ariel and others.

(Qty)

£250 - 350

€350 - 490

57

THREE PAIRS OF TRIUMPH CRANKCASES,

numbered T100SR H43967, T100 60891 with barrel and head, the other unnumbered.

(3)

£250 - 350

€350 - 490

58 ◊◊

A LARGE QUANTITY OF MOTORCYCLE SPARES,

believed mostly Triumph, comprising barrels, head, timing/chain cases, crank shaft, gears, hand control levers, engine plates and other sundry items, close inspection advised.

(Qty)

£400 - 600

€560 - 840

59

FOUR TRIUMPH HEADS,

8-stud, various states of condition.

(4)

£250 - 350

€350 - 490

60

FOUR TRIUMPH HEADS,

8-stud, various states of condition, together with associated spares.

(Qty)

£250 - 350

€350 - 490

61

A BELIEVED TRIUMPH GEARBOX,

number 11780, condition and completeness unknown.

£250 - 350

€350 - 490

62 ◊

A QUANTITY OF TRIUMPH SPARES,

comprising two tanks, incomplete magneto, oil tank, exhaust collars, top yokes, fork components and a selection of new old stock/reconditioned components including tank badges, control levers, steering damper, tank rubbers and other associated spares, close inspection advised.

(Qty)

£250 - 350

€350 - 490



71

63
A SELECTION OF PRE-65 TRIALS PARTS,
 most manufactured by Alan Whitton Race Engineering Ltd. comprising hubs, yokes, footpegs, brackets, control gaiters and other sundry items.
 (Qty)
£250 - 350
€350 - 490

64
A BELIEVED MENANI 4LS FRONT BRAKE,
 appears new and unused, completeness unknown.
£400 - 600
€560 - 840

65 ◊
AN AJS G8 OHV ENGINE,
 number G89421, incomplete, close inspection advised.
£400 - 600
€560 - 840



76

66
A BSA GOLDSTAR STEEL TANK,
 repainted, with badges and fuel cap detached.
 (Qty)
£250 - 350
€350 - 490

67
A LUCAS KR1 MAGNETO,
 believed rebuilt, together with another Vintage magneto (unmarked) for restoration and three Lucas magnetos, lacking dynamos.
 (5)
£250 - 350
€350 - 490

68
A STURMEY ARCHER FOUR STUD GEARBOX,
 number CS/66758L, a Norton dolls head gearbox for restoration and a four stud gearbox housing, number 3172 and a selection of gears.
 (3)
£250 - 350
€350 - 490

69
A SELECTION OF MOTORING CLOCKS,
 including Smiths, Jaeger, various sizes and states of condition.
 (Qty)
£250 - 350
€350 - 490

70
A SELECTION OF LIGHTING AND HORN EQUIPMENT,
 including Lucas King of the Road headlamp with ammeter, Miller acetylene headlamp number 191, bulb type horns, including Lucas, Klaxon and Klaxon type horns.
 (Qty)
£250 - 350
€350 - 490



71
A BONNIKSEN ROTHERHAMS 100MPH SPEEDOMETER,
 nickelled dial with twin trip subsidiary dials, patent number 2052/12, back plate unnumbered, together with reconditioned drive gear. Buyers should satisfy themselves as to the condition and completeness of the lot.
 (2)
£400 - 600
€560 - 840

72
THREE OIL PUMPS,
 various states of completeness and condition, together with a quantity of control levers including Vintage type, and throttle control and rubber grips. Close inspection advised.
 (Qty)
£250 - 350
€350 - 490

73
A PAIR OF NEW LEATHER TOOLBOXES WITH STEEL CAGES,
 together with a pillion saddle pad, a fishtail exhaust tip and a selection of believed Norton mudguards (various sizes).
 (Qty)
£250 - 350
€350 - 490

74
A TWIN LEADING SHOE FRONT BRAKE,
 believed to suit Norton, together with a selection of sundry spares including Norton timing/rocker gear, bearings, timing case, valve springs and other items, close inspection advised.
 (Qty)
£250 - 350
€350 - 490

75
A SOLO MOTORCYCLE STARTER WITH TROLLEY,
 untested. Buyers should satisfy themselves as to the condition of the lot, close inspection advised.
 (2)
£250 - 350
€350 - 490

76 ◊
AN 'AA MOTOR CYCLE SPECIALIST' DOUBLE SIDED ENAMEL HANGING SIGN, BY FRANCO,
 shield-shaped sign, in black on yellow enamel, some scratches and chips to enamel in places and some wear to frame, with hooks and hanging chain, 79 x 57cm.
£500 - 700
€700 - 980

BOOKS & LITERATURE

77 • ♦

BOOKS RELATING TO RACING MOTORCYCLES AND RIDERS INCLUDING SIGNED BIOGRAPHIES,

including Mick Walker: MV Augusta, signed by Phil Read; MV Augusta Fours - The Complete Story; Ian Falloon: The Book of the Classic MV Augusta Fours; Marco Masetti: Ducati - The Official Racing History; Cathcart & Gianatsis: Ducati Corse - World Superbikes; Cathcart & Cook: Ducati 999 - Birth of a Legend; a file of assorted modern Ducati sales literature, and various biographies signed by the riders including Sammy Miller, James Toseland, Freddie Spencer and Peter Williams.

(Qty)

£250 - 300

€350 - 420

78 •

A QUANTITY OF LOOSE ISSUES OF THE CYCLECAR/LIGHT CAR AND CYCLECAR, 1912-1915,

an incomplete run of nearly 100 issues of the publication from late 1912 to 1915, with covers and advertisements.

(Qty)

£250 - 350

€350 - 490

79 •

ASSORTED MOTORCYCLE HANDBOOKS, MANUALS AND TECHNICAL LITERATURE,

relating to mainly post-War British marques, including a Rider's Handbook for Vincent Series B and C Black Lightning, Black Shadow and Rapide (covers detached), other maintenance books, manuals and handbooks including Pitman's and Pearsons, for Triumph, Velocette, BSA, AJS, Matchless, Royal Enfield and others, together with other general technical manuals including publications by Iliffe and Temple Press, some with workshop wear.

(Qty)

£250 - 300

€350 - 420

80 • ♦

ASSORTED MOTORCYCLE RACING AND REFERENCE BOOKS,

including Tommy Robb: From TT to Tokyo; Alan Dixon: The TT Riders; L R Higgins: Britain's Racing Motor Cycles; assorted race programmes including TT and Olivers Mount, and other books and reference titles relating to various motorcycle subjects including Bob Currie: Motor Cycling in the 1930s; Erwin Tragatsch: The Illustrated Encyclopedia of Motorcycles; and Ixion: Motor Cycle Cavalcade.

(Qty)

£250 - 300

€350 - 420

81 •

TWO RANGE BROCHURES FOR BROUGH SUPERIOR AND VINCENT HRD,

comprising a 1939 Brough Superior brochure, black card covers, some wear to spine and light staining to inside pages, together with a 1939 Brough Superior road-test article by Tommy Wisdom reprinted from the Daily Herald, and a 1949 Vincent HRD brochure, 23 pages, illustrated with details for the Meteor, Comet, Rapide, Black Shadow and Black Lightning models.

(3)

£250 - 300

€350 - 420

82 • ♦

BOOKS RELATING TO BRITISH MOTORCYCLES,

including R W Burgess & J R Clew: Velocette - Always in the Picture; Mick Walker: Velocette - The Racing Story, Velocette - Production Motorcycles, The Manx Norton, Norton - The Racing Story, Triumph - The Racing Story; Bob Holliday: The Unapproachable Norton; Robert Cordon Champ: The Illustrated History of The Sunbeam Bicycles and Motorcycles; and other books and reference titles relating to mainly British marques.

(Qty)

£300 - 400

€420 - 560

83 • ♦

A QUANTITY OF ASSORTED MOTORCYCLE BOOKS AND LITERATURE,

including Roy Bacon: British Motorcycle of the 1930s; Ixion: Motor Cycle Cavalcade; Francis Beart: A Single Purpose; other titles and literature relating to various subjects including speedway, a 2.75Hp Humber sales brochure, manuals and spares lists for mainly British marques, including Matchless, Velocette, BSA, and other literature and ephemera.

(Qty)

£250 - 300

€350 - 420

84 •

A QUANTITY OF MOTORCYCLE RACING BOOKS AND BIOGRAPHIES,

including Tommy Robb: From TT to Tokyo; Vic Willoughby: The Racing Motor Cycle; Geoff Duke: In Pursuit of Perfection; Mick Walker: Mike Hailwood - The Fan's Favourite; and other titles and biographies relating to Isle of Man TT, Hailwood, Sheene, Fogarty, Rossi, and other mainly racing subjects.

(Qty)

£250 - 300

€350 - 420

85

MOTOCOURSE ANNUALS; 1979/80 TO 2013/14,

a near complete run of 30 annuals, (missing 1999/2000 and 2009/10-2012/13), and a Motocourse 50 Years of Moto Grand Prix annual, each in good clean order with dust jackets and some with original card packing, together with two Motorcycle Yearbooks for 1998/99 and 2008, and other reference annuals including TT and MotoGP, and 14 boxed models of various scales including Minichamps of race motorcycles including Honda and Ducati.

(Qty)

£500 - 600

€700 - 840

86

A GOOD QUANTITY OF ASSORTED MOTORCYCLE RACE PROGRAMMES,

including several late 1930s Donington Park programmes, the rest majority 1970s-1990s for mainly British race events and circuits including Isle of Man TT, JPS and Marlboro British Grand Prix, Transatlantic and International races, Superbike, Moto GP, and other events at Silverstone, Donington, Mallory Park and Oulton Park, and various Darley Moor race programmes, offered together with assorted enamel lapel badges including IOM TT, Norton, Suzuki, JPS, Mallory Park, Oulton Park, and others, all affixed to a cap, and nine framed motorcycling prints, artworks and photographs.

(Qty)

£250 - 300

€350 - 420

87 •

SALLON: MOTOR-CYCLING PERSONALITIES PAST AND PRESENT, A MULTIPLE SIGNED COPY,

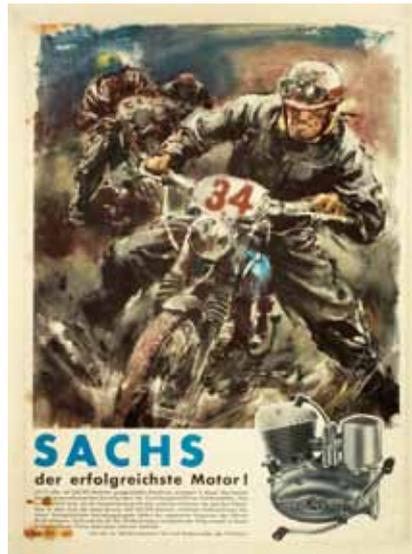
ring bound with clear celluloid covers, donated to the ACU in 1989 by Shell Oils Motorsport Manager Lou Ellis, signed to the cover by Ellis and signed throughout, some with dedications, by many of the riders and personalities to the pages depicting their caricature, comprising Jimmy Alexander, Alec Bennett, Bill Boddice, Tommy Dunlop, Jack Brett, Laurie Cade, Frank Cope, Harold Daniell, Dickie Davis, Howard Davies, Geoff Davison, Bill Doran, Geoff Duke, Bob Foster, Rem Fowler, Reuben Harveyson, Allan Jefferies, Rex Judd, Gus Kuhn, Bob McIntyre, Eric Oliver, Norman Scott, Jimmie Simpson, Cyril Smith, Gilbert Smith, Tyrell Smith, John Surtees, G E Tottey, Graham Walker and Stanley Woods.

£300 - 400

€420 - 560



93



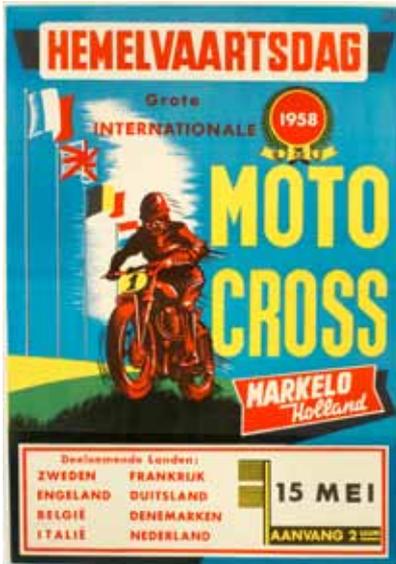
93

88 •
TWO BROUGH SUPERIOR RANGE BROCHURES FOR 1938 AND 1939,
 each black card covers without creases, each illustrated with details and specifications for the SS100, SS80, 11.50, and other models for the range, some light staining to some pages in places, the 1938 brochure with some light wear to covers and dealer stamp and signature in ink of Brough owner Mr Roper-Spencer to first page.

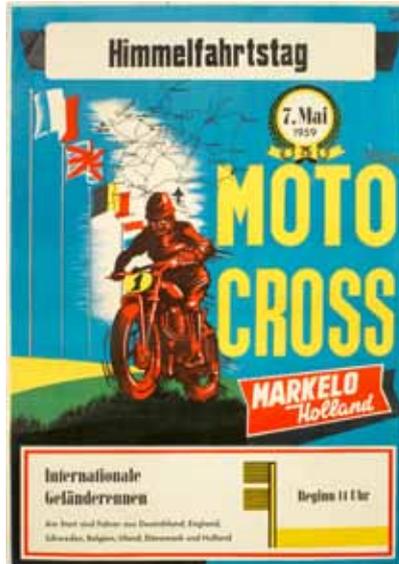
(2)
 £250 - 350
 €350 - 490

89 •
BOOKS AND LITERATURE RELATING TO MAINLY BRITISH MOTORCYCLES,
 including Rod Burris: Velocette Motorcycles - MSS to Thruxton (2nd and 3rd editions); Dave Masters: Velocette 1905 to 1971 - An Illustrated Reference; David Wright: Vincent - The Complete Story; Tom Cotter: The Vincent in the Barn; Jeff Clew: JAP The Vintage Years, and JAP The End of an Era; Matthew Vale: BSA - Unit Singles - The Complete Story, and BSA Unit-Construction Twins; and other titles relating to other marques including Indian, majority with dust jackets and in good order.

(Qty)
 £250 - 300
 €350 - 420



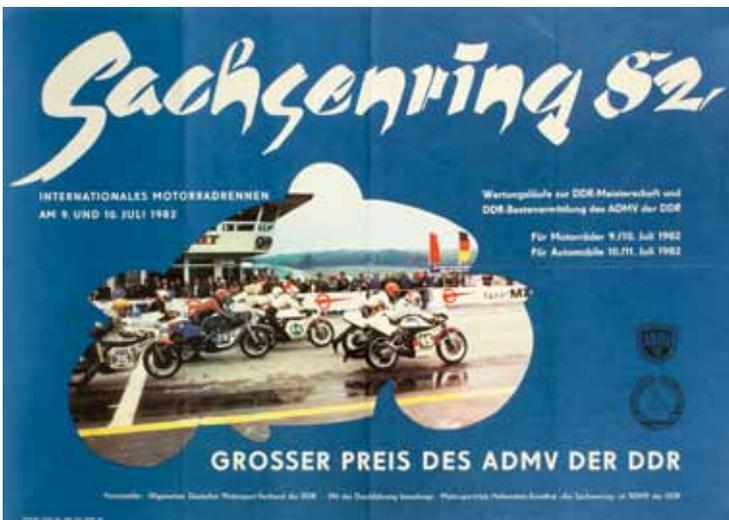
94



94

90
A GOOD LOT OF TT AND MOTOGP POSTCARDS AND PRINTS INCLUDING SIGNED ITEMS,
 including a file folder of over 280 assorted publicity postcards of TT and GP riders, some signed, including Mick Doohan, Kork Ballington, Phil Read, Giacomo Agostini, Troy Bayliss, Steve Jenkner, Peter Ottl, Jochen Schmid, Chas Mortimer, Nick Jefferies, Phillip McCallen, Steve Hislop, Leon Haslam, Chris Palmer, Keith Amor, James Whitham, Ian Hutchinson, and others, together with assorted mainly 1980s onwards TT race programmes and results booklets, a 2004 TT John McGuinness lap record publicity pack with race programmes, poster and DVD signed by the rider, and other signed framed prints including a 1996 Max Biaggi signed newspaper article, and other prints signed by Valentino Rossi, Joey Dunlop, and other riders.

(Qty)
 £300 - 500
 €420 - 700



95

91
EIGHT ISLE OF MAN TT 'SOUND STORIES' LP RECORDS,
 comprising 1961 Part 1, 1962 Parts 1 & 2, 1964 Parts 1 & 2, 1965 Part 1, 1966, and 1968 Part 1, each 33 1/3rpm, six with sleeves, together with a signed copy of Phil Read: Prince of Speed; signed by the rider, and Jim Redman: Wheels of Fortune.

(10)
 £250 - 300
 €350 - 420



95

92
SIX FRAMED DISPLAYS OF MOTORCYCLE DEALER DECALS, headstock and other decals by various mainly British motorcycle dealers and suppliers from pre-Great War onwards, including H.E.C. Motor Cycles of Leicester, Attwood's Garage of Stafford, Empire of Birmingham, Hubert Hassall Ltd, and many others, each framed and glazed, some with Perspex glazing, the largest measuring 44 x 54cm overall

(6)
 £250 - 350
 €350 - 490

POSTERS & ART

93
A ZUNDAPP ADVERTISING POSTER, CIRCA 1953, colour, 85 x 59cm, laid on linen, together with a German Sachs Motoren poster featuring artwork after Hans Liska, 58 x 42cm, (some rust stains to upper and lower corners), laid on linen, and a 1970s Zundapp KS50 Watercooled poster, 59 x 84cm.

(3)
 £250 - 350
 €350 - 490

94
A GOOD LOT OF MAINLY GERMAN MOTO-CROSS, GRASSTRACK AND SPEEDWAY RACE POSTERS, from late 1950s-1970s, for various events including a Dutch Merkelo International Moto Cross poster for 1958, a similar German example for 1959, both 69 x 49cm, 1961 ADAC International 'Kampf der Nationen' moto-cross poster, 59 x 42cm, 1960 Preis der Nation Speedway, 50 x 70cm, and other assorted posters for off-road championship and international events including ADAC and DMV, various sizes.

(30)
 £500 - 600
 €700 - 840



96

95
A 1966 'GROSSER PREIS VON ÖSTERREICH' MOTORCYCLE RACE POSTER, for the event held at Salzburg on the 1st May, some fold marks, 80 x 56cm, offered together with six German race posters comprising 1977, 1982 and 1984 Sachsenring ADMV Grosser Preis der DDR, 1979 ADAC Castrol Trophy European Championship, 1981 ADAC German TT, both held at Nurburgring, and a 1972 MSF race poster.

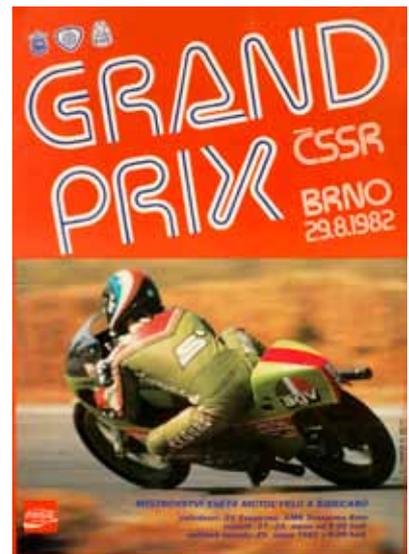
(7)
 £250 - 300
 €350 - 420

96
A GOOD QUANTITY OF CZECHOSLOVAKIAN MOTORCYCLE RACE POSTERS, approximately 30 posters from 1960s to 1980s, including CSSR Grand Prix posters for 1982, 1983 and 1985 held at the Brno circuit, Moto-Cross posters for 1966, 1967, 1968 and others, two 'Zlata Prilba' (Golden Helmet) Speedway posters for 1971 and 1978, and other assorted posters for Moto-Cross, Speedway and other mainly off-road events, various sizes.

(Qty)
 £300 - 500
 €420 - 700

97
THIRTEEN GERMAN MARTINI MOTORCYCLE RACE POSTERS, including a 1970 'Rheinhesisches DMV Flugplatz-Rundstrecken-Rennen' poster, a 1973 DMV Moto-Cross race poster, and others for various off-road and speedway events, some printed without race details, majority unfolded, each 85 x 59cm.

(13)
 £350 - 450
 €490 - 630



96



96



97



99

98
A QUANTITY OF ASSORTED PHOTOGRAPHS OF VETERAN AND VINTAGE MOTORCYCLES,

in excess of 150 monochrome photographs, reprints and some photoprints including some from the A B Demaus collection, featuring various machines mainly from 1900 to WWII, including McEvoy, Sunbeam, AJS, BSA, Brough Superior, Douglas, Grindley Sporting, Humber, Indian, Rudge, and others, various sizes, some contained in two albums and some loose. Offered for sale without copyright. (Qty)

£250 - 350
 €350 - 490

99

MAREK PEKACZ, 'DUCATI DIAVEL',

signed and dated 2014, oil on canvas, a study of the motorcycle, 83 x 132cm.

£500 - 600
 €700 - 840

100

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.

£250 - 350
 €350 - 490

MOTORSPORT ITEMS

101

JIM REDMAN'S 1962 ITALIAN GRAND PRIX MONZA 350CC WINNING TROPHY,

the simple trophy applied with Italian FIM enamel badge, above a marble base applied with plaque inscribed '*Gran Premio delle Nazioni - Monza 9-IX-1962 - I Classe 350cc*', awarded to Redman for victory on the Honda, the cup 22cm high overall.

£500 - 600
 €700 - 840

102

THE 1965 DUTCH TT 2ND PLACE TROPHY, AWARDED TO JIM REDMAN ON HONDA SIX,

silver trophy engraved with race details, awarded to Redman for 2nd place on the 250cc Honda 6-cylinder at Assen, 15cm high.

£500 - 600
 €700 - 840

103

THE 1966 BELGIAN GRAND PRIX 3RD PLACE TROPHY, AWARDED TO JIM REDMAN ON HONDA SIX,

simple trophy with stem, mounted on a marble base with applied plaque inscribed with race details, awarded to Redman for 3rd place on the 250cc Honda Six, 16cm high.

£500 - 600
 €700 - 840

104

JIM REDMAN'S 1963 GERMAN GRAND PRIX AND 1962 SOLITUDE-RENNEN WINNING TROPHIES,

comprising the 1963 Grosser Preis von Deutschland 350cc trophy, awarded to Redman for victory on the Honda at Hockenheim on 26th May, gilt cup inscribed with race details, 22cm high, and the 1962 Ehrenpreis Internationales Solitude-Rennen silver cup, awarded to Redman for victory on the 250cc Honda, 20cm high

(2)

£600 - 800
 €840 - 1,100

105

FOUR TROPHIES AWARDED TO JIM REDMAN,

comprising a 1960 South African WPMCU (Western Province Motor Cycle Union) 500cc 1st place twin handled trophy with lid, 26cm high, together with three smaller trophies for 1958 WPMC Championship 350cc 3rd place, 10cm high, a 1959 2nd place 350cc Invitation Scratch Race trophy, 10cm high, with base, and a 1960 Replica Alderdice trophy, 9cm high.

(4)

£250 - 350
 €350 - 490

106

JIM REDMAN'S 1959 TT SILVER REPLICA TROPHY,

depicting the Mercury figure, complete with caduceus, on a black wooden base applied with plaque inscribed '*Auto-Cycle Union 1959 Junior Race 36th J.A.Redman 84.86mph*', awarded to Redman for 36th place on the Norton, 26cm high.

£500 - 600
 €700 - 840

107

JIM REDMAN'S 1960 TT SILVER REPLICA TROPHY,

depicting the Mercury figure, lacking caduceus, on a black wooden base applied with plaque inscribed '*Auto-Cycle Union 1960 T.T. Races Junior Race 19th J.Redman 89.52mph*', awarded to Redman for 19th place on the Norton, 25cm high.

£600 - 800
 €840 - 1,100



106

107

108

109



105

103

102

104

101

108

JIM REDMAN'S 1960 TT SILVER REPLICA TROPHY,

depicting the Mercury figure, complete with caduceus, on a black wooden base applied with plaque inscribed 'Auto-Cycle Union 1960 T.T.Races Senior Race 15th J.Redman 93.49mph', awarded to Redman for 15th place on the Norton, 27cm high.

£600 - 800

€840 - 1,100

109

JIM REDMAN'S 1964 TT SILVER REPLICA 2ND PLACE TROPHY,

depicting the Mercury figure, lacking caduceus, on a black wooden base applied with plaque inscribed 'Auto-Cycle Union 1964 T.T.Races Lightweight (125cc) Race 2nd J.Redman 92.08mph', awarded to Redman for 2nd place on the Honda, 24cm high.

£800 - 1,200

€1,100 - 1,700

110

A BARRY SHEENE LIMITED EDITION REPLICA HELMET, BY ARAI,

Astro-R type, size L (7¼-7½, 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 214/550, unused, together with Arai helmet bag, and certificate of authenticity.

£250 - 350

€350 - 490

111

A BARRY SHEENE LIMITED EDITION REPLICA HELMET, BY ARAI,

Astro-R type, size L (7¼-7½, 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 215/550, unused, together with Arai helmet bag, accompanying leaflets, and certificate of authenticity.

£250 - 350

€350 - 490



113



112

112

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.

£1,000 - 1,500
€1,400 - 2,100

113

A BARRY SHEENE RACE-WORN HELMET BY BELL, 1980S,

full-face helmet decorated by 'John The Paint' in black and gold, with Sheene's trademark 'duck' logo to front, painted red number '7' and 'Barry Sheene' flamed script to rear, with 'DAF' applied sponsors logos to chin-guard and each side, the inside with 1980 Snell sticker, believed worn by Sheene in the 1980s including during his 1985 Touring car events in Toyota Supra at Brands Hatch, also showing evidence of previous AGV sponsor's logos once having been applied to the helmet suggesting this may have been worn during his motorcycle race events.

£1,000 - 1,500
€1,400 - 2,100

END OF AUTOMOBILIA

114 - 200
No Lots

MOTORCYCLES

12.00

Lots 201 - 390

Images of each lot can be found at:
www.bonhams.com/22720





201

Property of a deceased's estate

1958 TRIUMPH 649CC T110

Registration no. 5442 NW

Frame no. 019922

Engine no. T110 019922

Post-WW2, Triumph dropped their earlier 'singles' and based the range on developments of the pre-war ohv 'Speed Twin'. This turned out to be a wise policy and the Triumph brand became linked with torquey, reliable and powerful twins until the end of Meriden production in the 1970s. Introduced in 1954, the 'Tiger 110' was the sportier 650 of the range, a handsome machine which was very well-received, soon becoming affectionately known as the 'Tiger Ton-Ten', reflecting both its speed and official name. The alloy head/ iron cylinder combination allowed tuning to give much more power from the pre-unit configuration when compared to the older, all-iron, 'Thunderbird' and was teamed with brighter chrome wheels as part of the improvements for the 1956 season and fitted with a necessarily larger front brake for 1957. First registered in September 1958, 5442 NW spent many years on display in the Saddleworth Museum and was sold by Bonhams in October 2013. Now in very good condition and to original specification in Triumph's traditional blue, showing 14,440 miles on the clock, the late vendor having both re-commissioned the Tiger and carried out many improvements. Last taxed it for the road in 2014 and offered with a V5C, an accompanying RF60 Logbook and sundry documents, it should require only minor recommissioning before a season's riding.

£4,000 - 5,000

€5,600 - 7,000

No Reserve



202

Property of a deceased's estate

1952 HARLEY DAVIDSON 1,200CC EL

'CAPTAIN AMERICA REPLICA'

Registration no. GSJ 763

Frame no. 52EL1466

Engine no. 52EL2466

There can hardly be a motorcyclist who has not seen the iconic 1968 movie 'Easy Rider' featuring the three charismatic actors, Dennis Hopper, Peter Fonda and Jack Nicholson. Indeed, many of us have viewed it time and time again. One of the film's icons is the Vaughs and Hardy-designed, instantly recognised 'Captain America' Harley-Davidson 'chopper' ridden by Fonda. Many a builder has endeavoured to replicate this iconic machine over the years, and other than Panzer Motorcycle Works, few have succeeded. The late owner/builder of the example offered here has captured the spirit and design of the original movie bike particularly well. One of the problems for any creator is the fact that Harleys of such vintage are highly prized motor cycles in their own right thus scarce and expensive to begin with, therefore no expense was spared in the production of this machine. The very skilful and enthusiastic late owner of this evocation procured the '52 Pan-head from Boothill Motor-Cycles in 1998 before commencing a lengthy/costly build which included chroming of the frame, significant style changes, exact replica-finish and fully rebuilt engine. The correct and beautifully re-finished sheet-metal result in a wonderful evocation of the 'Captain America' chopper on sale here. Offered with V5C, copy Kentucky Certificate of Title, 1988 Customs papers, old MOT's, wiring diagram, S&S pump instructions and a selection of photographs detailing the rebuild. The machine will require recommissioning to a greater or lesser extent.

£14,000 - 18,000

€20,000 - 25,000

No Reserve



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



203



205



204



206

203

**Property of a deceased's estate
'TRIUMPH' 350CC TRIALS SPECIAL**

Registration no. VSJ 553

Frame no. GT/D12777

Engine no. T100R H52054

Special-building has occupied motorcyclists for as long as machines have existed and the compact, light and powerful Triumph engine units have been a post-WW2 favourite in this hobby, fitted into lightweight, high-clearance frames by both amateur and professional builders. Believed to have been one of the last trials specials prepared by the noted 'Pre-'65' competition machine builder, Peter Hardy, this example is finished in black rather than his typical nickel. Betor rear shocks are fitted with a 2005 L.P. Williams 7-plate clutch and copious bills for this and for engine renewals and preparation. Complete with V5C (incorrectly described as a 'Thunderbird!'), old V5C and past MOT certificates, this compact Triumph will be an excellent prospect on the Pre-'65 scene.

£3,000 - 4,000

€4,200 - 5,600

No Reserve

204

**Property of a deceased's estate
1977 TRIUMPH 744CC T140V BONNEVILLE**

Registration no. PWG 281R

Frame no. T140VJP75168

Engine no. T140VJP75168

Triumph's long-established Bonneville outlasted most other models and was heavily revised in the 1970s in order to meet the increased competition from Japanese roadsters. The re-numbered T140V had a strengthened, 5-speed 'box with a left-hand gearchange, a beefed-up cylinder head, and, at last, a most necessary disc front brake. Bought by its late owner in 1997 and an example of an earlier restoration, this T140V has an - unwarranted - 21,201 miles recorded and appears to be in good condition. Complete with both V5C documents, old MOT certificates, Handbook and bills from 2006 for master cylinder hydraulics and engine work and needing, of course, the usual safety checks, this Bonneville should require minimal work.

£3,000 - 4,000

€4,200 - 5,600

No Reserve

205

**Property of a deceased's estate
1970 TRIUMPH 649CC TR6R TIGER**

Registration no. Not registered in the UK

Frame no. BD40312TR6R

Engine no. BD40312TR6R

The TR6 variant of the 650 Triumph was listed from 1956 - 1973 with a great proportion made for the U.S. market, where it became associated with desert racing and the 'King of Cool', Steve McQueen, a modified one starring in 'The Great Escape'. By 1970, the engine was virtually to Bonneville specification with a T.L.S front brake for this, the last model before the adoption of the 'Oil-in Frame' design. Showing 'Stafford County, Virginia, USA.' stickers to the front forks and believed to have been imported about 20 years ago, showing 78,294 miles recorded, this complete but well-patinated example of the USA-specification TR6R is offered for restoration, without documents.

£2,000 - 3,000

€2,800 - 4,200

No Reserve

206

**Property of a deceased's estate
1958 TRIUMPH 649CC T110**

Registration no. UYT 505

Frame no. 010676

Engine no. T110010676

The Tiger 'Ton-Ten' was the bike of choice for the by-pass boys in the 1950s and 1960s, as can be seen on any of the newsreels dealing with the Ace Café period. Fast, noisy, compact and well-finished, a Tiger 110 is still a good way of blowing away the cobwebs on a Sunday morning. A pre-unit version in black, UYT 505 is an example of an earlier restoration - and was bought by the late vendor in 2013 from the Manchester area. Complete with V5C, SORN documents and past MOT certificates, last taxed in 2013 with 6,363 miles recorded, it will need the usual safety checks before use.

£3,500 - 4,500

€4,900 - 6,300

No Reserve



207



209



208



210

207

Property of a deceased's estate

1969 TRIUMPH 649CC T120R BONNEVILLE PROJECT

Frame no. DC16274 T120R Engine no. DC16274 T120R
 Long the standard by which so many 'sports' offerings from other makers were judged, Triumph's almost legendary Bonneville continued, continuously re-styled and developed into the 1970s. By then it had been bought into line with the other models in the range with Amal Concentrics, lighter flywheels and better lubrication, with chassis modifications to suit. Bought from a stall-holder in the 2007 Stafford outfield, this T120R came without documents and in a partially dismantled condition. The initial stages of a rebuild were started while with the late owner but prospective buyers should satisfy themselves as to the completeness and condition of the Lot. A VMCC Dating Certificate is present to enable registration of this matching-number project.

£1,000 - 1,500

€1,400 - 2,100

No Reserve

208

Property of a deceased's estate

1956 TRIUMPH 498CC TIGER 100 PROJECT

Registration no. NUX688
 Frame no. S80024 Engine no. T10080024
 The Tiger 100 sports version of Triumph's Speed Twin appeared just post-war with new tele-forks and remained in the line-up for many years, re-styled continuously from 1949. By 1956 it had been developed, as here, with an alloy head and 8" front brake. At an earlier stage of its life, this project was pictured (copies present) with a sidecar in the Isle of Man. Bought from Bonhams in 2013, the T100 has been stripped and cleaned with the unserviceable components discarded. Still largely complete NUX 688 is once again offered for restoration. Some attention appears to have been given to the mechanics but prospective bidders should satisfy themselves as to the completeness and suitability of the Tiger 100 for their purposes.

£800 - 1,200

€1,100 - 1,700

No Reserve

209

C.1955 ROYAL ENFIELD 148CC ENSIGN PROJECT

Frame no. 50230 Engine no. 2049
 A 125cc version of DKW's advanced two-stroke lightweight - the 98cc RT - Royal Enfield's smallest model first appeared in 1939, re-emerging in 1945 as the RE. The unitary construction engine incorporated a three-speed, hand-change gearbox and was installed in a rigid frame equipped with rubber-suspended, girder front fork. A banana-shaped exhaust header pipe for 1948 and a telescopic front fork for 1950 were the only changes of significance before the RE was extensively revamped for 1951 as the RE2 with a much improved engine and loop-type, full cradle frame. In this form the RE2 ran on into 1953 before being superseded by a 148cc version, the swinging arm-framed 'Ensign', which continued in production until 1961, latterly as the 'Prince'. Purchased in September 2003 from a Mr Batchelor of Clanfield, Oxfordshire, this dismantled Ensign is described by the vendor as '98% complete' and comes with many new and used parts. Offered without documents.

£400 - 600

€560 - 840

No Reserve

210

1923 EXCELSIOR 147CC JUNIOR PROJECT

Registration no. AT 7891
 Frame no. 8415 Engine no. H3621
 Like most other pioneers of Britain's motorcycle industry, Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham and offered a diverse range of machines in numerous different capacities throughout the 1920s, the smallest - Junior - model being powered by the 147cc Villiers Mark VI-C engine. Acquired by its late owner in 1966, this dismantled and incomplete Junior is offered for restoration and sold strictly as viewed. The machine comes with an old-style continuation logbook and (copy) V5 registration document. We understand that a V5C document has been requested from the DVLA.

£600 - 1,000

€840 - 1,400

No Reserve



211



213



212



214

211

1964 BSA 172CC D7 BANTAM SUPER

Registration no. CPJ 246B

Frame no. D7 40279 Engine no. FD7 1235

Many a mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and upswept handlebars. This particular Bantam Super was acquired by the current owner in April 1995 and restored over the course of the next twelve months. Last ridden in 2014, it has covered only some 200 miles since completion and is described by the vendor as in generally good condition. The machine is offered with sundry restoration invoices and an old-style V5 registration document.

£800 - 1,200

€1,100 - 1,700

No Reserve

212

1965 RALEIGH 49CC RM6 RUNABOUT DELUXE MOPED

Frame no. 6D1044 Engine no. R88178

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. This apparently original RM6 was in running condition when purchased by the current vendor at an auction approximately eight years ago, since when it has not been used. There are no documents with this Lot, which is offered in need of re-commissioning and sold strictly was viewed.

£200 - 300

€280 - 420

No Reserve

213

1964 ARIEL 247CC ARROW SUPER SPORTS

Registration no. 175 XUX

Frame no. T33284G Engine no. T33284G

'Fast, robust and handling like a thoroughbred, the Arrow Super Sports goes into the record as one of the most pleasant sports mounts to pass through our hands in recent years.' - Motor Cycling. Amazingly, despite being given a proper caning for the road test, Motor Cycling's Arrow averaged 68 miles per gallon! Announced in 1959, the Arrow dispensed with its Leader predecessor's enclosure panels and weather protection while remaining mechanically virtually identical. The Arrow was revised for 1961, gaining squish-band, centre-plug cylinder heads. A third model - the Arrow Super Sports, universally referred to as the 'Golden Arrow' after its distinctive colour scheme - was added at the same time. This Golden Arrow was purchased as a 'basket case' eight years ago and totally restored to concours condition. Since completion in 2012 it has covered fewer than 1,000 miles and has won awards at local shows. The machine is offered with MoT to September 2015 and V5C registration document.

£3,500 - 4,000

€4,900 - 5,600

214

1954 ROYAL ENFIELD 250CC 'S'

Registration no. 397 XUF

Frame no. S2092 Engine no. S2092

In 1953 Royal Enfield returned to the 250cc class with a new model: the Clipper. This quarter-litre roadster was obviously out of the same mould as its larger siblings, featuring a cast-iron engine top-end, oil tank integral with the alloy crankcase, and a separate gearbox, the ensemble being housed in scaled down version of the Bullet's swinging-arm frame. Alternator electrics and coil ignition were new departures, however. Introduced alongside it was a cheaper version, the 'S', which used the new engine in the rigid frame of the 350cc Model G. The 'S' was dropped from the range in 1954, making it one of the rarest of post-war Enfields. Acquired by the vendor circa 2009 and kept in dry storage, this 'S' was completely restored in 2014 and is described as in generally excellent condition. The machine comes with a V5C document and an invoice for various works including wheel building, and painting and re-plating of the cycle parts.

£2,000 - 2,500

€2,800 - 3,500



215

C.1965 ROYAL ENFIELD 75CC 'FIVE-SPEED' PROTOTYPE

Registration no. MHU 706F

Frame no. 69038

Engine no. S75/4

This unique prototype motorcycle was produced as part of Royal Enfield's belated attempt to come up with a range of modern lightweights to compete with Honda and Suzuki, which were beginning to make serious inroads into the UK market in the early 1960s. A letter on file from ex-Royal Enfield Chief Draughtsman Reg Thomas states that the first prototype was powered by a five-speed Villiers-built engine and equipped with rubber block suspension. That machine had completed approximately 1,000 miles by the end of November 1963 and Mr Thomas goes on to state that 'the 6-speed 75 or 98 and conventional rear springing (would have come) a couple of years later.' As the machine offered here has conventional rear springing it must be one of those referred to as coming later, though a production version never materialised. 'MHU 706F' was first registered in 1968, two years before Royal Enfield ceased motorcycle production, and was first owned by one Frederick Reginald Lewis of Bristol. He was followed by Roger Smallshire, also of Bristol, and then the current vendor. We are advised that several riders have said that this prototype Enfield is good for 75mph. It is also said to run well and with a fresh MoT is ready for the road. Recent works include re-plating corroded brightwork and replacing the seat cover and foam. The machine is offered with its original logbook and an old-style V5 registration document. A spare engine is included in the sale.

£1,000 - 1,500

€1,400 - 2,100

No Reserve



216

C.1964 ROYAL ENFIELD 75CC 'STEP-THRU' PROTOTYPE

Frame no. X61/575

Engine no. S75/4

This unique prototype motorcycle was produced as part of Royal Enfield's belated attempt to come up with a range of modern lightweights to compete with Honda and Suzuki, which were beginning to make serious inroads into the UK market in the early 1960s. A letter on file from ex-Royal Enfield Chief Draughtsman Reg Thomas states that the first prototype was powered by a five-speed Villiers-built engine and equipped with rubber block suspension. That machine had completed approximately 1,000 miles by the end of November 1963 and Mr Thomas goes on to state that 'the open body would have come soon after', the 'open body' presumably being a reference to the machine offered here. However, the frame-number prefix 'X61' suggests it may have been made earlier. Unlike the lightweight motorcycle, the step-thru used a modified Royal Enfield Ensign 75cc engine with four-speed gearbox. A production version never materialised and this prototype is unique. The Enfield's early history is not known but in 1988 the machine was owned by John Cherry of Henfield, Avon followed by Roger Smallshire of Bristol (1996) and then the current vendor, its owner since 2001. It is believed it may have been registered by the factory as '542 MNP' but the machine is currently not registered. The machine benefits from a new seat cover and foam, and comes with a spare engine.

£700 - 1,200

€980 - 1,700

No Reserve



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217^N

1950 RUMI 125CC TURISMO

Frame no. 5900

Engine no. 1B 8066

Previously producers of miniature submarines and torpedoes in WW2, the firm headed by Donnino Rumi switched to motorcycle manufacture at the war's end, introducing its first 'Turismo' model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel-twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, sport and competizione models, as well as a range of advanced scooters. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. Dating from the first year of production, this Turismo was raced in France in the 1950s. Following restoration, this well preserved machine returned to the road in 2012 and is described by the private vendor as in generally good condition, the engine running well with no untoward noises. Works carried out during the rebuild include overhauling the engine, repainting the rear mudguard, renewing the clutch, replacing the tyres and fitting a stoplight. Nicely patinated and ready to use, it represents a rare opportunity to acquire one of these mythical machines. Accompanying documentation consists of sundry restoration invoices and old French/Austrian registration papers.

£2,000 - 3,000

€2,800 - 4,200



218^N

1956 RUMI 125CC SCOIATTOLO

Frame no. 16202

Engine no. 16281

Previously producers of miniature submarines and torpedoes in WW2, the firm headed by Donnino Rumi switched to motorcycle manufacture at the war's end, introducing its first Turismo model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel-twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, sport and competizione models, as well as a range of advanced scooters. Introduced in 1951, the first of the latter was the Scoiattolo (squirrel), which retained many of the characteristics of Rumi's first motorcycle. Like the contemporary Vespa, the Scoiattolo used a pressed-steel monocoque chassis/body rather than a conventional tubular frame, but employed larger (14") wheels, making it more user-friendly and easier to ride. The model was produced alongside the better-known Formichino scooter until 1957. This 1956 model has the improved four-speed gearbox and Sport cylinders, and is said to be good for 65mph. Delivered new to Switzerland, the machine has been completely restored to original specification and a very high standard. Completed in 2013 and described by the private vendor as in generally excellent condition, it represents a rare opportunity for the dedicated scooter collector to obtain one of these 'must have' models. Accompanying documentation consists of Austrian 'historic' registration papers and a substantial quantity of restoration invoices.

£4,200 - 4,800

€5,900 - 6,700



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



219



221



220



222

219

1965 ROYAL ENFIELD 250CC CONTINENTAL GT

Registration no. CTH 328C

Frame no. 70027 Engine no. CL 12626

Royal Enfield had, in the 'fifties, a reputation as a rather traditional maker of basic bikes. In fact, the company responded more quickly than most to the youth-orientated 'Café racer' market, with their fashionable 'Continental' ranges, culminating with their achingly trendy 'Grand Turismo' shown in November 1964, with its Italian-inspired styling, swept pipes and 'cooling' front wheel flanges. This early example, seemingly with the 'CL' prefix engine from new, is restored to a good standard with the correct silver frame finish. It is running well, with the correct glass-fibre tank and accessories to catalogue specification. Complete with V5C and given the standard safety checks, it should be ready for an Ace Café summer.

£2,400 - 2,900

€3,400 - 4,100

220

1960 TRIUMPH 496CC SPEED TWIN

Registration no. 866 YUY

Frame no. H17842 Engine no. H41254. (See text)

Speed Twin had been the title for Triumph's '500' twin from pre-war days and represented a known and dependable vehicle for the potential buyer. Updated in the 'fifties with a modern frame, the machine's later rear-wheel 'bathtub' enclosure met with both approval and scorn, but did not diminish the sales figures. This privately rebuilt example, well-finished and still bearing its original 'NGP 24' front plate, has had its missing engine unit replaced with one from a later 'Tiger 100', no disadvantage to anyone who wants a good-riding mount at a reasonable price. Complete with V5C and recently used, it should be ready, subject to the usual checks, to take to the road.

£2,200 - 2,400

€3,100 - 3,400

221

1956 NORTON 596CC DOMINATOR 88/99

Registration no. EFA 559

Frame no. 122 66990 Engine no. 76095 14N

Norton's 500cc twin-cylinder engine first appeared in the racing singles 'Featherbed' frame in November 1951 as the Model 88. Introduced for 1956, the 596cc Model 99 was outwardly identical to its smaller brother. Endowed with greater power and higher gearing that enabled it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. The model remained essentially unchanged, apart from gaining alternator/coil-ignition electrics for 1958, until dropped in 1962. This motorcycle is a 1956 Dominator 88 that has been fitted with a Dominator 99 engine dating from 1958. Totally restored from the ground upwards by Weeden Restorations of Coalville, Leicestershire at a cost exceeding £11,000, it has covered only 7 shakedown miles since completion in April 2004 and is described by the private vendor as in generally excellent condition. The machine is offered with restoration invoices, an old style logbook and a V5C registration document.

£5,000 - 6,000

€7,000 - 8,400

222

1954 NORTON 500CC DOMINATOR 88

Registration no. XVS 789

Frame no. 58595 J122 Engine no. 58595 J122 (see text)

Designed by the legendary Bert Hopwood and introduced in 1948, Norton's 500cc twin-cylinder engine appeared in the racing singles 'Featherbed' duplex frame in November 1951, having debuted in the cradle-framed Model 7. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Described by the vendor as in 'good used condition', this example is offered with old/current V5/V5C documents and an email from the VMCC containing details of its factory despatch record. It should be noted that the engine number appears to have been re-stamped.

£4,500 - 5,500

€6,300 - 7,700



223



225



224



226

223

1954 TRIUMPH 498CC SPEED TWIN

Registration no. PSL 717

Frame no. 52413 Engine no. 5T 52413

Although Edward Turner's Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before, but Triumph's established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1954, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. Acquired in 2005 and kept in dry storage, the machine was restored in 2009 and is described as in generally good condition. Offered with V5C registration document.

£4,000 - 6,000

€5,600 - 8,400

224

Property of a deceased's estate

1961 TRIUMPH 498CC SPEED TWIN

Registration no. RSY 295

Frame no. H21062 Engine no. 5TA H21062

'RSY 295' was purchased by the vendor's late husband in March 2011. The Triumph was in generally good condition when acquired but it was felt that some improvement work was needed and the machine was entrusted to local restorers, East Restorations of Navenby, Lincolnshire for attention. Work was carried out on the engine top-end, gearbox, carburettor, ignition system, frame, cycle parts and oil tank, etc (see detailed invoice for £1,330.45 on file). Following the work's completion in June 2011, the Speed Twin saw limited use before being dry-stored from the end of 2013. The engine was last started around the end of 2013 and only minimal re-commissioning - if any - should be required before returning the machine to the road. Accompanying paperwork consists of the aforementioned invoice, a V5C document and an old MoT certificate (expired July 2012). An album of photographs of the restoration work comes with the machine also.

£2,500 - 3,500

€3,500 - 4,900

225

1955 TRIUMPH 498CC TIGER 100

Registration no. UPP 345

Frame no. S60945 Engine no. T100 60945

The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin reappeared in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951 while a swinging-arm frame and 8"-diameter front brake were fitted from 1954 onwards. Triumphs of the Edward Turner era are among the most stylish of post-war British motorcycles, and the Tiger 100 with its handsome all-alloy engine is one of the most charismatic and sought after of them all. This example is described by the private vendor as in generally good condition, its engine running well, though given the fact that it was last taxed in 2001 means that some re-commissioning will be required before returning it to the road. The machine is offered with V5C registration document.

£2,800 - 3,600

€3,900 - 5,000

226

Property of a deceased's estate

1961 TRIUMPH 350CC TWENTY ONE

Registration no. 520 LVO

Frame no. 3TA H25340 Engine no. 3TA H25340

Triumph re-entered the '350' class in 1957 with the introduction of the 'Twenty One', its arrival ushering in Triumph's unitary construction era. Also known as the '3TA', the newcomer was readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure, a feature later applied to Triumph's larger models. With only 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. '520 LVO' was purchased by the vendor's late husband in 2010 and was in good running order when acquired. It was used by him for a time and then dry-stored from the end of 2013. The engine was last started around the end of 2013 and only minimal re-commissioning - if any - should be required before returning the machine to use. Accompanying paperwork consists of a V5C and an old MoT certificate (expired April 2012).

£2,200 - 3,000

€3,100 - 4,200



227



229



228



230

227

1928 BSA 250CC MODEL B28

Registration no. KW 2278

Frame no. 36461 Engine no. B36177

A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank', was used by just about every tradesman whose job required cheap personal transport. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. A three-speed version - identifiable by its black tank - was added for 1926 and then the following year a wedge-shaped tank replaced the much-loved original. This Model B carries a tax disc dated May 1962, which is almost certainly when it was last on the road. Apparently substantially original, the machine features acetylene lighting and comes complete with tool kit and tyre pump. We are advised that it benefits from overhauled forks, relined brakes and clutch, and new wheel bearings. However, the condition of the engine and gearbox is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

£2,500 - 3,500

€3,500 - 4,900

228

1929 LEVIS 247CC '6 PORT'

Registration no. BF 5880

Frame no. 20593 Engine no. 24817

This Vintage-era Levis two-stroke is an example of the sporting '6 Port' model, which was produced alongside the cheaper, four-port Model Z and advertised as 'the 60mph 250cc two-stroke'. A 'barn find' in 2002, 'BF 5880' subsequently underwent a complete 'last nut and bolt' rebuild, which was completed by the previous owner in 2009. It was displayed at the annual 'Levis Cup' event in 2011 but not ridden because of the owner's ill health. The current owner (a relative) acquired the Levis in 2014 and has ridden it on several occasions, though only over short distances, and describes it as in generally very good condition, starting and running well. The two-stroke enthusiast's ideal 'Banbury' mount, this beautiful little Levis is offered with sundry restoration invoices, dating certificate, an old-style logbook and old/current V5/V5C registration documents.

£2,500 - 3,500

€3,500 - 4,900

229

1938 AJS 245CC MODEL 22

Registration no. FVW 746

Frame no. 8202 Engine no. 38/22/5204A

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 Model 22 was one of two new AJS overhead-valve machines introduced for 1935 (the other being the 348cc Model 26) both of which featured a vertical cylinder, twin-port cylinder head and forward-mounted magneto. Enclosure of the valve gear had arrived by 1936 and a single-port 'head' - standard on the competition version - became available later. Production continued until 1940. This Model 22 benefits from recent partial restoration, the mudguards, oil tank and mudguards, etc being repainted in January 2015 and the engine and gearbox examined. Described as in generally excellent condition, the machine is offered with V5C registration document.

£2,200 - 3,200

€3,100 - 4,500

230

1954 MATCHLESS 497CC G80S

Registration no. 135 UXR

Frame no. A10237 Engine no. 54/18S 25639

Associated Motor Cycles announced its post-war range of Matchless and AJS heavyweight 350cc and 500cc 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 motorcycle is a 1954 Matchless that has been fitted with an AJS Model 18 engine dating from the same year. Restored between 2010 and 2014 and presented in commensurately good condition, the machine is offered with restoration invoices, dating letter and a V5C registration document.

£3,500 - 4,000

€4,900 - 5,600

231

1939 MATCHLESS 245CC MODEL G2 CLUBMAN DELUXE

Registration no. NSK 918

Frame no. 3229

Engine no. 39/G2M 4160

Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Midlands, Matchless was based in Plumstead, South London. Early 'Matchboxes' were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Singles were reintroduced in the mid-1920s. As the fashion for 'sloper' models began to wane towards the mid-1930s, Matchless introduced the first of a new range of models with vertical cylinders - the G3 'Clubman' - in 1935. An overhead-valve '350', the G3 was joined for 1936 by the broadly similar 497cc G80 Clubman and tuned G90 Super Clubman, and the 245cc G2 and G2M, all of which continued in production in various guises until 1940. First registered in Scotland and acquired by the current vendor in July 2008, this G2 Clubman Deluxe is said to be 'very pleasant to ride with a good turn of speed up to 65mph'. It benefits from a new rear tyre and a reconditioned voltage controller, and is described as in generally good original condition, though charging is intermittent. The machine is currently taxed and comes with a V5C document.

£4,500 - 5,500

€6,300 - 7,700



232^N

1929 AJS 349CC MODEL M6

Frame no. M 105329

Engine no. M6 105329

After victory in the 1920 Junior TT, AJS's new overhead-valve 350 racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version made its debut in November 1922. 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. The latter's engine incorporated a number of improvements including enclosed rocker gear and dry-sump lubrication, while the frame was redesigned to accommodate a saddle tank, and Webb forks replaced the earlier Druids. This twin-port M6 has been registered in the Isle of Man since May 2005 and in 2007 took part in the TT Centenary Re-enactment, being flagged off by IoM resident Sir Norman Wisdom (see signed photograph on file). The machine has benefited from extensive renovation over the years, as evidenced by numerous invoices on file, and is described by the private vendor as in 'A1' condition. Additional accompanying paperwork consists of an IoM registration certificate, expired MoT (2003) and old V5/V5C documents, though the machine was exported in recent years. It should be noted that the IoM registration is being retained by the vendor.

£6,000 - 8,000

€8,400 - 11,000



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233

1930 AJS 349CC MODEL R6

Registration no. VX 3947

Frame no. 107093

Engine no. R6/107093



Despite the company's mounting financial difficulties, AJS introduced a comprehensively redesigned range for 1930, all models for this year being coded 'R'. This new line-up was notable for including models with fashionable 'sloper' engines for the first time while all the overhead-valve types featured twin-port cylinder heads. These engines 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 6'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 6 continued in production essentially unchanged after the Matchless take-over in 1931, continuing until 1935.

One of the final Wolverhampton-built models completed before AJS's acquisition by Matchless, this rare matching-numbers R6 was restored in 1984 and acquired by the current vendor in December 2008. Since then the original Amal carburettor has been overhauled by Martin Bratby; the badly worn inverted control levers replaced with Bowden levers; and the pattern twist-grip replaced with an Amal straight-pull and correct handlebar rubbers. In addition, the electrics have been converted to 12-volt. Servicing and routine maintenance has included regular oil changes and replacement of the primary chain and clutch shock absorber rubbers. In January 2015 the machine received a full engine oil change, while the chains were cleaned and lubricated and the brakes checked and adjusted. Freshly taxed and described as in generally good condition, the machine is offered with an old-style continuation logbook (1946), a quantity of MoT certificates (most recent expired March 2013), old/current V5/V5C registration documents and a good history file containing previous-owner correspondence, technical literature and other documentation. An Amal Concentric carburettor fitted previously is in the tool box together with a plug spanner.

£7,000 - 9,000
€9,800 - 13,000



1924 TRIUMPH 550CC MODEL SD

Registration no. NR 4790

Frame no. 334483

Engine no. 95345



The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The company was soon involved in racing and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders for 'Trusty Triumphs' for military use.

Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber and formed the basis of the later four-valve Ricardo model.

This Triumph SD was purchased by the vendor in 1958 from Arthur Prince's Garages Ltd in Loughborough. An enthusiast of traction engines and commercial vehicles, the vendor has attended various such shows throughout the UK, taking the Triumph with him. The machine has not been restored but was MoT'd when the test was first introduced. Never taxed, it has only been ridden around the vendor's extensive gardens and at traction shows over the years and will, therefor, require re-commissioning/restoration to a greater or lesser extent before returning to the road. The machine is offered with an old-style continuation logbook and old/current V5/V5C documents. Some gearbox spares and a spare magneto are included in the sale.

£5,000 - 7,000**€7,000 - 9,800**



235
1926 TRIUMPH 494CC MODEL P

Registration no. SV 7256

Frame no. 932892

Engine no. 230716 SOR

A landmark in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills, sidevalve-engined model, the newcomer undercut every other 500cc machine then on sale in the UK. Output was soon running at an astonishing 1,000 machines per week. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives – models N, Q and QA - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake. This example was acquired, dismantled, in late 1997 and restored in 1998, with re-round magneto, re-tubed forks, new tool box, professionally painted cycle parts, re-plated brightwork and reconditioned carburettor, while the lights were wired to run from a battery inside the wooden box on the pannier frame. After completion the machine was ridden in VMCC events including several Banbury Runs, with successful assents of Sun Rising Hill (in 2nd gear). The Triumph has not been used in the last five or six years, having been replaced by a more recently restored machine, but has been started recently. There is some corrosion present at the rear of the fuel tank but no leaks at present, and the machine is described as in generally good, useable condition. Accompanying paperwork consists of sundry restoration invoices, VMCC dating certificate, SORN and V5C registration document.

£5,000 - 7,000

€7,000 - 9,800



236^N

1929 MOTOSACOCHE 378CC PROJECT

Frame no. 1072245

Engine no. A281AK

Founded in Acacias, Geneva in 1901, Motosacoche took its name from Henri and Armand Dufaux's self-contained cyclemotor power unit, literally 'une moto dans une sacoche' or 'engine in a saddlebag'. The 211cc motor was soon being manufactured in substantial numbers and the brothers set up a subsidiary firm to market it in the UK. This led to collaboration with Royal Enfield, who supplied the cycle parts necessary to market a complete machine and used a Motosacoche v-twin engine when they recommenced motorcycle manufacture in 1910. After WWI the Swiss marque's presence in the UK market would be limited to supplying its 'MAG' proprietary engines to other manufacturers. These well-made Swiss power plants were also widely used throughout Continental Europe. The French market was served by a subsidiary factory in Lyon where most engines were manufactured although some batches came directly from Geneva. Motosacoche's characteristic inlet-over-exhaust engines was to last until the end of the twenties when replaced by (mainly) sidevalve types, while for sports and competition use the firm offered a range of overhead-valve and overhead-camshaft units. This Vintage-era Motosacoche rare 'barn find' is offered in need of total restoration. The original Swiss engine turns over, as does the gearbox, and the machine appears substantially complete apart from the piston, gearchange linkage and primary chain case, which are missing. Sold strictly as viewed, it comes with its period's original French "Permis de Circulation". It is offered with a complete spare engine to facilitate its return to the road.

£5,500 - 6,500

€7,700 - 9,100



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237^N

1927 MAGNAT-DEBON 4HP BMS SPORT

Frame no. 49876

Engine no. 61870M

Business partners Joseph Magnat and Louis Debon first came together in the 1890s, setting up a bicycle factory in their hometown of Grenoble. Using a De Dion Bouton engine, the firm built its first motorcycle in 1902. By 1905, when the first volume-produced models were offered for sale, Magnat-Debon was building its own power units. Its motorcycles incorporated many innovative features, such as a telescopic front suspension and overhead valves, and Magnat-Debon prospered in the years leading up to WWI, becoming synonymous with quality and prestige. However, both founders died in 1918 and in the early 1920s Magnat-Debon was sold to entrepreneur Alfred Turpillot, who merged the company with Terrot, another of his recent acquisitions. From 1922 onward, the models became rather similar with only slight difference to justify the different commercial names. This "Type HS 4CV" (350cc) sidevalve-engined Magnat-Debon is thus the twin sister of a Terrot "BMS - 4HP Sport". It was sold new in Wien (Vienna) Austria as evidenced by the plaque on the headstock. After many years off the road, the machine was discovered in Hungary and restored circa ten years ago. We are advised that it is in generally good order and a good runner, with a distinctly sporting character. There are no documents with this Lot.

£5,000 - 6,500

€7,000 - 9,100



238

1926 SUNBEAM 596CC 4¼HP MODEL 7

Registration no. TR 2055

Frame no. 17819

Engine no. 20361

Proud of their founding in 1790, John Marston Ltd., originally 'sheet-metal workers and japanners', made England's finest bicycles from 1887 before car manufacture in 1900 and motorcycle production from 1912. Competition awards for their 2¼hp and 3½hp singles swiftly followed. Always renowned for the quality of their build and finish and, thus, expensive, their First War production was largely limited to the 3½hp and a military '600' for the French Army, developed post-war into the powerful 4¼hp 'Model 7'. Being perhaps Sunbeam's most characteristic model and one which was to stay in production in footboard 'flat-tanker' form until 1932, the un-burstable 'Model 7' attracted a fiercely loyal following amongst riders who frequently kept them 'for life'. Usually with heavy, leaf-spring, forks, it could be specified, as here, with Sunbeam's lighter side-spring girders. Discovered intact and still with its original owner, in 1976, this example was very well-restored before museum display. In the vendor's enthusiastic hands since a Brooks auction in 1998, further restoration and recent documented engine work have been carried out, the Sunbeam being a much regretted sale. Naturally complete with a V5C, its original instruction book, letters, bills and instruction papers, this lovely Sunbeam is ready for the road, subject to the normal checks. It will, of course, be greatly welcomed at both VMCC and MSCR Sunbeam events.

£7,000 - 10,000

€9,800 - 14,000



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239

1923 NEW HUDSON 2 3/4HP 'THREE-FIFTY'

Registration no. ET 2629

Frame no. FS704

Engine no. L23920

The Birmingham firm of New Hudson started out as a bicycle manufacturer. The company's first powered machine of 1903 used a clip-on Minerva engine and this was followed by the first proper motorcycle in 1910. New Hudson made its Isle of Man TT debut in 1911 but major competition success eluded the Birmingham firm until Bert Le Vack took over racing development in 1927, becoming the first man to lap Brooklands at over 100mph on a 500cc machine that same year. New Hudson announced a new range for 1931 but the onset of economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the Autocycle, later built by BSA. The machine offered here is an example of New Hudson's 2 3/4hp (350cc) sidevalve model, which was first introduced in 1923 as the 'Three-Fifty'. 'ET 2629' was restored by motorcycling author Ken Hallworth (founder of 'Old Bike Mart') and one of its previous owners, R C Duwe. Last MoT'd and run in 2012, the machine has been kept in dry storage since then and is described as in generally excellent condition. Accompanying paperwork consists of an old-style continuation logbook (1962), expired MoT and old/current V5/V5C documents.

£5,000 - 8,000

€7,000 - 11,000



240

1924 RALEIGH 3HP SPORTS

Registration no. BF 7193

Frame no. R14559

Engine no. 10142

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular 350cc, 2 3/4hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day. Offered alongside the 2 3/4hp was a 3hp version, available as the Model 7 or Model 8, the increase in engine capacity being achieved by enlarging the bore from 71 to 76mm. A typical Vintage-era Raleigh, this 3hp model is powered by a 399cc single-cylinder sidevalve engine driving via a three-speed Sturmey-Archer gearbox and chain final drive, and would have set you back around £53 when new. Restored in 2014 by the vendor and described as in generally excellent condition, the machine is offered with a V5C document.

£3,500 - 4,500

€4,900 - 6,300

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241

C.1920 DOUGLAS 2¾HP WD

Registration no. CR 4281

Frame no. 43029

Engine no. 41897

This WD Douglas's accompanying old-style logbook (issued 1950) records the date of original registration as 31st January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). This Douglas's engine number suggests a manufacturing date of late 1919/early 1920. 'CR 4281' was acquired as a 'barn find' by the previous owner in 1994 and subsequently underwent a complete rebuild over a 12-month period (see photographs and bills on file). Finished late in 1995, the Douglas participated in most Banbury Runs from 1999 to 2010 when the owner's ill health prevented any further entries. The current owner (a relative) has used the machine on a couple of events in Scotland and describes it as in generally good condition, with engine and transmission in 'perfect order'. Accompanying documentation consists of the aforementioned restoration records and logbook, and old/current V5/V5C documents.

£7,000 - 8,000

€9,800 - 11,000



242^N

1926 DOUGLAS 348CC EW

Frame no. MF6908

Engine no. YE6963

Designed by Cyril Pullin and launched at the Olympia Show in 1925, the Douglas EW was intended to benefit from tax concessions available to lightweights, and so weighed under 200lbs. In typical Douglas fashion, the 348cc engine was a fore-and-aft flat twin, a fixed-head sidevalve with outside flywheel, hand and mechanical oil pumps and BTH magneto ignition. A gearbox mounted behind rather than above the rear cylinder, all-chain drive and a pair of "huge" 8 inch brakes differentiated the EW from its predecessors, as did the handsome sloping fuel tank that replaced the "flat" style used hitherto. As its predecessor, the 350 cc CW, it had the unusual gearchange located in the tank's centre but, unlike the CW, it now commanded a three speed gearbox with clutch. Apparently highly original and unmolested, this EW features acetylene lighting and retains its EIC magneto, Brown & Barlow carburettor as well as all its original accessories. There is a healthy spark, a good compression and the gearbox engage well, so re-commissioning should not be overly difficult. The machine is offered with Netherlands registration papers.

£5,000 - 7,000

€7,000 - 9,800



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Property of a deceased's estate
C.1916 NORTON 490CC MODEL 8
'BROOKLANDS ROAD SPECIAL'

Registration no. SL 9817

Frame no. 2034

Engine no. 16-1315



Having hitherto relied on proprietary engines, Norton introduced its own in 1907. 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 that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's new sidevalve was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. The following year Norton-mounted Jack Emerson easily won the 150-mile Brooklands TT against a field of more experienced competitors (setting three long-distance records in the process) having ridden his machine down from Hull! Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. Tuner/rider D R O'Donovan's work at the Weybridge track resulted in the introduction of tuned 'Brooklands' models in 1913, and these highly developed sports versions continued into the 1920s.

According to its manufacturer, the Brooklands Road Special was 'for those who desire exceptional power and speed for competition in a machine suitable for road work.' The BRS engines were specially prepared by the factory, run-in on the track at Brooklands and 'certified to have exceeded 70mph for a kilo.'

A well-known figure in Vintage motorcycling circles, this BRS's late owner was a talented engineer and keen competitor in sprints and hill-climbs. He owned an diverse collection of machines, one of which - a Silk 700S - is Lot 284 in this sale. Paperwork on file appears to indicate that the Norton was repatriated from Australia in 1977. After passing through the hands of two or three owners, the last of whom was well-known 'flat tank' Norton collector Mick Cox, 'SL 9817' came into the present ownership in 1988. Its late owner used the machine regularly until shortly before his untimely death in 1994, following which it was kept on display inside the house, the engine being turned over at regular intervals. Still carrying its last tax disc from 1994, the Norton has not been started since then and will require re-commissioning and basic safety checks before returning to the road.

Accompanying paperwork consists of three old-style V5 documents; a quantity of expired MoT certificates and tax discs; some catalogue photocopies and miscellaneous papers.

£13,000 - 18,000

€18,000 - 25,000



244

Property of a deceased's estate
1923 NORTON 490CC MODEL 16H

Registration no. AJ 9069

Frame no. 7301

Engine no. 4824

Having hitherto relied on proprietary engines, Norton introduced its own in 1907. 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 updated for the next 30-plus years, many seeing service with Allied forces in WW2, before taking its final bow in 1954. This particular 16H was supplied new in 1923 to Mr E Rutter of Witton Park, Bishop Auckland and remained in his family's ownership until its acquisition by the late owner in 1981 (letter of receipt available). Meticulous restoration has been ongoing for the last 30-plus years but, sadly, the owner's untimely demise has left the project incomplete. Nevertheless, only relatively minor works are left to do, and the machine comes with the parts required to complete it, including control cables and acetylene lights, the latter un-restored. Accompanying paperwork consist of the aforementioned letter and old/current V5C registration documents.

£12,000 - 14,000

£17,000 - 20,000



245^N

1930 NORTON 490CC MODEL 20

Registration no. EBW 24A

Frame no. 41162

Engine no. 11745

Like the majority of its contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. Penned by James Lansdowne Norton himself and first seen in prototype form in 1922, the overhead-valve Norton racer made little impact in that year's Senior TT, though at Brooklands D R O'Donovan raised the world 500cc kilometre record to over 89mph using the new motor. A road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. A slightly more expensive twin-port variant - the Model 20 - joined the line-up for 1930 but before long Norton's essentially Vintage range would be comprehensively revised. In 1931 the sidevalve and overhead-valve models were extensively redesigned, dry-sump lubrication and a rear-mounted magneto being standardised. There were further improvements made to the engine throughout the 1930s, including enclosure of the valve gear and a foot-change gearbox by the decade's end. The Model 18 was revived when Norton recommenced production in 1946, but the deleted twin-port Model 20 was destined to remain but a fond memory. Restored in 2008, this most attractive Model 20 is described by the vendors as in generally good condition and offered with a V5 registration document, though the machine was exported in recent years.

£14,000 - 18,000

£20,000 - 25,000



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246

1930 NORTON 588CC MODEL 19

Registration no. VE 3679

Frame no. 588 - 40401

Engine no. 46830

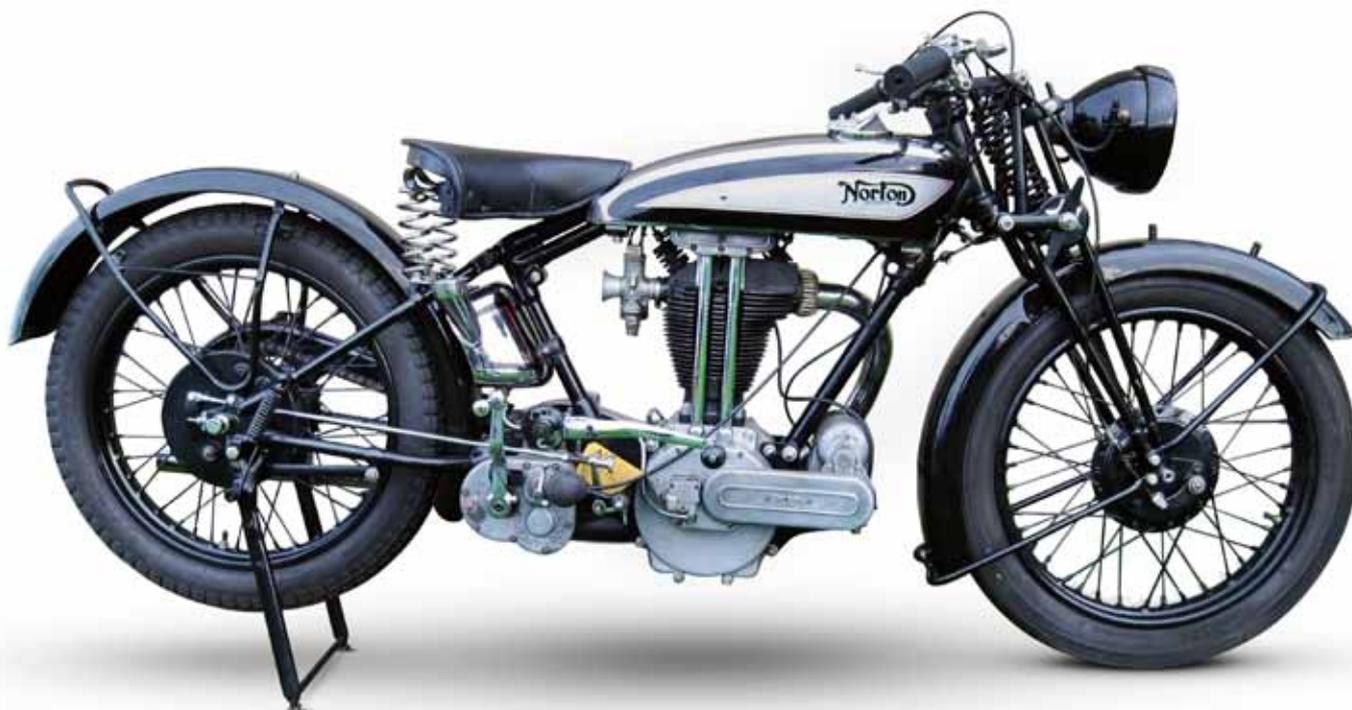


Just as Norton's first overhead-valve production motorcycle - the Model 18 - had used the same 79x100mm bore-stroke dimensions of the existing sidevalve-engined 16H, so the larger-capacity but otherwise similar overhead-valve Model 19 used those of the 588cc Big 4 sidevalve, at 79x120mm. Intended to appeal to the sidecar man with a yen for high performance, this long-stroke engine quickly established itself in its maker's chosen role, Norton-mounted riders Walker and Tucker finishing 2nd and 3rd respectively in the inaugural Sidecar TT of 1923, an event George Tucker duly won for the Bracebridge Street manufacturer the following year. In 1926 a Model 19 outfit successfully completed 100 ascents of Bwlch-y-Groes in North Wales before undertaking a run from Lands End to John O'Groats, a feat of outstanding reliability and endurance that enabled Norton to retain the Maudes Trophy. The Models 18 and 19 retained their essentially Vintage characteristics until 1931 when the range was extensively redesigned. A 'matching numbers' example of this rare model, 'VE 3679' was in need of total restoration when acquired by the vendor in 2006. Photographs in the document file show the machine's poor condition at that time.

Restoration work commenced immediately after purchase and is still ongoing; indeed, when the Norton was consigned and photographed for the Stafford Sale catalogue, there were still some items needing to be finished and/or fitted. The vendor assures us that the few minor items unattached will be fitted in time for the sale, including the electric lights. The latter will be fitted but not wired up, and a new wiring harness will accompany the machine. Repainting and re-plating were entrusted to local experts in their respective fields, and the engine and gearbox were both rebuilt by Ian Jennings of Bradford. The magneto was professionally rebuilt also. As with the CS1, Lot 244 in this sale, the vendor is only parting with the Model 19 to fund his family's Vintage Morgan racing campaign. Due to the fact that 'VE 3679' has only just been restored, and not ridden, it is recommended that a new owner carry out basic safety checks before returning the machine to the road. Accompanying paperwork consists of a V5C registration document, sundry restoration receipts and invoices, and a Science Museum letter confirming the machine's details taken from the Norton factory despatch records.

£14,000 - 16,000

€20,000 - 22,000



247

1929 NORTON 490CC CS1

Registration no. UH 6586

Frame no. 34304

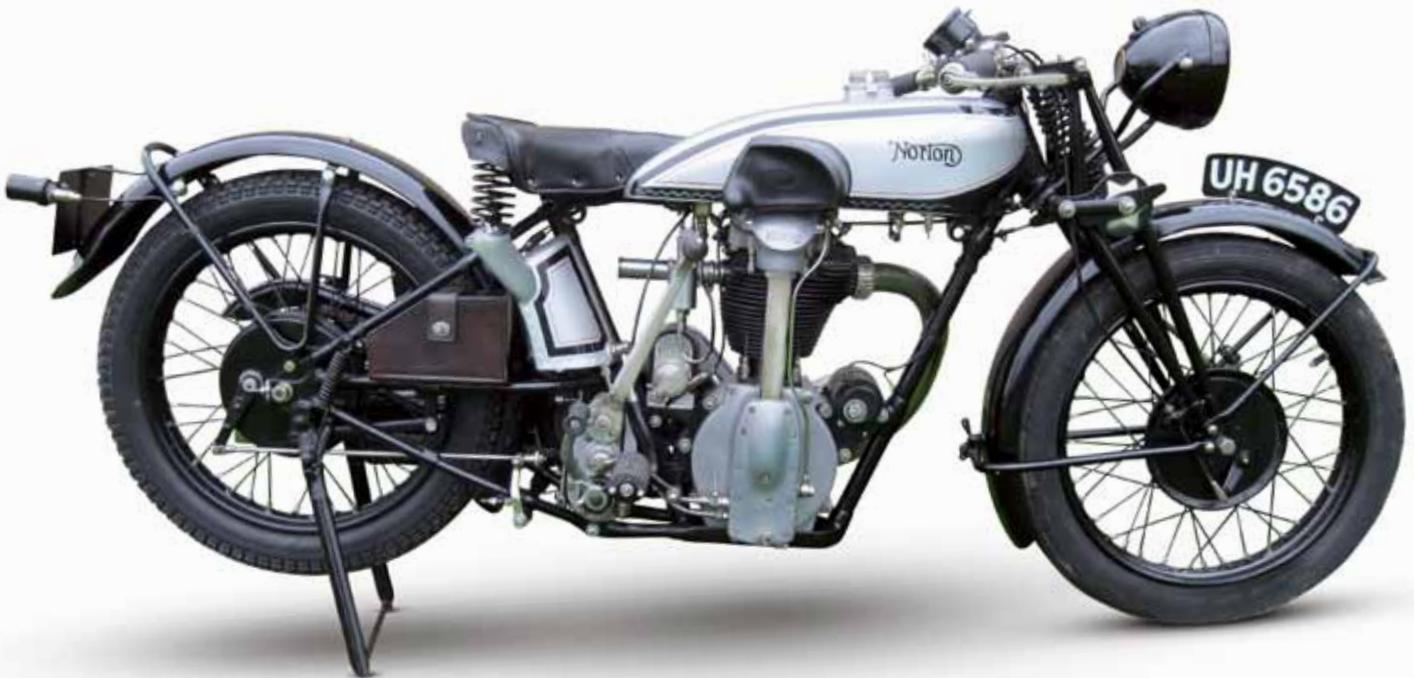
Engine no. CS41059



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the introduction of its first overhead-valve design in 1922, and the resulting Norton Model 18 was a big success on the road. On the racetrack however, Velocette had shown the way forward when its overhead-camshaft KTT romped away from the field in the 1926 Junior TT, and Norton responded with its own similar engine the following year. Designed by Walter Moore, the Norton motor retained the firm's traditional 79x100mm bore and stroke dimensions, employing bevel gears and a vertical shaft to drive the cams in KTT fashion. The cycle parts too were new, a cradle frame and saddle tank appearing for the first time on the works CS1 racer, which scored a debut win in the 1927 Isle of Man Senior TT with Alec Bennett riding. The production version of the new CS1 duly appeared at the Motor Cycle Show later that same year and continued as Norton's top-of-the-range sports machine until the introduction of the International. Today this rare landmark model is one of the most sought after of all Norton motorcycles.

When found and acquired by the late Don Law in the 1990s, this 'matching numbers' CS1 was complete and original, albeit in need of restoration. It passed from Law to the immediately preceding owner, who between 2000 and 2003 carried out the restoration to the excellent standard seen today. In 2009 the Norton was purchased by the present owner as a present to himself on a 'significant' birthday. The vendor has run 'UH 6586' on only a few occasions and over short distances, and has now decided to part with it to fund his family's Vintage Morgan racing campaign.

In view of the machine's limited use since restoration, it is recommended that a new owner carry out basic safety checks before returning it to the road. Accompanying paperwork consists of a V5C registration document together with a Science Museum letter confirming the machine's details taken from the Norton factory despatch records
£20,000 - 24,000
€28,000 - 34,000



248^N

C.1920 LEA-FRANCIS 3½HP

Registration no. BH 8083

Frame no. A1563

Engine no. 2C10 43040



Already established as a maker of bicycles of the finest quality, Coventry-based Lea-Francis turned to motorcycle manufacture in 1912. Their first model was a refined touring machine notable for its advanced chain drive and two-speed gearbox - this at a time when most other machines were belt-driven single-speeders - that featured deeply valanced mudguards and full enclosure of both drive chains. To save time and reduce development costs a proprietary engine was used, the chosen power unit being the 3¼hp JAP, a 50-degree v-twin of 430cc. Weighing just 220lbs and aided by its two-speed transmission, the new machine proved particularly effective at hill-climbing, a valuable asset at a time when motorcyclists were frequently forced to complete ascents by pushing their mounts. The quality of workmanship and engineering were on a very high level, comparable to the exemplary standard set by John Marston's Sunbeam machines.

The company wasted no time in capitalising on the model's strengths, and in 1913 entered the Scottish Six Days Trial and the A-CU Trial, gaining a gold medal in the former and a gold and silver awards in the latter, in which event one of the 'Leafs' was timed at 53mph. The fully equipped machine was priced at £68 5s, and one of Lea-Francis's first customers was the playwright George Bernard Shaw. After WWI the customer could choose between JAP or MAG-engined twins of 3½hp, while in 1922 a 5hp model was added to the range. In 1924 when motorcycle manufacture was ended in favour of the car side of the business, Lea-Francis had completed just 1,500 machines. Of these, around twenty are thought to survive, four of which are Veterans.

Believed to date from circa 1920, this MAG-engined example was restored in 1995 and is described by the vendors as in generally good condition. The machine is offered with an old V5 registration document, though the machine was exported in recent years.

£14,000 - 18,000

€20,000 - 25,000



249^N

1926 SAROLEA 494CC MODEL 23M

Frame no. 13150

Engine no. 30567



Belgium's premier marque, Sarolea was founded in 1850 when Joseph Sarolea set up a small workshop in Herstal for the manufacture of small arms (like BSA in Britain) but these were not sold under the 'Sarolea' name. In 1892 the firm diversified into making bicycles, which were marketed as 'Royale Sarolea'. After Joseph Sarolea's death his children carried on the family business and in 1895 hired Martin Fagard, who for the next 50 years would be the driving force behind the company. A small series of de Dion-Bouton powered tricycles was made around 1898 but these were not a big success. Then, around 1901, Sarolea built its first powered two-wheeler by attaching a 250cc single-cylinder engine to one of its bicycles.

Series production commenced soon after, following an order for 1,000 Sarolea engines from Britain, and the supply of proprietary engines, both singles and v-twins, would continue to be an important part of Sarolea's business for many years. In 1902, Sarolea introduced its first production motorcycle, powered by a 381cc single-cylinder engine, and from then onwards the firm grew steadily, becoming one of Europe's leading motorcycle manufacturers by the start of WWI, during which Saroleas were supplied to Allied forces.

In the early 1920s AJS had conclusively demonstrated the superiority of overhead valves, and in 1923 Sarolea followed suit, introducing the Model 23G, a sports roadster capable of 75mph. Saroleas of the 1920s and 1930s looked very British in appearance, and these stylish, well-engineered machines helped establish the marque's reputation for excellence. With their advanced overhead-valve technology, Saroleas were natural candidates for competition use, being raced extensively by the works and top privateers throughout Europe. The firm's first major international successes came in 1923 when it won the prestigious Liège-Nice-Liège road race and the Belgian Grand Prix. The following year a production version of the works racer - the 23M - was used by Guido Premoli to win the gruelling Tour of Italy and many further successes would be gained at international level before the factory withdrew from racing at the end of 1926.

Restored in 2013, this rare Vintage-era overhead-valve sports model is described by the vendors as in generally very good condition and offered with Italian registration papers.

£18,500 - 22,500

€26,000 - 32,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

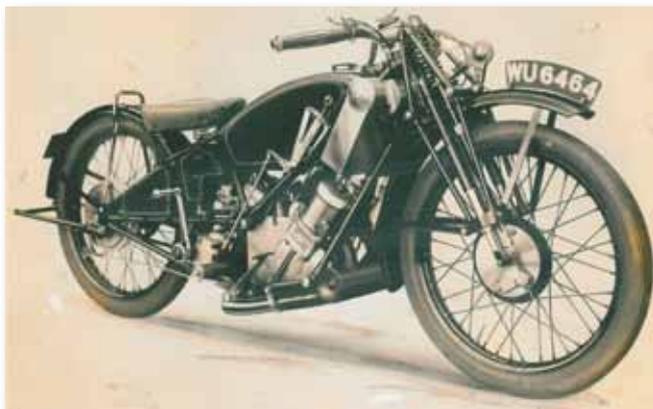
250

1926 SCOTT 498CC TT RACING MOTORCYCLE

Registration no. WU 6464

Frame no. 3

Engine no. TT3 (see text)



The MotorCycle TT practice report 10 June 1926. © Mortons Archive

The Scott factory had a wonderful record in the Isle of Man prior to the outbreak of war in 1914. They won the Senior TT in 1912 & 1913, and Tim Wood was leading the 1914 race when the failure of his Bosch magneto caused his retirement. They also set the fastest lap in each of these three years. When racing recommenced in the twenties they still had some fine results: 3rd & 4th in 1922, 2nd in 1924, but by this time they were beginning to fall behind the fastest four strokes.

The iconic watercooled two stroke twin engine was virtually a Scott trademark throughout their existence, but prior to the 1926 TT practically every machine had featured their tried and tested two speed gear. For the 1921 TT they had coupled the two speed gear with a separate two speed gearbox thus creating a four speed transmission, but it can't have been a great success because they went back to two speeds for the 1922 race.

However, the three works Scotts which arrived on the Island for the 1926 race were unlike anything which had gone before. So groundbreaking were they that in their practice report of June 10th 1926 The MotorCycle devoted considerable space to the new Scotts including a photograph of this machine, WU 6464. The engine would have been familiar, but the frame, forks, tank, and three speed transmission were radically different from the earlier two speed racers. The whole machine was substantially bigger and heavier. These new Scotts were the template for the new Flying Squirrel which was launched at Olympia later in the year and which, with various fairly minor changes, stayed in production at Shipley until the factory closed in 1951.





The MotorCycle 28 February 1957. © Mortons Archive



Jack Welsby, Senior TT, 1926.

Scott's 1926 TT riders were Harry Langman, Ernie Mainwaring, and Jack Welsby. By the end of the first lap Langman and Mainwaring were both out, but Jack Welsby rode WU 6464 to 18th place in the seven lap race. Many years later he wrote to Bob Currie who published the following account of Jack's race in The MotorCycle of 18th April 1957: "On the third lap, he recalls, he took the jump at Ballig Bridge at too high a speed, and the resulting jolt on landing stripped every tooth from the second-gear pinion. From then on the Scott was ridden in top gear only, a feat which placed quite a handicap on braking and cornering. Ramsey had to be negotiated in short, sharp skids, while Welsby was able to make the Mountain climb only by playing tunes with the clutch – which he fully expected to burn out at any moment. However, it was strongly constructed, and stood the racket with only minor protest." The same article tells us that in practice "Welsby was timed at 92.2 mph on the Sulby Straight, and the drop to Hillberry was made at 107 mph".

Jack Welsby had written to Bob Currie after reading an article published on 28 February 1957 entitled 'The Squirrel Flies Again'. Mr. Leslie Deacon of Margate had written seeking more information about an old Scott which he had bought for £12. Bob Currie was able to identify the machine as Jack Welsby's race bike from thirty one years earlier, and the story took up a complete page of the magazine.

The vendor's late husband acquired this historic Scott in 1963. Last run in 2010, it will require the usual re-commissioning before being used. It is believed that the crankcase was changed at some time prior to 1957. The machine is offered with a current V5C, a continuation buff log book dating from 1948, copies of the 1926 TT practice report & the two 1957 articles mentioned above, two original letters to Mr. Deacon from The MotorCycle, copies of photos from the Isle of Man in 1926, and one of the machine in 1957 which was published with Bob Currie's article at that time, and an MoT certificate from 2010.

£14,000 - 18,000
€20,000 - 25,000





251

Property of a deceased's estate
1926 NORTON 500CC MODEL 18

Registration no. FM 4576

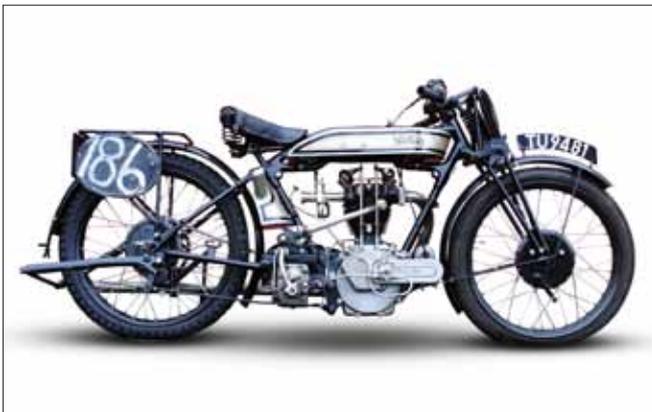
Frame no. 32171

Engine no. 26208

Despite the recent death of founder, James "Pa" Norton, the Birmingham firm were nevertheless proceeding quite satisfactorily in the mid-1920s, and in fact secure no less than three wins in the Senior TT, in 1924, 1926, and 1927 respectively, thanks to Stanley Woods and a remarkable 'double' by Alec Bennett. It should be noted that in its first four years of production the Model 18 underwent a series of chassis improvements, particularly in respect of larger brake drums, albeit a foot type gear change was still over the horizon. (Note the low slung hand-change gear lever which, in period, daredevil riders would operate with their knee.) Finished in silver and gun-metal livery the ostensibly complete machine was built by Norton guru Dr George Cohen, an exercise in which the brief was almost certainly that the machine should be completed in a 'track-ready' specification, borne out by the slim pillion pad, an enormous Brooklands can, and the race plate cum fly-screen attached to the forks. Dr Cohen has also authenticated the bike as a genuine 1926 model in a letter to the owner, dated April 2009. The tax disc expired in May 2011, which would indicate that, following its reconstruction, the Norton has been ridden. A visibly handsome machine which, even while stationary, exudes an image of rapid motion! A V5C is supplied.

£18,000 - 22,000

€25,000 - 31,000



252

Property of a deceased's estate
1928 NORTON 500CC MODEL 18

Registration no. TU 9481

Frame no. TBA

Engine no. 29789

Until Norton's overhead camshaft models got into their all conquering stride, circa 1930, it was the long-running ohv Model 18 – first introduced in 1922, and remaining in production until 1954 – that was regarded as the firm's sportiest over the counter machine. (Norton's model numbering system can be confusing but, for the record, it should be noted that a Model 19 – begun in 1926 at 588cc, and increased to 596cc in 1932 – was sold alongside the Model 20, announced in 1930, which was identical to a Model 18, but with a twin port exhaust!) Very little historical information is available for the TU-registered Model 18, which is finished in the traditional silver and black, plus a charismatic red coach line. This is a near-finished, but slightly incomplete restoration project, sold strictly as viewed. The primary chain case for instance is still in primer, there are as yet no controls or cables, and it is our duty to advise that the rear stand is damaged. Although fitted with front and side race plates it is not known to what event the numbers refer. Amongst the items on file is a copy of the County of Cheshire registration dates, a Roy Bacon dating letter, some relevant invoicing, and a V5C document. (Incidentally, the TU registration number often be-graced various famous Bentley automobiles, which were of course produced in nearby Crewe.)

£10,000 - 14,000

€14,000 - 20,000



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253

Property of a deceased's estate

1926 AJS 500CC G8

Registration no. SO 2710

Frame no. 88448

Engine no. 88448

AJS were designed and manufactured by the Stevens family in Wolverhampton until 1931, and enjoyed a good momentum through the early and mid-1920s, undoubtedly helped by their Junior/Senior TT 'double' victory in 1921, two outright Junior wins in 1920 & 1922, nor forgetting a raft of fastest laps by Jimmy Simpson between 1923 and 1928. After the move to, and absorption by, Matchless at Woolwich in the early 1930s the south London firm is to be credited with retaining autonomy for AJS under the difficult conditions prevailing, which eventually led to WWII. In their 'Wolvo' period – during which time Ajay 4-strokes were of relatively sober appearance – they gained an enviable reputation for reliability and, as with Norton and Velocette, the firm's successful ohv range was further enhanced with the introduction of an ohc competition engine before the end of that decade. Although not fitted with a lighting set the black and gold AJS – which is equipped with a bulb horn and a pair of carrier-mounted tool cases – was ridden in the 2010 Banbury Run. Compression is reported as "good", and the Lucas magneto provides a satisfactory spark but, before further use, the machine will require a thorough mechanical check. Accompanied by a clutch of former MOT certificates the last Road Tax disc expired May 2011. A V5C and an old style RF60 log book are also supplied.

£10,000 - 12,000

€14,000 - 17,000



254

Property of a deceased's estate

1914 TRIUMPH 550CC MODEL C

Registration no. AP 2872

Frame no. 250195

Engine no. 30804 TTU

Triumph motorcycles were definitely quite mechanically advanced leading up to the start of WWI, during which conflict over 25000 examples of their H model were reputedly used by the military, justifiably earning the firm its contemporary sobriquet; Trusty Triumph. The C model had but 18 months in production, and was swiftly superseded by the Model H, mainly due to the later machine's separate bolt on gearbox, and the fact it dispensed with pedals. Although the C model's rear hub transmission and its pedals were directly inherited from the humble bicycle it was already possible by 1914 to visualise the direction in which the much sturdier 'motor bicycle' was going. The AP machine is nevertheless a very worthwhile 'part-finished' restoration project, within which the wheels and certain other components appear to have been completed. Some of the chassis' tinwork has been stripped, awaiting the appropriate attention, but there is yet a need to source one or two still missing items. A Binks carburettor, a Bosch magneto, and a 60 mph Cowey speedometer are in place, however, but close inspection of the whole machine is clearly necessary. On the documentary side of things the list includes a V5 and V5C, a quantity of expired MOT certificates, and a May 1983 Dating Certificate (No: 615) from the Sunbeam MCC Pioneer Register.

£6,000 - 10,000

€8,400 - 14,000



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255

Property of a deceased's estate

1922 REX ACME 1000CC

Registration no. PX 6579

Frame no. 8/71861

Engine no. 71861

Rex Motorcycles were established in Coventry at the turn of the century. After merging with the Coventry Acme Motor Co in the early 1920s they were thereafter known as Rex Acme, albeit all motorcycle production was discontinued in 1933. In the 1920s a Rex Acme was usually distinguished by its taper-shaped purple fuel tank, adorned by a distinctive 3-legged logo, deliberately intended to remind potential purchasers of their past and present TT activities. Whilst Rex Acme were indeed quite frequently on the IOM leader-board it wasn't until 1925 that that tank badge was fully justified, on which occasion Wal Handley won the Junior, Lightweight, and Ultra Lightweight TTs! He followed this with a second Lightweight victory in 1927. It is reported that the bottom end of the Rex Acme has been reconditioned, but further work on the engine of this slightly incomplete, partly assembled machine remains outstanding. It is understood that a generator is missing from the CAV lighting system, but the industrial size klaxon can be seen in position. Currently without any background history, the machine was however SORN-ed until 2012, and is offered with a V5 & V5C, and a clutch of previous MOT certificates. Virtually all post WWII v-twins (with brakes and gears etc) have a considerable charm; in this case the (eventually) finished machine, with its neat cosmetic lines, should hold an especial appeal.

£4,500 - 5,500

€6,300 - 7,700



256

Property of a deceased's estate

C.1959 MV AGUSTA 150CC

RAPIDO SPORT PROJECT (SEE TEXT)

Frame no. RS850333

Engine no. RS-850253

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - MV followed up in 1954 with the similar - although overhead-valve - Gran Turismo 125. Similar models in other capacities followed, the first 150cc offerings appearing in 1959. Like their larger siblings, the small MVs were very expensive - at around £200 the Turismo Rapido cost as much as a British 500 - which explains why so few of these the exquisitely engineered little bikes were sold in the UK. At time of cataloguing it had not been possible positively to identify this dismantled MV single, though its general appearance and 'RS' frame/engine stampings suggest that it is a 150 Rapido Sport dating from circa 1959, notwithstanding the '59 RS 125' written on the fuel tank. There are no documents with this Lot, which is sold strictly as viewed.

£800 - 1,200

€1,100 - 1,700

No Reserve

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



257



259



258



260

257

Property of a deceased's estate

1959 NORTON 500CC ES2 CAFÉ RACER

Registration no. 568 HVK

Frame no. 493687

Engine no. 50220 HC

That a street model Norton can be modified to Café Racer spec is a considerable compliment to its original specification, inasmuch the frame, forks, wheels, and engine are deemed suitable for such an upgrade. Little is known about this dismantled Newcastle-registered machine other than that the crankcase and wheels appear to have been reconditioned. Whilst many of the major components do indeed exist there are clearly a number of parts not included. As an unfinished conversion, however, this is a project worthy of completion; potential constructors will be encouraged that appropriate oil and fuel tanks, plus a 'sporty' seat pan, are part of the package. The gearbox number is: N17016. A V5C and an expired MOT certificate are also available.

£1,500 - 1,800

€2,100 - 2,500

No Reserve

258

Property of a deceased's estate

NORTON 'MANX' PROJECT

Engine no. 7478

This Lot consists of a modern – and very light in weight – replica of a Norton Featherbed frame (maker unknown), a selection of overhead-camshaft Norton engine components including 350-model crankcases dating from 1947, and various other parts. The latter include a valuable, brand new Mick Hemmings five-speed gearbox, while the fact that the flywheel assembly is wrapped in plastic suggests that it may have been reconditioned. There are no documents with this Lot, which is sold strictly as viewed. An excellent basis for a classic competition bike or stylish café racer.

£1,500 - 2,000

€2,100 - 2,800

No Reserve

259

Property of a deceased's estate

1957 DUCATI CUCCILOLO 50CC MODEL 55

Registration no. 678 AAU

Frame no. 308485

Engine no. 311713

Italy's dinky Cucciolo (Little Pup) engine was initially produced as a 50cc 'bolt-on' attachment for bicycles in 1945, enjoying a healthy demand from the outset due to the inherent reliability of its 4-stroke engine. Manufacturing was transferred to Ducati in 1947, who later introduced a fully integrated 3-speed design in a pressed steel frame, with rear suspension. Engine capacity was also gradually increased from 60cc, via 65cc, to 100cc. It is believed that almost a million Cucciolos were produced before production ceased in 1958. Although offered in an incomplete and dismantled condition some of the outstanding chassis work appears to have been completed, including a reconditioning of the motor. Registered in Nottingham the ahead-of-its-time Ducati is accompanied by a copy of its old-style log book.

£400 - 600

€560 - 840

No Reserve

260

Property of a deceased's estate

1985 YAMAHA 50CC MS-50

Registration no. C421 NRN

Frame no. Not Located

Engine no. 17J 1323855

Yamaha's moped range suffered from being overshadowed in the UK by the Honda step-through. Yamahas were seen as an expensive minority machine though owners were extremely happy with their quality. The MS 50 was a 'step-through' commuter machine, rarely seen in the UK. Two-stroke, of course, it had a two-speed, automatic gearbox and a totally-enclosed shaft-drive, BMW-style. With a 'clean' shape it is ideal as occasional transport or for racking behind a motor-home. This lightly-used example, bought by its late owner in 2007 and last taxed in 2011 has only 3101 miles recorded and is in immaculate condition. Offered with V5C documents, old MOT certificates and matching top-box, it will be ready, following necessary safety checks after storage, to take to the road again.

£400 - 600

€560 - 840

No Reserve

1911 DOUGLAS 2¾HP MODEL D

Registration no. FH 347

Frame no. 549484

Engine no. 1711

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success that resulted in the firm obtaining a wartime contract for the supply of military machines. Douglas' success continued after The Great War.

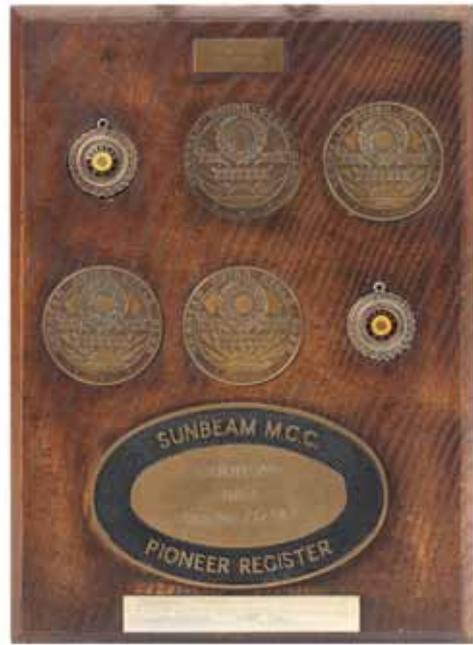
This early 340cc Douglas was first registered on 22nd July 1911 and most unusually every single owner over succeeding 104 years is known and recorded, together with the duration of their ownership. 'FH 347' is on the Sunbeam MCC Pioneer Register having been awarded Pioneer Certificate No. 353 in January 1958, at which time it was thought to be 1910. However further research by the current owner, using original Douglas catalogues and archives held by Gloucestershire Council, indicates manufacture in 1911, although 1910 models are very similar, with only detail differences.

The fortunate owner who first put it on the road was Leopold Victor Gough of 26 London Road, Gloucester. It then changed hands on 16th September that same year, passing to a resident of nearby Cheltenham, John Henry Chesterman of 43 St George's Street. A couple of years later, on 12th February 1913, Mr J Douglas Pearson of Greville Lodge, Cheltenham acquired the Douglas. Possibly Mr Pearson upgraded to a larger machine as by 19th May 1913 a new owner, David Lewis of Blacklaines Farm, Birdlip, Gloucestershire was tackling the local hills on 'FH 347'. The Douglas remained at Mr Lewis's farm until after the First World War when yet another local man, Christopher Hoggett of Whiteway Colony, Stroud, acquired it on 5th March 1919.

A year later, Frank Edwin Burgess of Holloway Sanatorium, Virginia Water, Surrey (believed to be a doctor) bought the Douglas and was to keep it for some 26 years. He garaged the motorcycle in large lockup premises belonging to the hospital (photographs on file) and in the same wooden building was a car. Around 1946 a local repair garage, Hayes Bros (Automobile Engineers) was called upon to look at the car (ownership unknown) in Sandy Lane, Virginia Water. George Hayes, the proprietor, spotted the 1911 Douglas under the workbench and acquired it from Mr Burgess after contacting him. George Hayes intended to put the Douglas back on the road for the then increasingly popular 'Pioneer Run'. There was one snag: in the intervening years the magneto had been removed (presumably some time after 1926 as Mr Burgess continued to use the Douglas until that year). George Hayes also had to locate a saddle.

The magneto fitted to these early Douglases is a particularly unusual type with advance/retard lever attached to it. George Hayes advertised for this particular Bosch magneto (Type DAI) and eventually Percy Clare of the famous Clare's Motor Works of Knights Hill, South London came to the rescue (see letter dated 28th March 1957 from George Hayes to Percy Clare). Amazingly, this latter was found in historic papers from Clare's Motor Works already in the possession of the current owner! Fitting of the all-important correct magneto enabled a Pioneer Certificate to be obtained and the Douglas successfully participated in its first Pioneer Run (riding number '167') a couple of months later in March 1958. Mr Hayes rode the Douglas in the 1960, 1961 and 1963 Pioneer Runs and others subsequently.





George Hayes (standing) Eddie Renham (on the Douglas), 1911.

The Douglas then earned a rest for two decades until local trials enthusiast and near neighbour of George Hayes, Eddie Renham of Egham, Surrey purchased the machine and rode it many times on the Pioneer Run during the 1980s and on into the early 2000s. The current vendor has owned 'FH 347' since 2007 and has kept the engine turned over and occasionally started it. Further research on the machine's Gloucestershire history has been undertaken during this period.

Several 1st Class Pioneer Run awards (medals) and pennants are included in the sale together with an oak plaque displaying some of the early medals this motorcycle has earned. Also included is a plaque denoting the Douglas's inclusion on the Pioneer Register, which can be affixed to the machine. 'FH 347' also comes with a most substantial history file containing comprehensive overhaul/restoration details (correspondence, receipts, photographs, etc), old-style logbook, V5/ V5C documents and numerous Pioneer Run programmes.

£7,000 - 10,000
€9,800 - 14,000



C.1908 ZENETTE 3½HP FORECAR

Engine no. 5873



Purchased at Brooks' Olympia Sale in April 1995 (Lot 634), this unusual machine had had much work done prior to purchase, the restorer's hand-written details of which are included in the document file. The engine was rebuilt; new wheel rims, tyres and tubes fitted and the suspension reconditioned, as was the Gradua gear, steering and brakes. While much had been done, it was still a 'work in progress' when purchased in 1995 and required finishing. Catalogued at that time as 'c.1904/1907', it was acquired by the vendor in the hope that it could be dated as 1904 and used on the London to Brighton Veteran Car Run. However, no further work was carried out and the machine remains in similar condition to the last time it changed hands, having been dry-stored since acquisition. The 1995 catalogue description stated that the Zenette had previously formed part of the Lips Collection in Holland.

'Zenette' was one of the brand names used by the London-based Zenith Motor Engineering Company, which had commenced motorcycle production in 1905 with the Zenith Bicar. The latter was a development of the 'Tooley's Patent Bicar', named after its inventor, which was a strange device featuring a horizontal tubular frame and hub-centre steering. The Tooley had been exhibited at Crystal Palace in February 1905 by Messrs Bitton and Harley of Great Yarmouth, and Mr Bitton would go on to become Zenith's works manager.

Zenith was soon offering a three-wheeled forecar – the 'Tricar' – which, according to its maker, was 'constructed on the "Zenith Bicar" double-frame spring suspension principle,' the latter introduced for 1907. That same year engineer Frederick Barnes joined the company (he would later invent the famous 'Gradua' gear) and one of his first contributions was the more conventional Zenette, another design available with either two or three wheels. Engines used by Zenith at this time were the single-cylinder Fafnir and twin-cylinder JAP and Sarolea.

This machine has the aforementioned sprung frame, Fafnir engine and Gradua gear, the latter first made available for 1908. The accompanying VMCC dating certificate states the manufacturing date as 'Before 1914' and describes the machine erroneously as 'Tooleys'. Requiring further restoration work and sold strictly as viewed, the machine comes with the aforementioned restoration details; a photocopy of a 1909 Zenith catalogue; various photocopies of early The Motor Cycle articles; and miscellaneous papers. Also included is a spare Fafnir single-cylinder engine.

£4,500 - 6,500

€6,300 - 9,100



263

1913 NEW HUDSON 6HP BIG SIX

Registration no. ML 5997

Frame no. 5714

Engine no. 1011



Birmingham-based New Hudson started out as a bicycle manufacturer in the Victorian era. The company's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. The first model powered by an engine of its own make arrived in 1911 and New Hudson made its Isle of Man TT debut that same year. However, major competition success eluded the Birmingham firm until Bert Le Vack took over racing development, becoming the first man to lap Brooklands at over 100mph on a 500cc machine in 1927. Le Vack's mount was powered by a development of New Hudson's own overhead-valve engine that had first appeared at the Isle of Man TT in 1924, and this handsome power unit was also used by the factory team in the 'Island' in 1927, works rider Jimmy Guthrie finishing the Senior race in second place. New Hudson announced a new range for 1931, but the onset of economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA.

The magnificent motorcycle offered here is a rare example of New Hudson's 770cc Big Six, which was a new introduction for 1913. New Hudson manufactured the Armstrong three-speed hub gear and one of these is fitted to this machine. 'ML 5997' was found un-restored in Italy where it is believed to have been used for hill climbs and time trials until being damaged in the 1920s. The machine was acquired by the immediately preceding owner in 2005 and restored over the next four years to original condition. Carried out by recognised specialists in their respective fields, the work included reconditioning the magneto, overhauling the hub gear and rebuilding the front forks as well as repainting, re-plating, etc.

Purchased by the vendor at Bonhams' Stafford Sale in October 2009 (Lot 479), 'ML 5997' has not been started or used on the road since then but has been dry-stored and remains in much the same condition as at the previous sale. Only light re-commissioning should be required before it returns to the road. Accompanying paperwork consists of an old-style V5 document; expired MoT and tax disc (2009); Pioneer certificate; and a list of restoration work carried out by the previous owner.

£15,500 - 18,500

€22,000 - 26,000



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264
1901 LA TORTUE 1 3/4 HP

Registration no. BS 8377
 Frame no. G29228
 Engine no. 807

The basis of this machine is an original Le Brutus 'clip-on' engine and carburettor found in a hayloft close to the town of Bala in North Wales. The barn belonged to Mr Edward Watkins who was the first motorcyclist in the town and registered a Bradbury in 1907. Using a copy of an early advertisement for a La Tortue motorcycle as inspiration (the firm used Le Brutus engines), the engine has been expertly mounted in a contemporary bicycle frame acquired from the National Cycle Museum, Llandrindod Wells, thus recreating an evocation of an early 'Pioneer' machine. Newly fabricated parts include the fuel tank, control levers, nameplate, belt rim, rear stand, ignition coil and jockey pulley. The name 'La Tortue' is particularly apt; while the machine is quick to start and simple to ride, progress is best described as tortoise like, with significant amounts of pedalling assistance required to maintain progress. La Tortue is eligible for the VMCC Banbury Run and completed the short course for Veterans in 2006, but is not eligible for a Pioneer Certificate on account of the quantity of new parts it incorporates. Offered with VMCC dating certificate and V5C registration document, this unique machine would make a wonderful addition to any private collection or museum exhibition illustrating the ingenuity of the nascent French motorcycle industry.

£4,000 - 6,000
 €5,600 - 8,400



265
1913 DOUGLAS 2 3/4 HP TOURING

Registration no. Y 1660
 Frame no. 10966
 Engine no. 9353

Douglas, situated far from the motorcycling mainstream in Bristol, started manufacture of their characteristic 'flat-twin' or 'boxer' engined machines, with 'fore and aft' cylinders, in 1907 and were thus an experienced company when they scooped up 1st., 2nd., and fourth positions in the 1912 Junior T.T. Their winning formula of lightweight, reliable, easy to start and ride motorcycles ensured extensive contracts for military machinery in WW1 and carried them successfully through to WW2 and after. Their range before 1914 can be hard to identify with certainty, being based entirely on variations of this successful formula. This particular Douglas, described originally only as a 'Touring' model, but thought to be a 'Model D', was purchased the year after that T.T. victory and was registered on 18th August 1913 in Somerset. It has an absolutely perfect provenance, having been owned by the original buyer, his son and his grandson, who is the vendor. In original trim, with worn and patinated finish, Y 1660 is complete with its original equipment, some detached. Inspection will be a pleasure for Douglas enthusiasts. Documentation includes the original 'Copy of an Entry in the Register of Motorcycles', the log-book under the 1921 Act, period and contemporary photographs, manuals and Pioneer Certificate No 1423 all in the machine's history file. Complete with V5C, this veteran, with three Pioneer Runs to its credit, will be much sought-after.

£7,000 - 10,000
 €9,800 - 14,000



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266

1921 TRIUMPH 225CC JUNIOR

Registration no. U 3601

Frame no. 259363

Engine no. 3140-5

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc (4hp) model in 1914. One of Triumph's new introductions for 1915 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 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 its late owner in the early 1970s. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (1960), expired MoT (1964) and (copy) V5 registration document. We understand that a V5C document has been requested from the DVLA.

£3,000 - 3,600

€4,200 - 5,000



267

1920 INDIAN 7HP POWERPLUS

Registration no. BF 7156

Frame no. 71R619

Engine no. 71R619

Development of the Powerplus twin had been initiated after Harley-Davidson trounced Indian in the 300-mile Venice road race in the spring of 1915, chief designer Charles Gustafson suggesting that a well-designed sidevalve ought to prove good enough to beat the Harleys. The 42-degree v-twin configuration of the existing Oscar Hedstrom-designed F-head engine was retained, but with side valves and increased use of roller bearings. Gustafson's intuition did indeed prove correct, the new 61ci (1,000cc) twin proving more powerful than its predecessor right from the start, hence the 'Powerplus' name. This particular Powerplus was previously owned by a New Zealander who did not return from naval service in WW2. In 1969 the Indian was discovered on a farm at Masterton, NZ and reconditioned, going on to participate in many events in New Zealand and Australia including the Otago VMCC and Australian Maryborough and Warragul rallies. Re-commissioned to UK roadworthiness standard in 2014 by Pete's Bikes of Chatteris, Cambridgeshire, the Indian is described as a thoroughly reliable, well-sorted and capable rally bike. Offered with dating certificate and V5C registration document, it would make a perfect mount for this year's Banbury Run.

£16,000 - 20,000

€22,000 - 28,000



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268

**Ex-TG Meeten, Scottish Six Days Trial
1932 FRANCIS BARNETT 150CC LAPWING**

Registration no. PJ 4550

Frame no. B24758

Engine no. GY695

Beginning in the mid-1920s Tommy Meeten gained many successes astride small capacity Francis Barnetts at Brooklands, the IOM TT, the Scottish Six Days Trial (SSDT), and many other prestigious events. These results were mainly achieved on 150/175cc Villiers-engined machines – occasionally fitted with a sidecar – and undoubtedly helped promote the Coventry firm at a time when the motorcycle market was extremely sluggish. Equally commendable was the completion of a 1,000-mile run by ‘Barnett-mounted Mrs Meeten, whose fuel consumption averaged a remarkable 196 mpg. The 148cc Lapwing was introduced as a “high quality utility model”, priced at £24 15s, in late 1931. It was not unusual at that time for highway models to be used in full-blooded competition events; Tommy Meeten is thus pictured beside PJ 4550 (while mending a puncture) in Motor Cycling’s May 24th report of the 1933 SSDT. The history trail then goes cold on this interesting twin-port, black and brown machine until purchased by the vendor in a restored condition some 25 years ago. A lifelong F/B enthusiast he has ridden it just once, at the Great Dorset Steam Fair in the early 1980s. Although TG Meeten is one of three owners in the accompanying RF60 Log Book no details of the bike’s earlier refurbishment are available. Given its rather sober 2-tone paintwork the little Barnett’s appearance clearly belies of what it was once capable! With V5, a clutch of period cuttings, plus an original 1932 32-page Hints & Spares booklet.

£4,500 - 6,000

€6,300 - 8,400



269^N

1937 RUDGE 499CC ULSTER & SIDECAR

Frame no. 59680

Engine no. to be advised

The full potential of Rudge’s four-valves-per-cylinder design was slow to emerge but in 1928 Graham Walker’s works 500 became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary ‘Ulster’ sports model. Early engines deployed parallel valves in a pent-roof combustion chamber, then in 1930 a trio of 350s appeared at the Isle of Man with radially-disposed valves, the new arrangement demonstrating its superiority when Rudgets finished 1, 2, 3 in the Junior TT. The next development was a ‘head for the 500 featuring parallel inlet valves and radial exhausts, and this arrangement debuted on the works bikes for 1931, its chief advantage being reduced complication. The Ulster though, along with the TT Replica 500, sported a fully radial ‘head for 1932 only before reverting to the semi-radial arrangement, which was fully enclosed after 1935. With their willing engines, excellent handling and powerful, linked brakes, the Rudgets of the late 1930s are among the most enjoyable of pre-war motorcycles to ride. This Ulster combination benefits from an extensive overhaul of the engine, together with other works, which was undertaken by ‘British Sauce’ of Sannois, France in 2008 (see detailed bill for €5,074 on file). The machine also comes with a French Carte Grise and copy of a magazine article featuring it.

£12,000 - 15,000

€17,000 - 21,000

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270

1938 TRIUMPH 498CC SPEED TWIN

Registration no. CVF 348

Frame no. TH 6903

Engine no. 8-5T-13769

Its accompanying old-style buff logbook reveals that this Triumph Speed Twin was owned by a Mr Bossey of Diss, Norfolk in 1945 and that it enjoyed three further owners (all in Suffolk) before being purchased in Kesgrave by the immediately preceding owner in the late 1960s. The machine was fully restored (engine included) by Mr Peter Clark - a London-based restorer - in 1970 and had been conserved but not used subsequently when it was offered for sale at Bonhams' Stafford auction in April 2010 (Lot 330). It was purchased there by the current vendor, re-commissioned and MoT'd, receiving fresh oil and new brakes, tyres and an Amal Monobloc carburettor. Post re-commissioning the Triumph's first outing was to the Isle of Man in July 2011 to take part in the 'Mountain Challenge' celebrating 100 years of the Senior TT (event programme on file). 'CVF 348' has been used only occasionally in dry weather since then and is described as in generally excellent condition. Representing a rare opportunity to acquire a pre-war example of one of the most influential motorcycles of all time, this beautiful Speed Twin is offered with the aforementioned logbook and V5C registration document. A spare oil pump, timing pinions, a post-war gearbox, the original carburettor and an original instruction manual and parts book are included in the sale.

£12,000 - 14,000

£17,000 - 20,000



271

57 miles since restoration

1948 TRIUMPH 498CC SPEED TWIN

Registration no. EBD 848

Frame no. TF 17965

Engine no. 5T 93375

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared in 1937, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1948, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. Despatched new to a dealer in Market Harborough, the Triumph was acquired by the current owner in 2007 having been restored in 2004, since when it has covered only 57 miles. The machine is described by the private vendor as in generally excellent condition, though it will require re-commissioning and the customary safety checks before returning to the road. Accompanying paperwork consists of an old-style continuation logbook (1962), (copy) old V5 and V5C registration document. We are advised that the VMCC has confirmed that the frame and engine numbers match.

£6,000 - 8,000

£8,400 - 11,000



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272
1935 NORTON 490CC 'ES2 SPECIAL'

Registration no. JAS 743

Frame no. 24153

Engine no. 62968

This handsome 'ES2 Special' was built up using components from various sources and ages, commencing around 2000, with the build completed and the machine registered on an age-related plate in 2002. Components are all Norton, with the exception of some proprietary parts and the Honda TLS front brake. The frame is from an early post-war ES2 while the rebuilt and re-sleeved engine is from a 1935 Model 18, incorporating big valves, an enlarged inlet tract and a higher than standard compression ratio. Other noteworthy features include a rewind magneto and dynamo; electronic voltage regulator; new Amal Concentric Mark 1 carburettor; re-chromed brightwork; new wheel rims; stainless spokes; and professionally repainted cycle parts, while the silencer is a 'Brooklands Can' with the unsightly external flanged join removed and an internal baffle fitted. In addition, the speedometer has been re-calibrated; the fuel tank lined with an ethanol resistant coating (Frost); and most of the fittings and fastenings are stainless. Since completion the Norton has been used regularly in VMCC events up to the end of the 2014 season. Started recently and described as in generally good, useable condition, the machine is offered with VMCC dating certificate, V5C registration document, a quantity of expired MoT certificates, and various items of associated literature. It should be noted that an 'anti-sumping' valve has been fitted.

£5,000 - 7,000

€7,000 - 9,800



273
C.1947 NORTON 490CC MODEL 18

Registration no. DAY 931

Frame no. EA3 3217

Engine no. 55018 J4

Like the majority of its contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. The vendor acquired this Model 18 in May 1981. 'DAY 931' was restored around eight years ago but has not been ridden since, and thus will require re-commissioning, including a fresh battery, and the customary safety checks before returning to the road. The machine is offered with V5 registration document. It should be noted that the engine is an ES2 unit dating from circa 1954.

£3,500 - 4,500

€4,900 - 6,300



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274

1959 NORTON 490CC ES2

Registration no. XSL 565

Frame no. N4 78347

Engine no. 78346

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of an alloy cylinder head (1955), swinging-arm rear suspension (1957), alternator electrics (1959) and the slim-line version of the Featherbed frame that same year. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless. This example was purchased as an incomplete auction lot (frame, engine, hubs, etc) by the vendor's late father-in-law and rebuilt by him, the work being carried out at least 15 years ago. Registered on an age-related plate in 2001, the Norton was last MoT'd in 2002/2003 and has not been used since then, though the engine has been turned over occasionally to keep the piston free. Offered in need of re-commissioning and sold strictly as viewed, the machine comes with Norton Owners Club dating letter, two expired MoTs and a V5C document.

£2,000 - 2,500

£2,800 - 3,500



275

1953 VELOCETTE 349CC MAC

Registration no. NNX 998

Frame no. RS 2081

Engine no. 18648

In 1933 Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250: the MOV. The newcomer's engine was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox incorporating the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. This MAC had already been restored when it was purchased by the current vendor's late father-in-law in the early 90's. Since then, the engine has been run occasionally. The current owner has not attempted to start the engine but has turned it over to keep the piston free. Offered in need of re-commissioning and sold strictly as viewed, the machine is offered with DVLC letter, two old MoTs (most recent expired 1997), V5C document and its original logbook recording an engine number different from that shown above, indicating that the unit has been changed at some time.

£2,800 - 3,200

£3,900 - 4,500



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276
1963 BSA 646CC A10 GOLDEN FLASH

Registration no. 667 UYC
 Frame no. GA7 12809
 Engine no. DA10 13685

A new 650cc twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. The existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unit construction. Like the A7, the A10 was available with either a rigid frame or plunger rear suspension. Named 'Golden Flash', the new 650 was strikingly finished in pale beige metallic. Perennially popular, the model was updated with the swinging-arm frame and separate gearbox for 1955 and continued in production until 1962. Modified in 'café racer' style, this late A10 comes with its original logbook confirming matching registration, frame and engine numbers. Owned by the current vendor since 1973, it was used regularly until the mid-1980s and then ridden more sparingly up to 1995, since when it has been dry stored. We are advised that the engine was professionally rebuilt around 1,000 miles ago and that the machine was ridden recently to the local motorcycle workshop to be fitted with a new Lucas magneto and Amal Concentric carburettor. Accompanying paperwork consists of the aforementioned logbook and old/current V5/V5C documents.

£2,500 - 3,500
€3,500 - 4,900



277
1961 ROYAL ENFIELD 700CC CONSTELLATION

Registration no. UWM 700
 Frame no. 10198
 Engine no. SB10971

UWM 700 was purchased by the vendor in 1995, appearing to be in need of restoration. However, when work commenced, the engine was found to be in remarkably good condition when stripped, and the excellent main bearings were retained, as were the standard bore pistons which were refitted with new rings, and the bores honed. Big end shells were replaced as a matter of course. All the cycle parts were repainted, the wheels were rebuilt with new rims and spokes, a new seat was fitted, and some of the brightwork was re-chromed. The forks were fitted with new seals. New exhaust pipes and silencer were sourced and fitted, as were cables. Brake shoes were also renewed and the magneto rebuilt. A new centre stand was also fitted in place of the old worn one. The 'Connie' has not been used on the road since the restoration was completed, but the machine has been kept in dry storage since, and started at regular intervals to ensure it remains in useable order. In view of the lack of use since restoration, it is recommended that a new owner carry out basic safety checks before taking to the road. Paperwork consists of a V5C, together with the original RF60 buff log book showing the date of first registration as 10th July 1961 in Southport. Also present are some photographs of the restoration in progress, plus some of the restoration-related invoices.

£3,500 - 4,500
€4,900 - 6,300



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278

Property of a deceased's estate
Ex-Royal Signals Motorcycle Display Team
1969 TRIUMPH 490CC T100P

Registration no. TUE 43G
Frame no. T100P AC09977
Engine no. T100P AC09977

Originally built to police specification, this T100P originally formed part of the famous Royal Signals Motorcycle Display Team (RSMDT), also known as the 'White Helmets', which for the last 80-plus years has toured the country giving displays of daredevil stunt riding. The Team was formed in 1927 at the British Army Signal Training Centre in Yorkshire, its members being recruited from within the Regiment's despatch riders. They have had many names in the past and only adopted the name 'White Helmets' in 1963. The machine comes with numerous event programmes and photographs documenting its history with the Team, together with a display board. These include images of the machine being ridden through hoops of fire and bursting through brick walls! When he left the Army, its rider took the Triumph back to his home in Darlington, where it remained until purchased by the current registered keeper in January 1979. Restored to its present excellent condition in 1980, the ex-RSMDT Triumph has since been ridden regularly and exhibited at shows all around the UK. The machine comes with aforementioned documentation, a workshop manual and old/current V5C registration documents.

£4,500 - 6,500
€6,300 - 9,100



279^N

1970 TRIUMPH 649CC TR6 TROPHY

Frame no. TR6 DD46510
Engine no. TR6 DD46510

International Six Days Trial successes in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6, introduced for 1956. The bigger Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburettor T120 Bonneville, whose specification in all other respects it closely followed. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance. The Trophy continued in this form when Triumph's 650cc twins changed to unitary construction of the engine/transmission in October 1962. Styling and mechanical updates coincided with the Bonnie's from then onwards. By the decade's end the larger Triumphs had arrived at what most enthusiasts agree is the models' ultimate incarnation and today late, pre-'oil-in-frame' 650s such as this one are becoming increasingly sought after by collectors on both sides of the Atlantic. We are advised that this example has not been used since its full restoration to 'as new' condition, which was undertaken in Holland in 2012. The machine is offered with Netherlands registration papers.

£5,000 - 6,000
€7,000 - 8,400



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



280
1958/59 TRIUMPH 649CC T120R BONNEVILLE

Registration no. 159 XUL
 Frame no. 021156
 Engine no. T120 021156

Built in 1958 and first registered in 1959, this 'Tangerine Dream' Bonnie was purchased in August 2011 from a Kent-based collector as an unfinished project. '159 XUL' is described by the vendor as in generally excellent condition, benefiting from a total restoration only completed in June 2014. Works undertaken include rebuilding the engine with a re-bore and new piston, plus new big-end bearings and nuts/bolts, main bearings, small-end bearings, valves and valve guides. The gearbox likewise has been rebuilt with new bearings, and the clutch and primary chain are new also. Other noteworthy features include a restored competition magneto; reconditioned dynamo and voltage regulator; new fork stanchions, bushes and oil seals; new wheel bearings, steering head bearings and swinging arm bushes; new brake shoes; new wiring harness; restored speedometer; and overhauled carburettors. We are advised that the engine has been turned over, using rollers, and showed good oil pressure. However, it has not been started and the usual adjustments and fine-tuning will be required to bring the machine to perfection. Accompanying documentation consists of a VMCC dating certificate and a V5C registration document.

£12,000 - 14,000
 €17,000 - 20,000



281
1968 TRIUMPH 649CC T120 BONNEVILLE

Registration no. ULR 787F
 Frame no. DU 83264
 Engine no. DU 83264

Post-WW2, Triumph of Meriden were wedded to the ohv 'twin' and to their diminutive Terrier and Tiger Cub. Most of their big sellers were variations on a similar theme, selling to a loyal public who appreciated the beefy torque of the twin in comparison to the then small-capacity Japanese offerings. Always enthusiastic in competition, Triumph's essays on the famous salt flats, aimed at boosting American sales, resulted in 1958 in their most famous twin, the T120 'Bonneville'. At first a high-compression, twin-carb. version of the Tiger 'Ton-ten', the 'Bonneville' rapidly became the model to which enthusiasts aspired, gaining along the way a duplex frame, more highly tuned engines and, to the regret of old hands, a much improved unit-construction engine and 'box' in 1962. The model remained to the end of Meriden production and the original 'Bonneville' has been in demand ever since. ULR 787F is a particularly good example of that later 'Bonneville', coming from a long-term enthusiast owner. A former VMCC Stafford Show stand exhibit, it is running very well, is in immaculate condition and is to original, undisturbed specification. Fitted with the very good twin-leading-shoe front brake, it copes happily with today's traffic. Expected to have an MOT by sale-time and complete with V5C, workshop manual and assorted papers it will be, as a Bonneville always is, ideal for the coming summer's riding.

£7,900 - 9,900
 €11,000 - 14,000



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1965 TRIUMPH 649CC T120 BONNEVILLE

Registration no. CCB 929C

Frame no. T120 DU15418

Engine no. T120 DU15418



Perhaps the most iconic, glamorous, and recognizable motorcycle of the 1960s, the Triumph Bonneville's style, flair, and performance made most of its competitors look staid by comparison. Even the Bonneville model name was more exciting than the competition.

Flamboyant two tone petrol tanks and mudguards were featured in most years, and the 1965 finish of Pacific Blue and silver was surely one of the most attractive colour combinations in the Bonneville's long history.

This immaculate matching numbers 1965 Bonnie has been in the long term ownership of the vendor since 1992. It is now being offered for sale following the recent death of his mother. The subsequent sale of the parental home has resulted in a considerable loss of storage space requiring a thinning out of his collection.

Between 1992 & 1994 it was the subject of a magnificent, comprehensive, no expense spared restoration by the extremely able owner. The engine, gearbox, cycle parts, electrics, and cosmetics were all rebuilt with meticulous attention to detail. The crank was dynamically balanced by Basset Down Balancing. Other features of the restoration are genuine new old stock Dunlop wheel rims, correct new old stock Lucas switches, correct 389 Amal Monobloc carburettors, and a new wiring loom. A photographic record of the restoration is included in the sale. This Bonnie looks as fine today as it did when the rebuild was completed.

It is a T120 which is as good on the inside as it is on the outside. Freshly MoT'd this February, the Bonneville is accompanied by a number of old tax discs and MoT certificates as well as a factory workshop manual and parts catalogue.

£6,000 - 8,000**€8,400 - 11,000**

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

283

1972 TRIUMPH 750CC X75 HURRICANE

Registration no. FWW 961L

Frame no. TRX75 KH00212

Engine no. V75V KH00212



Back in 1969, BSA-Triumph's US distributors asked motorcycle styling guru Craig Vetter to create a customised BSA Rocket 3 that would capture the free-wheeling, laid-back approach to biking best exemplified by the 'chopper' and popularised worldwide by the movie Easy Rider, released that same year. With its slightly raked frame, extended front fork, upswept three-pipe exhaust system and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in '72, the BSA brand name was moribund and Vetter's creation had become a Triumph, though one that kept the Rocket 3's inclined cylinder block. Apart from the change of badge, the production Hurricane remained remarkably faithful to Vetter's original vision. One of the motorcycling icons of the 1970s, the limited edition Hurricane was produced for little more than one season and today is highly sought after.

According to the factory despatch records, this particular Hurricane was built on 20th September 1972, the second day of production, and is thus one of the very first to be completed. It was despatched from the factory on 29th December 1972 to the Triumph Corporation in Baltimore, USA and had one owner in Novato, California up to 1999. Flown to New Jersey and put into storage, it remained there until acquired by the current vendor in 2004 and air freighted to the UK. Since its arrival in this country the Hurricane has been kept in a heated basement and was last running on the road in 2008. Off the road for the last seven years, it will require re-commissioning and the customary safety checks before further use. The machine is offered with TR3OC dating certificate, expired MoT (2009) and a V5C registration document. A rare opportunity to acquire an original and un-restored example of this pioneering 'factory custom'.

£15,000 - 19,000

€21,000 - 27,000



Property of a deceased's estate; one owner from new
1977 SILK 700S MARK 2

Registration no. PAU 413R

Frame no. 700S/2/44

Engine no. 500/SS/1X & 700S/2/46 (see text)



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.

This ultra-rare British two-stroke was purchased new by its late owner in 1977. He received a sales brochure from Silk in January 1977, subsequently placing an order for the machine with a £100 deposit in February of that same year. The balance of payment was invoiced in July 1977 and the machine delivered that month (see correspondence and invoice on file).

Following delivery, the Silk was used on the road and also extensively in sprints and hill-climbs. So much so that an exchange of information commenced between the owner and George Silk on the tuning and performance of the machine. The culmination of this development work was the provision of what is believed to be one of only two special 500cc short-stroke engines built by Silk. This short-stroke motor was duly installed in 'PAU 413R' and remains in it to this day. Used in competition, the new engine was believed to produce more power with less vibration at high revs.

As mentioned in the description of the owner's 1916 Norton BRS (Lot 243 in this sale) he passed away in 1994. Following his death the Silk was kept on display inside the house and the engine turned over at regular intervals. The machine has not been started since that time and, in view of the lack of use in recent years, will require re-commissioning and basic safety checks before returning to the road or track. With one owner from new, the Silk has covered only 5,720 miles since it left the factory.

Accompanying paperwork consists of the aforementioned correspondence and original sales invoice; an old-style V5 document; an expired MoT certificate; two sales brochures; an owner's handbook/file; and miscellaneous invoices/papers. The original 653cc engine is included in the sale also.

£5,500 - 7,500

€7,700 - 11,000





285

Property of a deceased's estate

1968 VELOCETTE 499CC VENOM THRUXTON

Registration no. SHN 306F

Frame no. RS19566

Engine no. VMT 696

Production race successes, notably in the Thruxton 500 Mile event prompted Veloce Ltd to adopt that name for their newly introduced top-of-the-range sports roadster in 1964. Based on the existing Venom, the Thruxton featured a tuned engine with revised big-valve cylinder head, Amal GP carburettor, clip-on handlebars, rear-set footrests and a twin-leading-shoe front brake as standard equipment. Although much admired by the café racing fraternity, the Thruxton's necessarily high price limited its appeal to a select handful of wealthy connoisseurs. It is thought that as few as 1,100 were made 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 matching-numbers Thruxton was supplied new by The Kart House of Darlington to Norman Robson of Crook, County Durham. The late owner, only its second in almost 50 years, acquired the machine some 25 years ago and meticulously restored it to its present 'as new' condition. Completed some ten years ago, the Thruxton has been run and exhibited at shows all over the Northeast of England. The machine is offered with its original logbook, Velocette Thruxton Machine Register letter and a V5C registration document.

£13,000 - 16,000

€18,000 - 22,000



286

The ex-Martyn Ashwood

1966 AERMACCHI 250CC ALA D'ORO RACING MOTORCYCLE

Frame no. 66CR 6046

Engine no. 66CR 6046

Aermacchi is a household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever: the Ala d'Oro (Golden Wing). Alberto Pagani's 9th place on the 250cc version's Dutch TT debut in 1960 demonstrated the bike's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix. Although the pushrod Aermacchi never won a World Championship race it did achieve a number of 2nd places, Alan Barnett's in the 1970 Junior TT on importer Syd Lawton's bike being one of the most memorable. Boasting matching frame and engine numbers, this highly original Aermacchi Ala D'Oro was raced by short-circuit star Martin Ashwood in the late 1960s and early '70s. Purchased by noted Yamaha tuner and entrant Ted Broad, it was later bought by British Petroleum's motor sport manager Les Thacker and raced by his son Euan in classic events. Tuned by the late Syd Lawton, it was kept in its original 250cc capacity and not converted for 350cc events. The machine retains its original and rare Borrani alloy wheels. Although fitted with conventional race footrests, it also comes with the folding Daytona-style footrests and an owner's handbook with Dell'Orto carburettor settings and recommendations for gearing at British circuits.

£5,000 - 6,000

€7,000 - 8,400



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287

NORTON 350CC MANX REPLICA

Frame no. RER-1

Engine no. 305

Back in 1969, BSA-Triumph's US distributors asked motorcycle styling guru Craig Vetter to create a customised BSA Rocket 3 that would capture the free-wheeling, laid-back approach to biking best exemplified by the 'chopper' and popularised worldwide by the movie Easy Rider, released that same year. With its slightly raked frame, extended front fork, upswept three-pipe exhaust system and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in '72, the BSA brand name was moribund and Vetter's creation had become a Triumph, though one that kept the Rocket 3's inclined cylinder block. Apart from the change of badge, the production Hurricane remained remarkably faithful to Vetter's original vision. One of the motorcycling icons of the 1970s, the limited edition Hurricane was produced for little more than one season and today is highly sought after. According to the factory despatch records, this particular Hurricane was built on 20th September 1972, the second day of production, and is thus one of the very first to be completed. It was despatched from the factory on 29th December 1972 to the Triumph Corporation in Baltimore, USA and had one owner in Novato, California up to 1999. Flown to New Jersey and put into storage, it remained there until acquired by the current vendor in 2004 and air freighted to the UK. Since its arrival in this country the Hurricane has been kept in a heated basement and was last running on the road in 2008. Off the road for the last seven years, it will require re-commissioning and the customary safety checks before further use. The machine is offered with TR30C dating certificate, expired MoT (2009) and a V5C registration document. A rare opportunity to acquire an original and un-restored example of this pioneering 'factory custom'.

£16,000 - 20,000

€22,000 - 28,000



288

2010 NORTON MANX

Registration no. 561 YUH

Frame no. 3.61

Engine no. 72665

When Norton's Manx 'featherbed' frame made its official debut at the Blandford Camp Whit Monday race in May 1950, it was never foreseen just how many different engines this superbly designed chassis would accommodate over the next 60 years, though it is fair to say that a single cylinder 'cammy' Norton is still the ideal fitment. Of attractive appearance the machine's specification contains a selection of proven Norton components modified and assembled during a 16-year gestation period, from which has emerged a superb example of a road-going Manx. The bottom end is sourced from a 1957 International to which is attached a new barrel (plus new piston, big end, main bearings, valve springs etc), fitted with a 'bronze skull' cylinder head dating from 1949. The sohc engine is installed in a 1961 Manx frame, incorporating a John Tickle swinging arm. The 5-gallon fuel tank is baffled, and the quality menu continues with a TT carburettor, a BTH competition magneto, and 4LS front brake. Equally noteworthy are the stainless steel spokes and alloy rims fore and aft, the neat central oil tank, a replica Manx seat, and the exposed spring front forks. Crucially, the close ratio gearbox is fitted with an all important kick-start lever. Given the engine has been restored and rebuilt by Ron Lewis the overall impression is of a compatibly kitted, one-off, high performance machine, coupled with Norton's traditionally timeless appearance. Supplied with V5C, a VMCC Dating Certificate, and a quantity of bills for the work involved.

£20,000 - 22,000

€28,000 - 31,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

Ex Isle of Man, 1949 Junior Clubman's TT
1949 NORTON 350CC INTERNATIONAL
MODEL 40

Registration no. UMT 39

Frame no. D10 22101

Engine no. D10 22101



Towards the end of 1930, the Arthur Carroll-designed overhead-camshaft engine was introduced on Norton's CS and CJ road models, and in 1932 these were joined by a new top-of-the-range sports roadster - the 'International' - that bore a closer resemblance to the works racers and was equally at home on the racetrack. Although based on the works racers, the 'Inter' could be ordered with refinements such as lights and a kickstart-equipped gearbox if the customer so desired. By the time production halted in 1939 the Inter was being built with four-speed foot-change gearbox and plunger rear suspension (the so-called '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.

Norton factory records held by the VMCC show that this Model 40 International was despatched to agent R Way in London, with special notes recording 'Clubmans TT'. Registered 'UMT 39', a Middlesex mark, the Norton was supplied to one R Briscoe on 29th May 1949 and ridden by him in that year's Isle of Man TT Junior Clubman's event, finishing 10th. There is a photograph on file of Briscoe and the Norton awaiting the start on Glencrutchery Road. Subsequently returned to road trim, it was acquired by the current vendor in 1997 and is described by him as 'a delight to ride, the perfect touring machine'. The fork seals were renewed, the rear brake shoes replaced and an 'anti-sumping' valve installed a few years ago but the machine has not been used since because the vendor's arthritis-afflicted knees make riding painful. Highly original and nicely patinated, 'UMT 39' represents a rare opportunity to acquire a matching-numbers Inter with in-period TT history. Accompanying documentation consists of an old-style continuation logbook, sundry invoices, a quantity of expired MoTs, and old/current V5/V5C registration documents.

£12,000 - 15,000

€17,000 - 21,000



290

1932 NORTON 490CC INTERNATIONAL MODEL 30

Registration no. HTD 147

Frame no. 48879

Engine no. 54851



This Model 30 International had been in the immediately preceding owner's hands for 48 years when it was purchased by the current vendor at Bonhams' Stafford Sale in April 2004 (Lot 254). The Norton Owners' Club has confirmed that it is a 1933 standard model completed in November 1932 and despatched without kick-start (document on file). It was not registered until 1947 and by the time it was registered by the previous owner (in May 1972) had acquired later (circa 1935) hairpin valve springs, check-spring forks, the competition front brake and the 'doll's head' gearbox. Although its early history is unknown, the evidence strongly suggests that the machine was bought solely for competition use and was upgraded in period to maintain its competitiveness. This is exactly as the bike is offered today and the vendor (and a few surprised riders of much more modern machinery) can attest to its impressive performance and remarkable (for a girder/rigid model) roadholding. Unusually, the original factory wheel sizes of 21" front and 20" rear are retained, while the engine and frame are likewise original to this machine.

When the owner purchased the Norton 11 years ago it had not run for many years and was found to have been immobilised by repeated seizures due to a poor-quality engine rebuild. A new oil pump and metering jets, main bearings, re-bore, piston and removal of excess gasket sealant got the engine running as it should, while new tyres and rebuilt wheels and fork/steering dampers restored the handling. Since then the Norton has been used extensively, always starting first or second kick, with general improvements undertaken rather than a comprehensive restoration. Tanks were repainted and the brightwork re-plated in 2010 (including matt chrome to original specification) while other works have seen the rockers restored by Stu Rogers, the rev counter re-calibrated, and new valve springs, new cams, new brake linings, new chains and a new Amal TT carburettor fitted. (the original brass-bodied carburettor and a set of rocker seals are included in the sale). The machine is offered with a good history file containing previous-owner correspondence, sundry restoration invoices, an old-style continuation logbook, five MoT certificates (most recent expired April 2012), a V5C registration document and an original maintenance manual.

£15,000 - 18,000

£21,000 - 25,000



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291

1930 SCOTT 596CC SPRINT SPECIAL

Registration no. SC 6509

Frame no. 20

Engine no. DPZ 4106

1
Colerne Park 27 May, 1979.

2
Scott Vintage Race of the Year,
Standard Class, Mallory Park,
c.1973.

3
Dennis Howard, 1960s.

The Sprint Special was probably the most exciting and desirable machine ever built at Scott's Shipley factory. The combination of the quick engine from the TT Replica model in a much lighter set of cycle parts derived from the speedway machine resulted in a fast machine with superb handling. Ixion, possibly the finest motorcycle journalist of them all, wrote up his 1930 test machines in *The MotorCycle* of January 8th 1931. He said this about the Sprint Special:

"The Sprint model's spiritual home is the open road, whereon she will average just about as high a speed as anything on wheels can hope to achieve".

This genuine Sprint Special was despatched on May 20th 1930 to Hallams of Birmingham. Since 1969 it has been in the ownership of one of the most highly regarded Scott enthusiasts, a past President of the Scott Owners Club. The single downtube frame as used on Sprint Specials (and subsequently on other Scott models prior to the re-introduction of the duplex frame), has occasionally been known to fail where the downtubes enter the headstock. Dennis Howard, the previous owner, had ongoing problems in this area, and indeed the frame was fractured when he sold the machine, in a dismantled state and without an engine, to the current owner back in the late 1960s. In the course of re-assembly the frame was repaired by brazing on a gusset which reinforced the area in question. That was about 45 years ago and the frame has been 100% sound ever since. Dennis retained the original registration number YX 8764 and the bike was reregistered SC 6509 which had previously adorned another Scott in the vendors' collection. Engine no. DPZ 4106 (596cc) was fitted at that time and has given exemplary (and rapid!) service. The crankcase dates from 1935 but is fitted with the correct blind head barrel of a vintage Scott.

Over the 46 years in the current ownership this machine has been used extensively on the road, for vintage racing (it won the VMCC standard class championship in 1971), and has regularly been sprinted at such venues as Colerne, Bovingdon, Cornbury, and North Weald. It is a wonderfully versatile machine and has been used in the Banbury Run straight after a sprint with no modifications. In 2008 the Scott sustained significant cosmetic damage when a car crashed into the trailer on which it was being transported. This resulted in the fitting of a new radiator, new exhaust pipe and manifold, and repairs and new paintwork to the tanks and rear mudguard. The oil supply is via the drip feed system and this has proved totally reliable over the years. Dave Minton's roadtest of this Sprint Special was published in the May 1972 issue of *Motor Cyclist Illustrated*. He wrote:

"Why in Heaven's name men scabble around after cammy Velos, Nortons, Broughs and what-have-you, when there is stuff like this around, eludes me."

A copy of this roadtest is included in the sale as are a scrapbook with many photographs, the owner's technical notes, 31 old tax discs, and about 40 old MoT certificates dating back to 1970. The reason for the "POTTY SPRINT" stamping on the oil tank strap and the presence of the miniature chamber pot on the oil tank cap is that the vendor's nickname is Potty. Most of his Scotts are adorned with a miniature potty similar to the one illustrated.

£10,000 - 14,000
€14,000 - 20,000



292

1930 BROUGH SUPERIOR OHV 680 BLACK ALPINE

Registration no. JO 1134

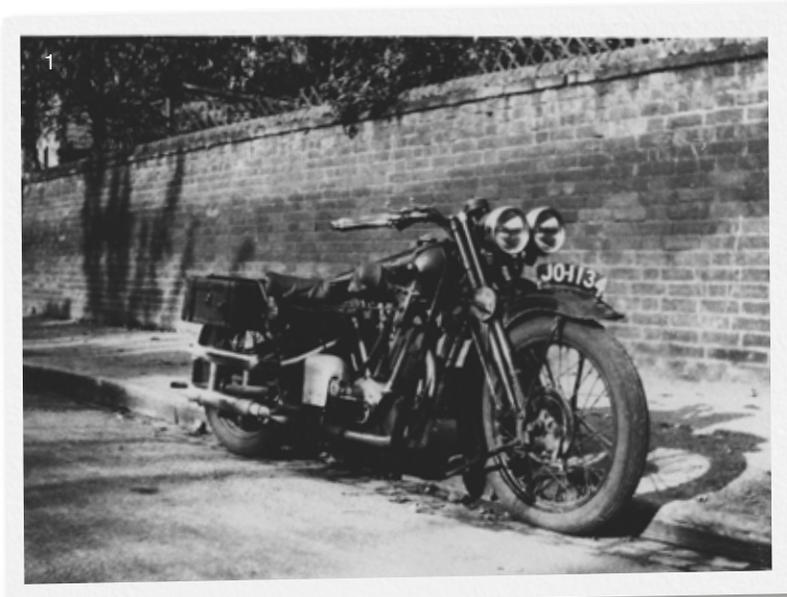
Frame no. H1032

Engine no. GTOY/W 7659/S

Gearbox no. BIV442

1
The Brough Superior, Iffley
Road, Oxford 1930.

2
The Brough Superior,
Summer 1971 Continental
Tour with Morgan.



George Brough's motorcycles have been extensively researched and written up over many years. The "Overhead" 680 was the company's best seller through the tough trading years of the late 20s and early 30s. It was introduced in 1926 and sold well initially, but the early engines weren't as robust as those on the larger machines. JAP responded with a redesigned engine, but by the end of the decade George Brough felt the need to launch a de luxe version, and the Black Alpine 680 was announced in November 1929.

The MotorCycle reported "Brough Superior enthusiasts will no doubt be very surprised to learn that this famous make will dispense with the well known plated tank on one entirely new model known as the Black Alpine 680". This seems to have been a sort of "less is more" marketing move which worked. There were other eye-catching features such as twin headlamps and the linked silencers. Titch Allen speculated that the money saved on the tank might have covered the extra cost of the four speed gearbox specified for the new model.

The history of this wonderfully patinated Black Alpine is known from new. It was supplied in August 1930 by Laytons of Oxford to one D. R. Venables. Two 1930 photos show it parked on the Iffley Road in Oxford close to the owner's home. The following summer Mr. Venables rode the bike on an extended continental tour accompanied by his friend Dennis Welch who used his Morgan three wheeler for the trip. They visited Switzerland and the south of France. Two photos of the Brough and the Morgan on this trip are included in the sale, as is the Brough's 1931 "International Certificate for Motor Vehicles" – effectively a passport for the machine, which was a requirement if you went continental touring at that time. In late 1931 the Black Alpine was sold to Chris Arthurs, a skilled carpenter who lived in Reading. He was to keep the Brough for the next forty years. He fitted a sidecar and the Black Alpine was used for work and family holidays. It was he who fitted the very distinctive discs to the wheels. His shop-fitting activities yielded the materials for a number of modifications he made in the course of his ownership. The wooden seat base and its upholstery came from seats in the Palace Theatre, Reading. He also fitted the wooden number plates which are still there today, and modified the handlebars to suit the sidecar. During the later war years he rode the outfit far and wide repairing Mosquito aircraft.

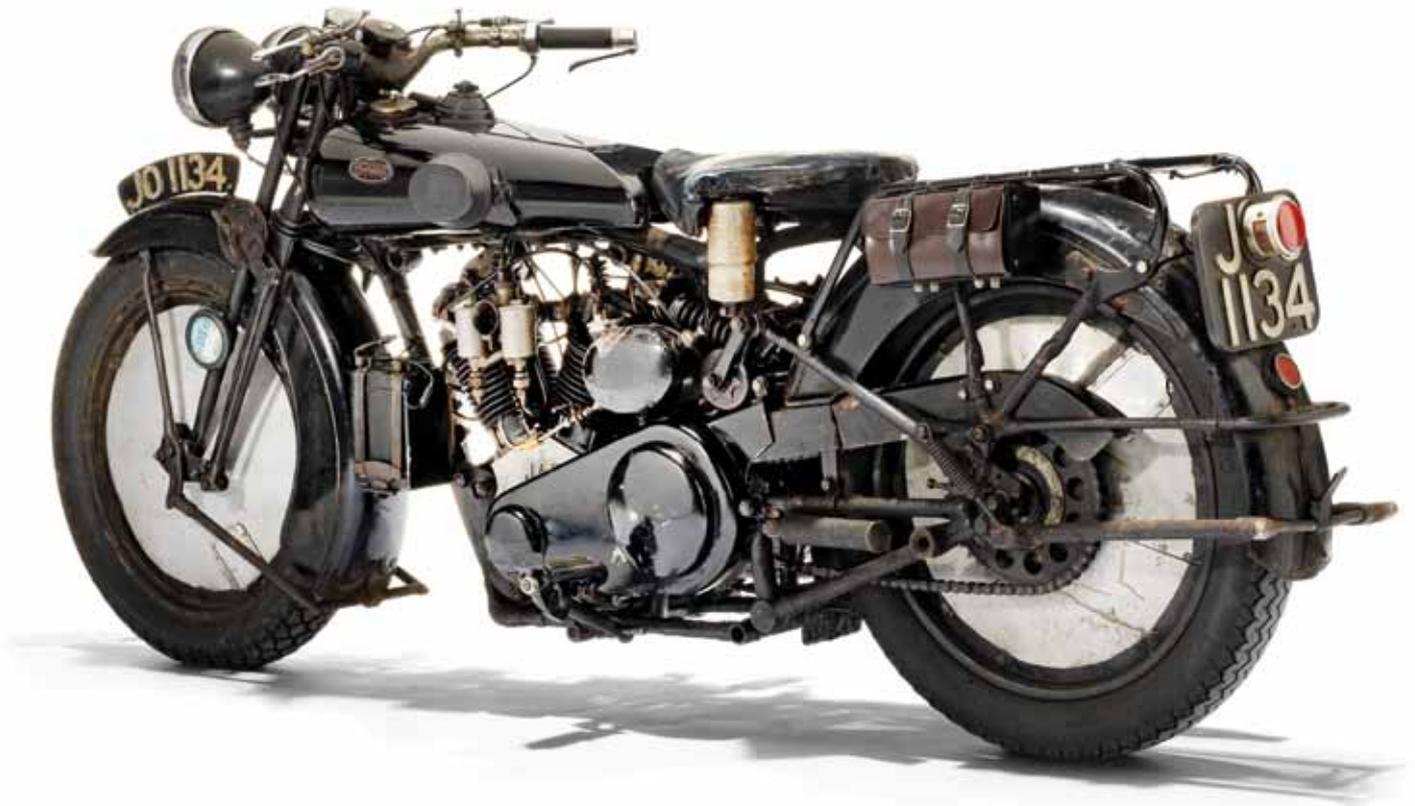




The third and present owner (for the last 44 years) had known Chris Arthurs for a long time, and had previously asked for first refusal if Chris ever decided to part with the Brough. Chris, by now in his eighties, finally offered him the machine in 1971. The present owner who had a young family was unable to afford the asking price of £200 and was allowed to pay the balance off at a rate of £5 per month! The receipted payment schedule comes with the machine. It was then used for a number of years until a conrod broke in 1976. Fifteen years passed before it was back on the road, and it has been used regularly ever since.

In 1996 it starred in The Big Breakfast on Channel 4 with Wallace & Grommit. Around 2001 the engine was rebuilt by Dave Clark including the approved strengthening modification with bolt through cylinder barrels. It has probably covered less than 2,000 miles since. Bringing things right up to date, in the 2014 Banbury Run it won the prize for the best Brough Superior, and was the only Brough to be ridden to a Gold Award. In his notebook the vendor recorded "...engine runs like dream – such power....." He describes the paint and bright work as "poor", but the engine as "top notch", and also reports that a new battery is required. It should be noted that the original inverted front brake lever now operates the auxiliary oil pump, whilst an additional period brake lever (which matches the clutch lever) deals with the brake.

This is a matching numbers machine (frame, engine and gearbox), all housed in the sprung frame. It comes with a large history file including photographs, a Brough Superior club copy of the original works record card, contemporary magazine reports of the new Black Alpine, a separate notebook recording work on the machine over many years, a letter from George Brough to Chris Arthurs dated 13th September 1937 (the signature may perhaps be by rubber stamp), an article written for the Brough Superior Club newsletter in September 2012, a roadtest of the machine by "Motorcycle Sport and Leisure" in September 1996, a photocopy of a 2 page chapter about the machine from Titch Allen's Brough book "Legends in their Lifetime", two continuation logbooks,, a current V5C and earlier V5 registration document, an original Brough Superior "instruction book", 21 old MoT certificates (the earliest dated November 1972), and 22 old tax discs.
£70,000 - 100,000
€98,000 - 140,000



The Earls Court Motorcycle Show**1937 BROUGH SUPERIOR 1,096CC 11-50HP**

Registration no. ARV 642

Frame no. M8/1882

Engine no. LTZ/O/57634/S



Legendary superbike of motorcycling's between-the-wars 'Golden Age', the Brough Superior was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior. Always the perfectionist, Brough bought only the best available components for his motorcycles, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right, T E Lawrence ('Lawrence of Arabia') being the most famous example.

The speed with which the name 'Brough Superior' established itself as synonymous with excellence may be gauged from the fact that the famous 'Rolls-Royce of Motorcycles' sobriquet was first coined in 1921 when the marque was barely two years old. The story goes that Rolls-Royce objected to their name being associated with a mere motorcycle - until they examined one of George's creations.





Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models. The 11-50 was conceived as a long-legged, effortless tourer and could exceed 90mph in solo form or pull a heavy sidecar at up to 75mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

Displayed on the Brough Superior stand at the Motorcycle Show in September 1937, alongside the firm's sensational transverse v-twin prototype, this particular 11-50 is unusual in retaining matching frame, engine, gearbox and fuel tank numbers. The accompanying extract from the factory records shows that the machine was prepared to 'show finish' and fitted with aluminium '11-50' numberplates. A sprung frame model, it also came equipped with a separate oil tank, foot gear control, small pannier bags ('show type'), Cranford hinged rear mudguard, top and bottom rear chain cases, rear footrests, and Amal touring handlebars complete with dual integral twist grips.

Its display duties over, the machine was despatched new to E W Bennett & Co Ltd and registered 'ARV 642' (a Portsmouth mark) on 1st January 1938. An old-style buff continuation logbook on file records the owner, from July 1953, as a Mr William Forbes of London SE25. The Brough was fitted with a sidecar at that time and there are various charming period photographs of 'ARV 642' and the Forbes family on file. Its recently deceased owner acquired the Brough in 1971 and spent the next 16 years restoring it. Last taxed for the road in 2001, the machine will require re-commissioning before returning to the road after some 13 years in dry storage.

£30,000 - 40,000
€42,000 - 56,000



Single family ownership since 1959; seven-year restoration to concours standard**1939 VINCENT-HRD 998CC SERIES-A RAPIDE**

Registration no. FYO 967

Frame no. DV 1773

Rear Frame no. DV 1773

Engine no. V1076

Of all the many makes and models of motorcycle produced during the 1930s, there are two outstanding v-twin-engined thoroughbreds that feature at the top of every knowledgeable enthusiast's 'fantasy barn find' league table: the Brough Superior SS100 and Vincent-HRD Series-A Rapide. These days the chances of finding an example of either hidden behind a pile of straw bales are slim indeed, all the more so in the case of the ultra-rare Series-A Rapide, a mere 78 of which were produced between late 1936 and the summer of 1939. (Expert opinion differs on this point, but most authorities favour a total in the high 70s). By way of comparison, production of the rival SS100 ran into the hundreds.

The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Vincent moved production from Wolverhampton to Stevenage, pioneering his own design of sprung frame on an entirely new range of machines. Like Davies, Vincent relied on proprietary engines but increasing dissatisfaction with suppliers led to the creation of Vincent's own engine in 1934. A 500cc high-camshaft overhead-valve single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving who, so legend has it, came up with the idea of a 1,000cc v-twin after seeing two drawings of the single superimposed on one another. By producing a v-twin in this fashion, many of the existing single-cylinder components could be utilised, thus reducing costs, an important factor for the fledgling concern.

Despite its plethora of external oil pipes - an arrangement that gave rise to the famous 'Plumber's Nightmare' sobriquet - the Series-A v-twin is undeniably handsome, its high-set camshafts and relatively short cylinders endowing this magnificent motorcycle with a muscular, broad-shouldered look. On test, the prototype engine proved to be as powerful as its looks suggested, delivering a maximum of 45bhp at 5,500rpm on a relatively low 6.8:1 compression ratio. It was installed in a new version of Vincent's sprung frame equipped with Burman four-speed gearbox, girder front fork and powerful twin front brakes, the complete machine tipping the scales at an admirable 430lbs. On the road the Series-A Rapide fulfilled all of its maker's expectations, proving capable of reaching 110mph, comfortably faster than the rival JAP-powered SS100.

The prototype Series-A Rapide was proudly displayed on Vincent's stand at the 1936 Motor Cycle Show at Olympia but only a handful were sold in 1937, the first full year of production, as the motorcycling public remained sceptical of the upstart firm's performance claims. This scepticism was soon dispelled by the exploits of the works Series-A racers piloted by Manliffe Barrington and 'Ginger' Wood, the latter shattering the Donington Park lap record in 1938 and returning a staggering standing quarter-mile time of 11.75 seconds at the Gatwick sprint.





The outbreak of WW2 in 1939 brought production of all Series-A models to a halt, and when Vincent resumed production in 1946, it was with the all-new Series-B. By July '39 when the last Series-A twin was built, the model had been in production for a little over 30 months, and the fact that so few were made has in no small part contributed to this legendary model's mythic status. It is estimated that around 60-65 Series-A Vincent twins survive worldwide today, and for one to be offered for sale is an event of exceptional importance.

First registered on 4th October 1939, this ultra-rare Vincent Series-A twin is believed to be the penultimate example completed before production ceased. The factory records list only one higher engine number, 'V1077', which is dated 1940. For the last 55-plus years 'FYO 967' has belonged to the current vendor's family, having been purchased by the owner's late father, William Henry 'Harry' Lloyd, in August 1959. The accompanying old-style continuation logbook, issued December 1958, lists only one owner prior to Harry Lloyd: Mr Philip L Johnston of Liverpool, who had acquired the Vincent in April 1955. Its previous history is not known.

The ranks of Vincent owners contain a disproportionately high number of engineers, Harry Lloyd among them. He served his engineering apprenticeship during WW2 and went on to work for several manufacturing companies, including Lucas Aerospace as a toolmaker. In a letter to *Motorcycle Sport* magazine (October 1969 edition), Harry recalled that he first encountered the Rapide when it was 'on its way to the breaker's yard with a wrecked gearbox and minus wheels and other bits and pieces.'



The Vincent belonged to an employee of Horsman Motorcycles in Liverpool (presumably the aforementioned Mr Johnston) and was in his back garden in a partly dismantled state. The sum of £10 and an Amal TT carburettor changed hands, and Harry found himself the owner of the Rapide. He already owned a Series-A Meteor and Comet, and parts from these two machines were used to get the Rapide back on the road. 'The final result was – engine, frame, gearbox main shell and electrics all original Rapide; forks, wheels, gearbox outer cover and change mechanism Comet; valve gear, rockers and pushrods Comet and Meteor.'

After a new main-shaft had been made to sort out the troublesome gearbox, the Rapide (with sidecar attached) ran well throughout 1961/1962 before transmission trouble returned. After a period when the Vincent was laid up, the problem was solved by having a new steel clutch centre (with increased spline length) made together with another main-shaft. The machine ran well during 1966-1968 before a broken primary chain exited through the front of the chain case, which had to be welded. An engine strip-down revealed worn valve gear and cams, and at the time Harry Lloyd wrote to Motorcycle Sport, the Rapide was off the road pending a rebuild having covered some 20,000 miles while in his ownership, including two holidays of over 1,000 miles (see copy letter on file).

The now dismantled Vincent was stored in a lock-up garage rented from the local council, which around 1980 erroneously rented the premises to another resident who proceeded to clear it out. Fortunately, Harry Lloyd was informed in the nick of time and was able to rescue his beloved Vincent as it was being loaded into a rubbish skip! The precious machine was transferred to Harry's house where it remained securely stored in the back bedroom until 2007. Given its history, it can be safely said that this motorcycle's survival to the present day is thanks to Harry Lloyd's engineering knowledge and passion for Vincents. The restoration commenced in 2007 and was entrusted to the highly respected marque specialist Glyn Johnson of The Vincent Workshop Ltd, but sadly Harry passed away in 2008 and did not see the finished result.

Completed in 2013, this was a most comprehensive restoration undertaken to concours standard, both mechanically and cosmetically. A measure of its quality may be gained from the painstaking approach taken to the use of stainless steel fastenings. Every nut, bolt, stud, washer and fitting has been reproduced in this material to as near original pattern as possible, being finished in one of three ways: polished to simulate a chromed finish; dull blasted to simulate cadmium; or chemically blackened to simulate a Parkerised finish. The result is a finish that has the same appearance as the original but with the enduring qualities of stainless steel. The paintwork is all traditional stove enamel.

The engine rebuild included pressure impregnation of the main castings to counter known porosity problems; new alloy cylinder barrels; hardened (lead-free) valve seats; and new cylinder liners (cast iron), pistons, cams, valves, valve guides, rocker covers, pushrods, bearings, etc, etc. New inner and outer primary transmission covers were cast from LM25 aluminium alloy (using the originals as patterns) and the gearbox rebuilt using stronger post-war gears running in bronze bushes. The clutch is a new 7" Burman of original type.



Specialists Martyn Bratby and Dave Lindsley restored the Amal carburettors and Lucas magdyno respectively, while the forks were rebuilt by Ray Daniels, including conversion to bronze-bushed pivots. New brake drums were made in cast iron for superior performance while maintaining the appearance of the original pressed components. The 'tinware' - mudguards, lifting handle, tool box and numberplates - are all new and to original pattern, while the fuel tank is the original: repaired, pressure tested, polished and repainted. The exhaust system and its fittings are all new.

A complete electrical rewire was carried out using cables and fittings similar to the originals. All the headlamp components were renewed with the exception of the shell, reflector and ammeter, which were reconditioned. The taillight is an original new-old-stock item. Glyn Johnson's detailed list of all the works carried out is available for inspection (highly recommended). It should be noted that this motorcycle has been bench run only and then decommissioned for storage/display at the owner's request. Accordingly, the machine will need to be carefully commissioned, calibrated and tuned prior to any use.

'FYO 967' retains its original registration number and is offered with the aforementioned documentation, VOC dating certificate, copy/ current V5/V5C registration documents a copy of the factory Engine Specification Sheet. The latter records the assembly technician as 'Brown', though whether this refers to the famous racer George Brown or his less well-known brother (and biographer) Cliff, another Vincent employee, is not known.

One of the most exciting motorcycles to be offered on the open market in recent years, this wonderful Vincent-HRD Series-A twin represents a possibly once-in-a-lifetime opportunity for discerning collectors.

£220,000 - 260,000
€310,000 - 360,000





295

**One owner from new
1955 VINCENT 998CC BLACK SHADOW SERIES-D,
WITH PRINCE BODYWORK**

Registration no. EVW 317
Frame no. RD12574B
Rear Frame no. RD12574B
Engine no. F10AB/2B/10674
Crankcase mating no. G18V

In September 1955 when it was revealed that production of Vincent motorcycles would cease, the news stunned the motorcycling world. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months. The enclosed versions of the Rapide and Black Shadow were known as Black Knight and Black Prince respectively, and when production finally ceased in December 1955 around 460 Series-D twins had been built, some 200 of which were enclosed models. Still in the hands of its original owner, this Black Shadow (with Prince bodywork) benefits from an engine rebuild undertaken circa 15 years ago and was last taxed for the road in April 2003. Like many of its kind the machine has been upgraded, boasting 12-volt alternator electrics, electronic ignition, flashing indicators, 'crash' bars, panniers and modern mirrors. Currently SORN'd, the machine will require the customary re-commissioning and safety checks before returning to the road. Accompanying paperwork consists of sundry invoices from specialist parts suppliers, old V5 document, old/current V5C documents and a quantity of expired MoT certificates indicating that the machine has covered only a handful of miles in the last 20 years. The current odometer reading is 37,119 miles.

£40,000 - 50,000
€56,000 - 70,000



296

1933 BROUGH SUPERIOR 1,096CC 11-50HP PROJECT

Registration no. TV 8947
Frame no. 1296
Engine no. 33540 SD

The Brough Superior has become the most sought-after motorcycle of the twentieth century, with a charisma for the buying public un-matched by any other manufacture, The 'Superior' part of the name was coined by George Brough, perhaps the most prominent motorcycle publicist known, in order to separate his machines from the existing Brough machines, produced by his father pre-WW1. A consummate competition rider and machine designer, George Brough made a limited number of variants on the large v-twin theme, each for a particular segment of the market. The '11-50' targeted the sidecar rider who was happy to pay more than that of a small car for the privilege. TV 8947 (with matching frame and engine numbers) was despatched from the Nottingham factory on July 22nd.1933, as a solo, with Monarch forks and Amal twin twist-grips as part of its full equipment fit. In storage in the hands of the vendor since 1968, most of its previous history remains unknown at present and will be a subject for further research. This Brough is a restoration project, in eminently restorable condition, with most of its original equipment still present. The sheet-metal will require skilled repair, as will the engine and gearbox, but there is no reason why this rare 11-50 should not soon grace the road and rally scene. It is complete with a V5C and copy build sheet, ready for close and enthusiastic inspection.

£10,000 - 12,000
€14,000 - 17,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

One owner for the last 52 years**1955 VINCENT 998CC BLACK SHADOW SERIES-D**

Registration no. SOF 212

Frame no. RD12755B

Rear Frame no. RD12755B

Engine no. F10AB/2B/10855



One of only 141 un-enclosed Series-D Black Shadows made, this example was supplied to Kings (Oxford) Ltd of Birmingham in August 1955 and on 9th January 1956 was sold new to a Mr Lewis of Birmingham. Its accompanying original logbook lists a handful of subsequent owners, all in the Midlands, up to November 1963 when 'SOF 212' was purchased from Kings of Wolverhampton by the current vendor (sales receipt on file). He had seen the machine at Kings two years previously when it was advertised for sale at 220 guineas (£231) but when he bought 'SOF 212' it cost only £35 because, according to Kings, the last two owners had returned it complaining of gear selection problems. Kings were glad to see the back of it.

The vendor discovered that the cause was a broken gear selector spring, which he replaced at the cost of only a few pence! He then partially dismantled the Vincent, separating it into three large assemblies - front end, engine/gearbox and rear end - and stored it in his garage while continuing to ride his Series-C 'Shadow'. 'SOF 212' remained in storage until 1988 when a complete rebuild was commenced. Finished in September 1990, the restoration included a full engine overhaul by Don Alexander, total repaint of the cycle parts, re-plating of brightwork, carburettor overhaul and conversion to 12-volt electrics.

Other upgrades include a Kirby Rowbotham dual-points coil ignition system, a better engine breather, numerous stainless steel fastenings, Series-C side stands and a Series-C magneto cover. The recorded mileage at the restoration's completion was 36,130 (MoT certificate on file).

Currently displaying a total of 53,730 miles on the odometer, the machine has been routinely maintained and MoT'd from 1991 onwards. In July 2001 (at 43,800 miles) a Conway 'anti-sumping valve and a new François Grosset self-starter were fitted by Don Alexander, while in 2008 (at 48,000 miles) the Amal Monobloc carburettors were re-sleeved, also by Don. A new stainless steel front wheel rim was fitted in 2007 and new Vincent 8" brakes (made by Macro Precision Pumps Ltd) in June 2008, while the engine outer cases were repainted in 2010. A new battery was fitted in 2012.

Last taxed for the road to February 2015 and described as in generally excellent condition, this well documented Series-D Black Shadow is offered with its original old-style logbook, sundry bills, recently expired MoT (2013), assorted instructional literature and V5C registration document.

£40,000 - 50,000**€56,000 - 70,000**

298

1950 VINCENT 499CC COMET

Registration no. LKH 108

Frame no. RC/1/5967

Engine no. F5AB/2A/5815 (see text)



Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced.

Originally fitted with engine number '4067' (the current engine is a replacement), this Comet was purchased by the current vendor in July 1974. In 1976 the engine was re-bored and fitted with a new piston and main bearings, while circa 2005 a renovation of the cycle parts was carried out. This included stripping the machine to the frame; reassembling with new fastenings and bushes; re-enamelling the fuel tank; rebuilding the wheels with new stainless rims and spokes; replacing the tyres; fitting a new chain and clutch; up-rating the electrics to 12-volt; and fitting a new battery. More recently (in 2011) the Vincent was serviced by Bill Bunn Motorcycles (bill on file). The machine is offered with additional invoices; an old-style continuation logbook (1966); a quantity of old tax discs and MoTs (most recent expired 2013); SORN paperwork; fuel ration books (x2); current road fund licence; V5C document and a copy of the Works Order Form (engine).

£8,000 - 10,000

€11,000 - 14,000



299

1955 ADLER MB250

Registration no. XKO 43A

Frame no. 309073

Engine no. 309073

One of Germany's lesser known marques, Adler is best remembered for its advanced two-strokes of the 1950s. Although designed as a road-going power unit, Adler's unit-construction air-cooled twin proved highly tuneable, enabling Adler-mounted privateers to achieve significant results in national-level road races and even the occasional international success. Interestingly, Yamaha is known to have studied an Adler MB250 before embarking on the design of its own 250cc twin. Sadly, the Adler company was taken over by Grundig in 1958 and its factory turned over to typewriter production. This MB250 was in rough condition when it was purchased circa eight years ago by the current vendor from a friend of his. Now fully restored, it boasts new exhaust pipes and silencers, new piston rings and oil seals, 12-volt electrics and new electronic ignition, and has been repainted and re-plated throughout. We are advised that the engine has only been started using a slave fuel tank; the restored tank has yet to see fuel. Described as in generally very good condition, this rare German motorcycle is offered with an old-style continuation logbook (issued 1974) and a V5 registration document.

£4,500 - 5,500

€6,300 - 7,700



300

1956 VICTORIA 350CC V35 BERGMEISTER

Registration no. 105 YUU

Frame no. 35/1729

Engine no. 35/1729

Founded in Nürnberg, Germany in 1886, bicycle-maker Victoria added motorcycles to its portfolio towards the end of the 19th Century. After WW2, small-capacity two-strokes formed the mainstay of production and then in 1951 Victoria announced its first four-stroke model of the post-war era: the V35 Bergmeister (Mountain Master). The V35 was powered by a transversely mounted v-twin engine, and featured shaft final drive and an unusual four-speed, chain-and-sprockets transmission (there are no gears in the 'gearbox') an arrangement its designer Richard Küchen had first used while employed by Zündapp in the early 1930s. Modern for the times, the V35 boasted plunger rear suspension, a telescopic front fork and full-width alloy brakes. This example of a rarely encountered German marque was purchased at auction in 2011 and treated to a full 'last nut and bolt' restoration including a re-bore and new pistons, generator, coils, bearings, brakes, cables, wheel rebuilding and re-plating of brightwork, etc. After completion this V35 won the 'Best Continental Motorcycle' award at the 2013 Bristol Classic Motorcycle Show. Only a handful of kilometres have been 'clocked up' since completion and the machine is described by the private vendor as in generally excellent condition. Currently taxed, it comes with a VMCC dating certificate, V5C document and a photocopied instruction manual (in German). The machine is to factory specification apart from a solid-state voltage controller and conversion to 12-volt electrics.

£5,200 - 6,000

€7,300 - 8,400



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301

**Louis Vuitton Classic Concours Winner
1938 ARIEL 997CC SQUARE FOUR**

Registration no. XVS 646

Frame no. P1008

Engine no. DE225



Today there is nothing remotely unusual about a four cylinder motorcycle, but in the 1930s a motorcycle powered by four cylinders was true exotica. Only one such machine was exhibited at the 1937 Olympia Show: the Ariel Square Four, which "attracted an immense amount of attention" according to "The Motor Cycle". Ownership of one of these "superbikes", over thirty years before the term was coined, set the rider apart from his fellow motorcyclists who were mostly still aboard singles. If the Brough Superior was the Rolls Royce of motorcycles, then surely the Ariel Square Four was the Bentley.

Edward Turner, relatively unknown at this time but later to become one of the giants of the British motorcycle industry, designed the original Square Four engine. His novel four cylinder 500cc overhead cam engine layout offered a number of advantages: it was extremely smooth, its compact dimensions allowed it to be fitted in the frame of the current Ariel 500cc single, and it allowed the use of conventional chain drive. The Square Four was one of the sensations of the 1930 Olympia Show. Subsequently it was enlarged to 600cc, but by the middle of the decade Ariels recognized that a more radical change was required. On the eve of the 1935 Show they revealed the new 1000cc Square Four.

This was an entirely new design by Turner which featured many changes including duralumin pushrod operated valve gear, vertically split crankcases with dry sump oiling, one piece crankshafts, light alloy conrods, white metal plain bearings, and a rear mounted Solex carburettor. There were some development issues relating to lubrication of the valve gear and production commenced only in September 1936. The fantastic flexibility of the new engine was demonstrated by Freddie Clarke who rode a prototype 1000cc Square Four to Brooklands and there ran "ten mph to a hundred in top".

This particular Square Four was awarded one of the concours world's ultimate accolades when it scooped first prize in the Louis Vuitton Classic Concours at the Hurlingham Club in 1999. Proving that this was no fluke, a few years later, in 2008 it won the Square Four category at the Ariel Owners Club annual rally concours. The vendor, a pre-war Square Four expert, has owned this machine, nicknamed "Andromeda", for over twenty years. It is reluctantly offered for sale following the recent death of his mother. The sale of the parental home has resulted in a loss of storage space requiring a thinning out of his collection. Parting with it is slightly more bearable because he owns a second 1938 example, in similarly immaculate condition.



Following its acquisition in 1994 the machine was found wanting in a number of areas. The extremely able vendor embarked on the award winning comprehensive restoration which was to take three years and embraced every aspect of this magnificent machine. The cylinder block was lined and rebored to standard, genuine new old stock Hepolite 6.8:1 pistons were fitted, as well as a new camshaft & followers, tappet guide blocks, valves, valve guides, valve springs, & new rocker shafts to which the rockers were lapped. The gearbox was overhauled with new bearings. The gearing was raised with a new 26 tooth engine sprocket & 40 tooth clutch chainwheel. The result was found to be entirely satisfactory.

A rare find was the genuine new old stock Smiths 8 day clock which works perfectly, as well as the correct domed glass ammeter. The original and correct handlebars are fitted as is the correct QD rear wheel. The magneto was restored by Tony Stairs, that doyen of magneto men. Lewis & Templeton were responsible for the paintwork including the tanks, mudguards, chainguard, wheel rim centres etc. Other new old stock fitments were the correct MCR1 voltage regulator and the switchgear. The correct Lucas DC40 panel light is present as is the original Thapex tyre inflator. The domed glass headlamp is correct for 1938. The silencers were made to the works drawings with brass baffles handmade by the vendor.

The forks were re-bushed. New fork spindles, headrace bearings, and fork spring were fitted. The rare and correct offside front side stand is in place. The carburettor is the original Solex instrument fitted with the correct bi-starter mechanism. Stainless steel fasteners, each one made by the vendor, are fitted throughout. The perfectionist approach to this restoration is exemplified by the apparently insignificant grease nipples, all of which were specially made to the original pattern. It should be pointed out that the engine dates from 1939, the 1938 & 1939 engines being identical in every respect. An original slightly damaged Ariel Square Four sales brochure from 1937 is included with this lot. Although it is no longer a legal requirement, the Square Four was freshly MoT'd this February.

The writer of this piece was present when this motorcycle was purchased over twenty years ago and has known it ever since. It can truly be said that this Square Four is as good on the inside as it is on the outside.

£15,000 - 18,000
€21,000 - 25,000



302

**1951 ARIEL 995CC
SQUARE FOUR 4G MARK I**

Registration no. YVL 869

Frame no. SC490

Engine no. TM650 (see text)



Designed by Edward Turner, the Square Four was first shown at Olympia in 1930. Originally an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. With its limitless reserves of pulling power and innate smoothness, the model was a superb touring mount and a long-time favourite of the sidecar brigade. It was with some justification that Ariel's 1950 catalogue billed their top-of-the-range 4G model as 'The world's most exclusive motor cycle'.

This 1951 example was acquired by the vendor in 2013 from the family who had owned it since 1954. It had been a long-term restoration, unused since the work's completion. The engine was rebuilt by well-known Ariel specialists Draganfly Motorcycles, and a bill on file details the work done at a time thought to be in the early 1990s (the date on the invoice cannot be deciphered).

Work carried out included fitting two new cylinder liners; four new pistons and re-bores; crankshafts reground and new big-end shells (0.010" undersize); new main bearings and bushes; exchange camshaft and followers; and the dynamo overhauled. The wheels were rebuilt and new tyres fitted, and the fuel tank refurbished, re-chromed and repainted. The remaining cycle parts were powder-coated black, and a new exhaust system obtained.

The 'Squarrel' has not been run since restoration, although the bores have been oiled and the engine turned over at regular intervals. A glimpse down the spark plug holes reveals the new piston crowns, and in view of the lack of use it is recommended that a new owner should carefully re-commission the machine and carry out safety checks prior to running or using it on the road.

Accompanying paperwork consists of a current V5C together with the original RF60 buff logbook and the aforementioned invoice. Also included with the machine are the original (damaged) crankcases, which were replaced when the engine was rebuilt.

£8,000 - 12,000

€11,000 - 17,000



303

Property of a deceased's estate

1952 ARIEL 995CC SQUARE FOUR MARK I

Registration no. TFC 252

Frame no. ES140

Engine no. TM1254

In 1937 a total redesign saw the Ariel 'Square Four' re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949 on the revised 'Mark I', which was now capable of 90mph-plus. 'TFC 252' was sold new via Kings of Oxford and comes with its original old-style logbook confirming matching numbers. Ariel Owners MCC correspondence on file states that it is one of 45 late 1952 Square Four Mark Is that left the works with early 1953 frames. The machine was purchased by the late owner in May 2010 from Atlantic Motorcycles (sales receipt on file). Also on file is an invoice for stripping and rebuilding the transmission, repainting the tank; checking the timing, tappets, carburettor, etc; fitting a new battery; and various other works. There is also a bill for new wheel rims and spokes. Last MoT'd to May 2011 and dry stored since then, the machine will require re-commissioning before returning to the road. Accompanying documentation consists of the aforementioned logbook, correspondence and bills; SORN paperwork and V5C registration document. The machine also comes with various instruction and maintenance manuals, spare parts books and price lists.

£8,000 - 12,000

€11,000 - 17,000



304

Property of a deceased's estate

1935 ARIEL 500CC RED HUNTER

Registration no. BOH 280

Frame no. 713

Engine no. CB166

Accompanying VMCC extracts from the Ariel factory records show that this Red Hunter consists of a frame originally forming part of a machine supplied in November 1935 to Elite Motors in Tooting, South London and the engine of another supplied that same year to Jack Hunt in the Selly Oak firm's Experimental Department. Of particular interest is the 'remarks' section, which states 'speedo 100mph for experimental test', perhaps indicating that the engine was specially tuned. The late owner acquired the machine in November 2009 and a few years ago told Bonhams that it was very powerful and sweet running, emitting no smoke, and with no gearbox problems. 'BOH 280' benefits from re-commissioning, undertaken in February 2010, which included overhauling the carburettor and stripping the gearbox to fit a new kickstart spring. The related invoice is on file together with others for rebuilding the clutch and repairing and repainting the fuel tank. Last MoT'd to December 2010, the machine has been dry stored since then and will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of the aforementioned bills and factory records, an old-style continuation logbook (issued 1957), SORN paperwork, two expired MoTs, copies of old V5Cs and current V5C document.

£10,000 - 12,000

€14,000 - 17,000



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305

1936 ARIEL 601CC MODEL 6F SQUARE FOUR

Frame no. Y11333

Engine no. XB415

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger '6F' version being made available for the 1932 model year. This Model 6F was purchased by the current vendor in 1970 and stored until 2005 when it was re-commissioned. The machine has been kept as original as possible, though new tyres and chains have been fitted to pass MoT tests. In 2005 the engine top end was rebuilt and the magneto and dynamo were professionally overhauled (the latter converted to a modern 2-brush CVC system) and since then the Ariel has attended many rallies. Described as running well, this delightful 'time warp' Square Four is offered with Ariel Owners MCC dating certificate, sundry restoration invoices, expired MoTs, current road fund licence and V5C registration document.

£12,000 - 16,000

€20,000 - 25,000



306

Four miles since total restoration

1958 ARIEL 995CC SQUARE FOUR 4G MARK 2

Registration no. PHJ 240

Frame no. CGM 1586

Engine no. CNML 1584

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939, but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark 1. Introduced in 1953, the 'four pipe' Mark 2 with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. This late example had been unused since 1964 when it was purchased by the current vendor in 2009. A total 'last nut and bolt' rebuild was carried out between 2011 and 2012, and the Squariel is said to perform well, although it still requires running in having covered only four miles since completion. Too heavy for the elderly owner, the machine is reluctantly offered for sale and comes with a V5C document.

£7,000 - 10,000

€9,800 - 14,000

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

307

1938 BMW 499CC R51 WITH STEIB SIDECAR

Registration no. EYP 991

Frame no. 506616

Engine no. 503771

The propeller motif on a BMW is the reminder of the company's origin in WW1 aero-engine production. In 1923 the first BMW flat-twin motorcycle, the R32, appeared and, until the 1970s, remained the design characteristic of the make. The modern BMW perhaps dates from 1932 when the R5, with its 'square' bore/stroke and high-camshaft produced 23 bhp at well over 5000 rpm, with the ability to sustain this for long periods. The 1937 R51, as here, moved even further forward, gaining tele-forks and plunger rear suspension. With fewer than 4000 made before 1940, it remains a rare and significant model. EYP 991, registered in the London in 1938, was then a very expensive and high-tech motorcycle and is one with a history worth researching. It has two 'add-ons', one the Steib sidecar, the other an alternative fuel, producer-gas Holzgas apparatus - a 'gazogene' - of a type commonly used in occupied countries during WW2 when petrol was non-existent. This enabled the engine to run on wood or coal, producing about half of the power on petrol. When and why this system was fitted is unclear, but it is a fascinating addition. In basically sound condition, this - possibly unique - R51 outfit comes with a V5C, some history and a manual for the gas generator, giving any buyer an interesting choice of restoration path. Find another one!

£4,000 - 6,000

€5,600 - 8,400



308

1970 VELOCETTE 200CC LE

Registration no. TOW 6H

Frame no. 894934

Engine no. 89493

A long-term member of the LE Velo Club, the current vendor has owned this late example for 24 years, during which time it had covered approximately 2,000 trouble free miles. However, while the Velo's overall 'time warp' condition would suggest that the mileage reading is genuine, it cannot be confirmed. The machine is fitted with an original Avon handlebar fairing and original Dunlop chromed wheel rims. Latterly the rear tyre was replaced, the old tyre and tube being original Dunlops, suggesting they were factory fittings. The old tyre and tube are included in the sale together with some original spares (in the panniers). Having stood for some years, the machine will require re-commissioning before returning to the road and it should be noted that there is no battery fitted. Also included with the machine is a large cardboard box containing a quantity of LE club literature and, most significantly, a box of mainly original documents including the original green logbook, the original bill of sale/invoice, the guarantee card, various old tax discs and MoT certificates, and the V5C registration document.

£1,600 - 1,800

€2,200 - 2,500

No Reserve



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THE TONY HELD COLLECTION

Motorcycles were a lifelong passion for Tony. His first bike was purchased at the age of fifteen using the proceeds from his paper round. As these funds did not stretch to the latest model, he had to become quite proficient at motorbike maintenance from this tender age. At the age of twenty he began his national service in the RAF. Naturally, a motorcycle was his chosen mode of transport for visiting his wife to be; a Triton, which he built and maintained himself. With the birth of his first daughter on the horizon, he upgraded to a sidecar outfit, which became the family's only mode of transport for many years. After completing his National Service, Tony became an engineer and eventually established his own business making moulds for the plastics industry. As the business became more successful, he had more available funds to indulge his enthusiasm for all things old and rusty.

At home, Tony's workshop quickly began to fill up as he began to collect bikes and parts in earnest. As well as a collector, he was a very keen bike rider and was never happier than when he was roaring along a country lane with his friends from the East Sussex section of the VMCC.

Tony's passion for his motorcycles also extended to the East Sussex section of the VMCC. He was a long-standing member of the VMCC, standing as Chairman of the East Sussex Section for some 25 years and only retired from this position a few years ago.

His collection of bikes was ridden extensively on rallies in France, Belgium and Ireland as well as the UK. Tony would be the first to admit that his bikes would never win a concours prize, but the fun for him was in riding them, rather than polishing and admiring. He firmly believed in maintaining and preserving his bikes, not restoring them, and liked to keep them as original as possible. This is perfectly illustrated by the Sunbeam Model 6, which has scarcely been touched since it left the factory.

His taste in bikes was wide-ranging and, although initially preferring British made bikes, he later also became interested in American motorcycles, with the first purchase being the Henderson Four De Luxe. Over the years, Tony also amassed a number of projects but sadly was not able to complete all of these before he passed away.

Ken Fry



309

Property of a deceased's estate
1939 TRIUMPH 498CC TIGER 100

Registration no. 374 UYE

Frame no. TF2741

Engine no. 9 T100 23097



Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but the Coventry firm's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster.

The Tiger 100 was launched in 1938. Performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. When production resumed in 1946, the T100 reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno.

This pre-war Tiger 100 was first registered to its late owner in August 2011. The machine was purchased from one Richard Allen having previously been displayed in a Belgian museum inside a glass case (receipt on file). Additional accompanying documentation consists of SORN paperwork, VMCC dating certificate, V5C registration document and an MoT certificate (expired July 2012).

£10,000 - 16,000

€14,000 - 22,000



Property of a deceased's estate**1926 COVENTRY EAGLE 980CC FLYING EIGHT**

Registration no. SR 5477

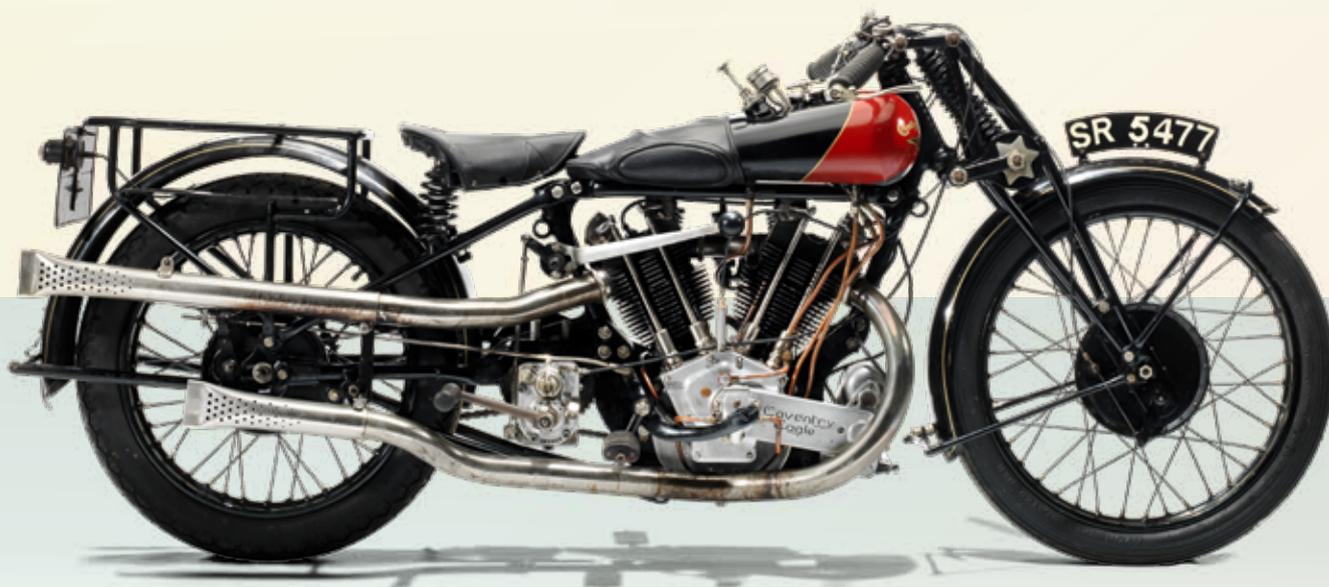
Frame no. 37577

Engine no. KTOR/T49039 (see text)

'There is an undeniable fascination in owning a machine capable of seemingly illimitable speed. For ordinary running the engine is merely idling, 50mph seems like 30mph on most machines, 60mph is a comfortable touring speed, while when one of those very rare stretches of really safe road is encountered the speedometer needle will, when the throttle is opened wide, pass the 80mph before remaining steady.' – Motor Cycling testing a Coventry Eagle Flying Eight, with sidecar attached, in 1925 (4th November edition). Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI. Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying Eight to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying Eight which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine. Introduced in 1923, the Flying Eight was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 976cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time.

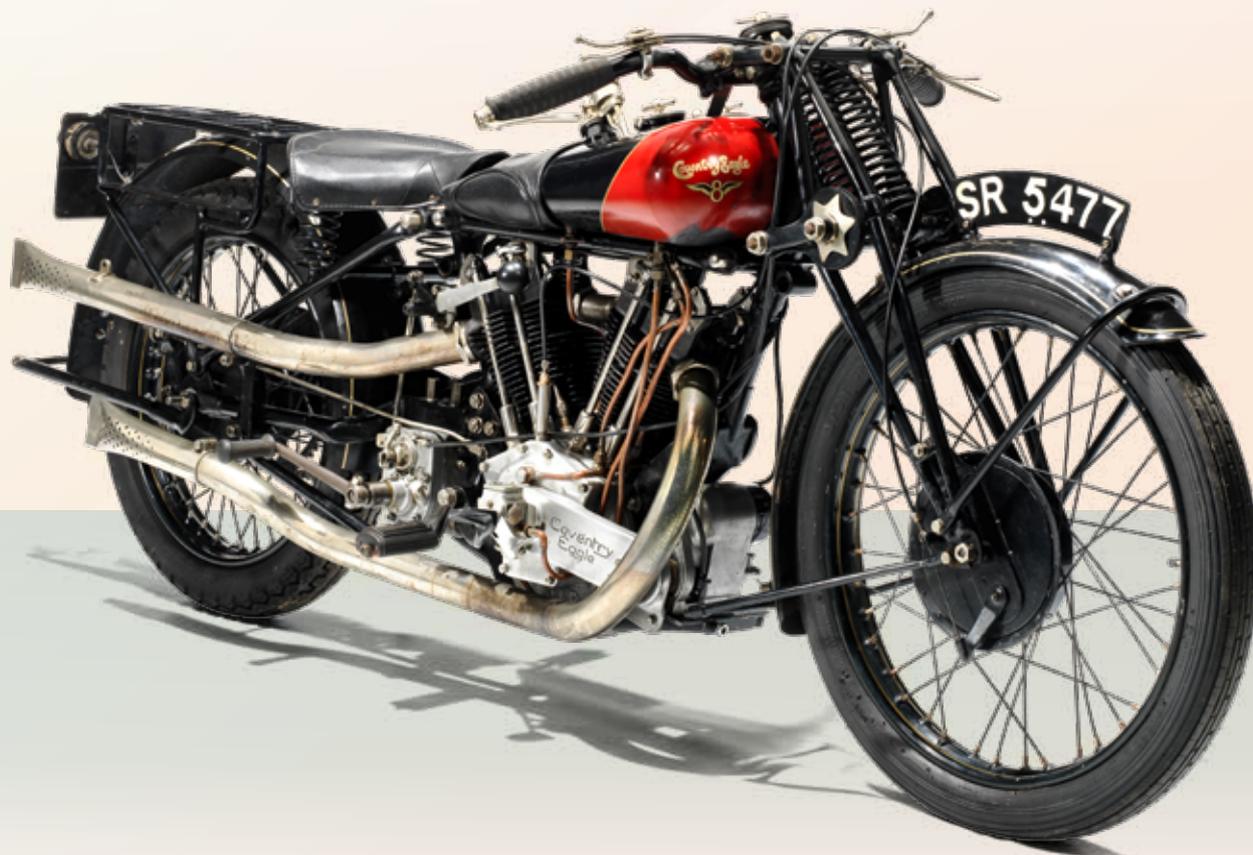
Motor Cycle's tester found that the Flying Eight was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...' In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying Eight, again JAP powered. Motor Cycling concluded its test of the OHV Flying Eight thus: 'We have no hesitation in recommending the latest Coventry Eagle as a high-quality machine, capable of the most satisfactory road performance both as regards speed and flexibility.' And that, lest we forget, was with a sidecar attached.

Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating on bread-and-butter lightweights until it ceased motorcycle production in 1939. The last overhead-valve Flying Eight left the factory in 1930 and the final sidevalve model the following year. Compared with the rival Brough Superior, Flying Eight survivors are relatively few.



In the present ownership for the past 28-plus years and last taxed for the road to 28th February 2015, this overhead valve-engined Flying Eight represents a rare opportunity to acquire a good example of one of the Vintage period's most famous superbikes. The machine is offered with a most substantial history file containing an old-style continuation logbook (issued 1945), expired MoTs, an original Coventry Eagle instruction book and range brochure (1924), restoration and maintenance notes, sketches, photocopied literature, press cuttings, photographs, invoices, correspondence, etc and old/current V5/V5C registration documents. It should be noted that a different engine number is recorded both in the latter and the 1945 logbook, indicating that the engine has been changed at some time. Indeed, the engine currently fitted - number 'KTOR/T49039' - came with the sidevalve-engined Flying Eight restoration project in this sale (Lot 311). We are advised that the engine, which contains a new crankshaft, has been loosely assembled and will need to be removed, dismantled and rebuilt before further use.

£80,000 - 120,000
€110,000 - 170,000



Property of a deceased's estate
C.1924 COVENTRY EAGLE 976CC
FLYING EIGHT PROJECT

Frame no. 41405

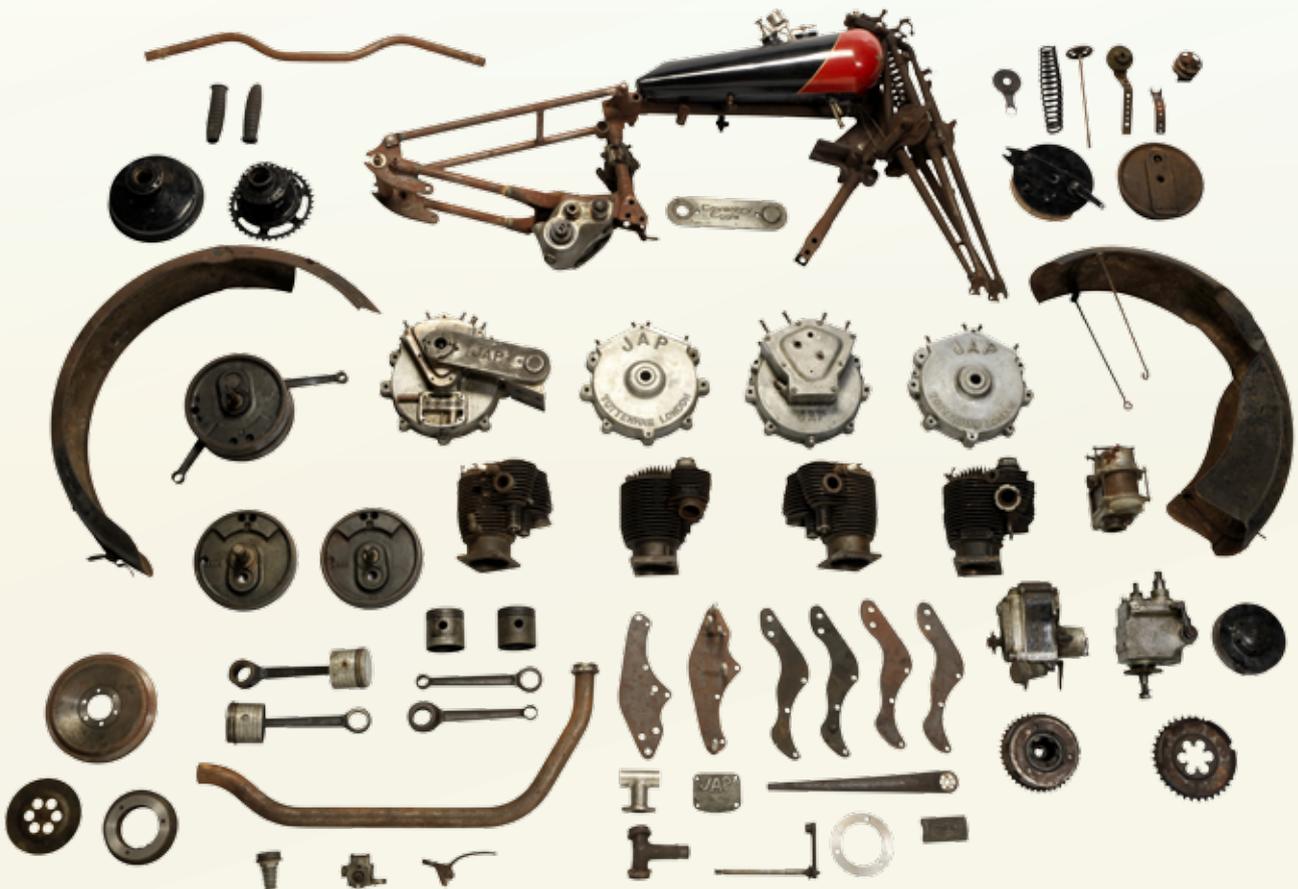
Engine no. KTC/U 12933/CS & KTCY/S 31385/F (See text)

Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI. Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying Eight to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying Eight which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine. Introduced in 1923, the Flying Eight was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 976cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time. Motor Cycle's tester found that the Flying Eight was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...'

In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying Eight, again JAP powered. Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating on bread-and-butter lightweights until it ceased motorcycle production in 1939. The last overhead-valve Flying Eight left the factory in 1930 and the final sidevalve model the following year. Compared with the rival Brough Superior, Flying Eight survivors are relatively few.

This sidevalve-engined Flying Eight had already been dismantled when it was purchased by the late owner from Bob Thedder. It should be noted that the collection of components includes a desirable 4-cam engine. Sold strictly as viewed, the Lot comes with a hand-written notes and the purchase receipt but there is no registration document.

£12,000 - 16,000
€17,000 - 22,000



312

Property of a deceased's estate

1955 VINCENT 998CC RAPIDE SERIES-D

Registration no. PDF 161

Frame no. RD12697

Rear frame no. RD12697

Engine no. F10AB/2/10797

Crankcase mating no. G54V



It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox would make the Vincent Series D the ultimate 'gentleman's motorcycle', though delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half leaving the Stevenage factory in un-enclosed form. Indeed, the un-enclosed Rapide and Black Shadow were the first Series D models to enter production (in March 1955) the enclosed Black Knight and Black Prince equivalents not appearing until April that year.

Notwithstanding the fact that, as far as Philip Vincent was concerned, the Series D was his finest design, the motorcycle-buying public greeted the innovative new models with suspicion, as is so often the case. Its creator's vision of the Series D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports-bike. Sadly, the firm lost money on every machine made, and when production ceased in December 1955 only 460 Series D v-twins had been built, making these landmark, last-of-the-line models rare indeed.

The late owner acquired this Series D Rapide in December 1992 from the widow of Eric Monsma of Alperton, West London, who had bought it from marque specialists Conway Motors in June 1974 (original order form on file). The Vincent was red when acquired and we are advised that no evidence of black paint has been found beneath the red, suggesting that this motorcycle may be one of those Vincents periodically produced in small batches finished in this non-traditional colour scheme, mainly for the North American market. Noteworthy features of this particular machine include an Alton 12-volt generator, Grosset electric starter, electronic ignition and a Dave Hills centre stand (original stand included). The accompanying history file contains an old-style continuation logbook (issued 1962), a quantity of MoT certificates (most recent expired May 2013) and old/current V5/V5C registration documents together with sundry invoices, photocopied instruction sheets, technical literature, etc.

£30,000 - 36,000

€42,000 - 50,000



313

Property of a deceased's estate

1927 SUNBEAM 3½HP

MODEL 6 SPORTSMAN

Registration no. DS 7040

Frame no. B1484

Engine no. J1466



The first Sunbeam motorcycle - a 350cc (2¾hp) sidevalve single - left the Wolverhampton premises of John Marston Ltd, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. The marque quickly established a reputation for sporting prowess, achieving 2nd place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines, most notably the 492cc (3½hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2.

Apparently written by its late owner, notes on file record that this Model 6 'Longstroke' was purchased new by one Horace Allen, who rode it until his wife's death in 1939. The last pre-war tax disc is on file and the history is confirmed by other correspondence. Mr Allen then became a recluse, keeping the Sunbeam in his kitchen until he too died, in 1983. Mr John Moore of Silchester then purchased the machine and got it back on the road. Re-registered as 'DS 7040' in 1985, the Sunbeam passed some two years later to Mr William Cakebread of Wittersham, from whom it was purchased by the late owner in July 1987. The machine comes with a history file containing a quantity of expired MoT certificates, the most recent expiring in April 2008, which is almost certainly when it was last used on the road. Also on file are a quantity of expired tax discs, SORN paperwork, old/current V5/V5C registration documents, photocopied manuals and a similar spare parts list.

£8,000 - 10,000

€11,000 - 14,000



314

Property of a deceased's estate

C.1946 NORTON 490CC

MANX RACING MOTORCYCLE

Registration no. VSV 907

Frame no. 15876 (see text)

Engine no. E11M 31772

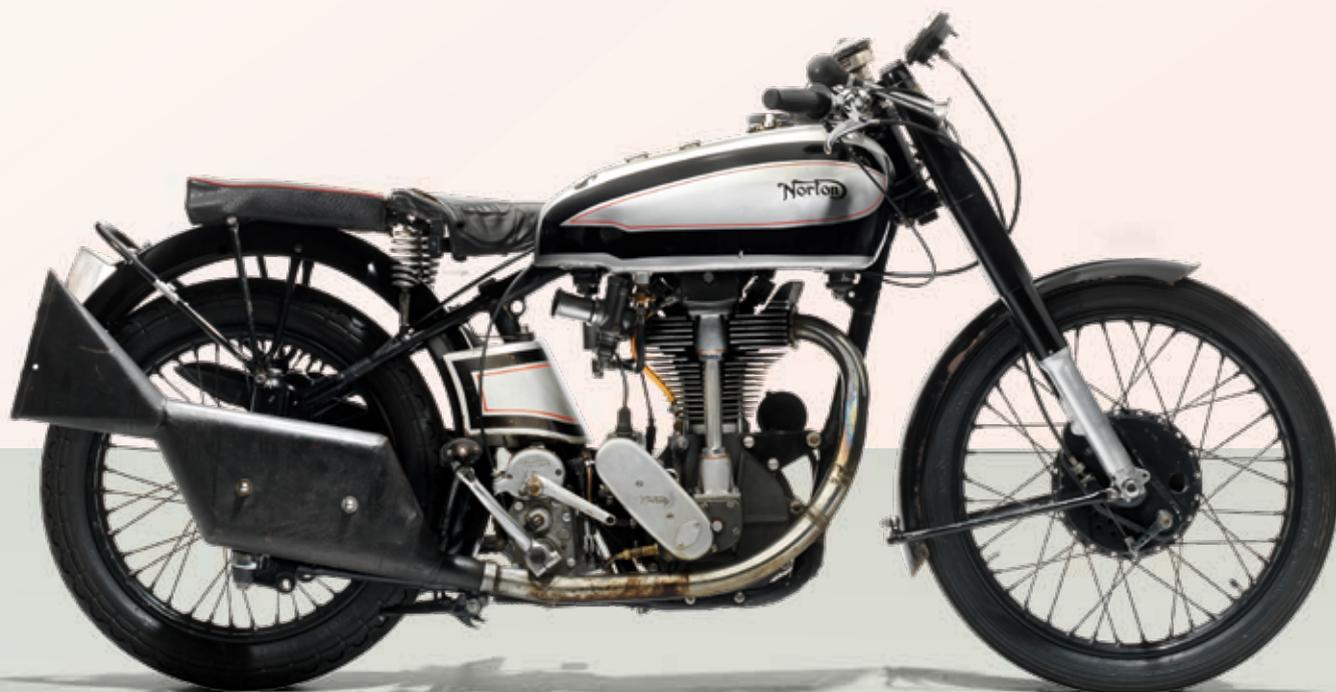


Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951. The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962. Manx engine development though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957.

This 'garden gate' Manx was registered by the late owner with its current number on 21st April 1987. We are advised that the engine has been fully rebuilt with new main and big-end bearings, new Carrillo con-rod, and new piston valves and guides. The accompanying history file contains a quantity of MoT certificates (most recent expired August 2013), SORN paperwork, technical drawings, an original maintenance manual, technical drawings, assorted Manx-related literature and old/current V5/V5C registration documents. It should be noted that the frame has been stamped in three different locations with numbers of varying clarity. With corresponding approximate manufacturing dates (in brackets) they are: '13166' (1947), '15876' (1948) and '40M 5536' (1945), the last two being recorded as the VIN number in the V5C. If genuine, the '40M' stamping indicates this motorcycle was built as a Model 40 (350cc) Manx, while the engine number 'E11M 31772' indicates that this engine is a 490cc (Model 30) unit dating from 1950.

£10,000 - 14,000

€14,000 - 20,000





315

Property of a deceased's estate

1929 RUDGE 499CC ULSTER

Registration no. MY 8683
 Frame no. 37206 (see text)
 Engine no. 657

The full potential of Rudge's four-valves-per-cylinder design was slow to emerge but in 1928 Graham Walker's works 500 became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary 'Ulster' sports model. Early engines deployed parallel valves in a pent-roof combustion chamber, then in 1930 a trio of 350s appeared at the Isle of Man with radially-disposed valves, the new arrangement demonstrating its superiority when the Rudgets finished 1,2,3 in the Junior TT. The next move was to produce a 'head for the 500 featuring parallel inlet valves and radial exhausts, the chief advantage of which was reduced complication. This 'semi-radial' arrangement debuted on the 1931 works bikes, and in 1933 first appeared on the Ulster and TT Replica models, the only road-going Rudgets to use it. This Vintage-era Ulster was purchased from one John Chapman in March 1988 having previously belonged to his friend, Jack Woodhouse. Correspondence on file suggests that the frame may have been changed, although the number given above is recorded in the accompanying old-style logbook issued in 1968. A past participant in the Irish Rally, the machine is offered with a history file containing blueprints, technical/historical literature, parts lists, SORN paperwork, old/current V5/V5C registration documents and a quantity of MoT certificates (most recent expired August 2010).

£12,000 - 16,000

€17,000 - 22,000



316

Property of a deceased's estate

C.1939 TRIUMPH 498CC 'TIGER 100 SPECIAL'

Registration no. 790 UXU
 Frame no. TL15650
 Engine no. 9 T100 20787

The 'one-off' machine offered here consists of the frame from a wartime single-cylinder Triumph 3SW, supplied in March 1940, and a 1939 Tiger 100 engine, fitted with the desirable bronze cylinder head and magnesium magneto. After its Coventry factory was destroyed in an air raid in November 1940, Triumph relocated to new premises at Meriden, Warwickshire and recommenced production of the single-cylinder sidevalve 3SW and overhead-valve 3HW models, which were based on their civilian equivalents. Triumph's single-cylinder models were used mainly by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. The sports version of Edward Turner's trend-setting Speed Twin, the Tiger 100 was launched in 1938. Performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. A past participant in the Irish Rally, '790 UXU' was first registered to its late owner in August 2006, although documents on file suggest that he had owned all or part of it for some considerable time beforehand. Taxed until the end of July 2015, the machine is offered with dating documents, SORN paperwork, old/current V5C registration documents and a quantity of MoT certificates, the most recent of which expired in August 2013.

£6,000 - 8,000

€8,400 - 11,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

319

Property of a deceased's estate

1925 HENDERSON 1,301CC DE LUXE FOUR

Registration no. DS 8914

Frame no. 1177

Engine no. D18387C

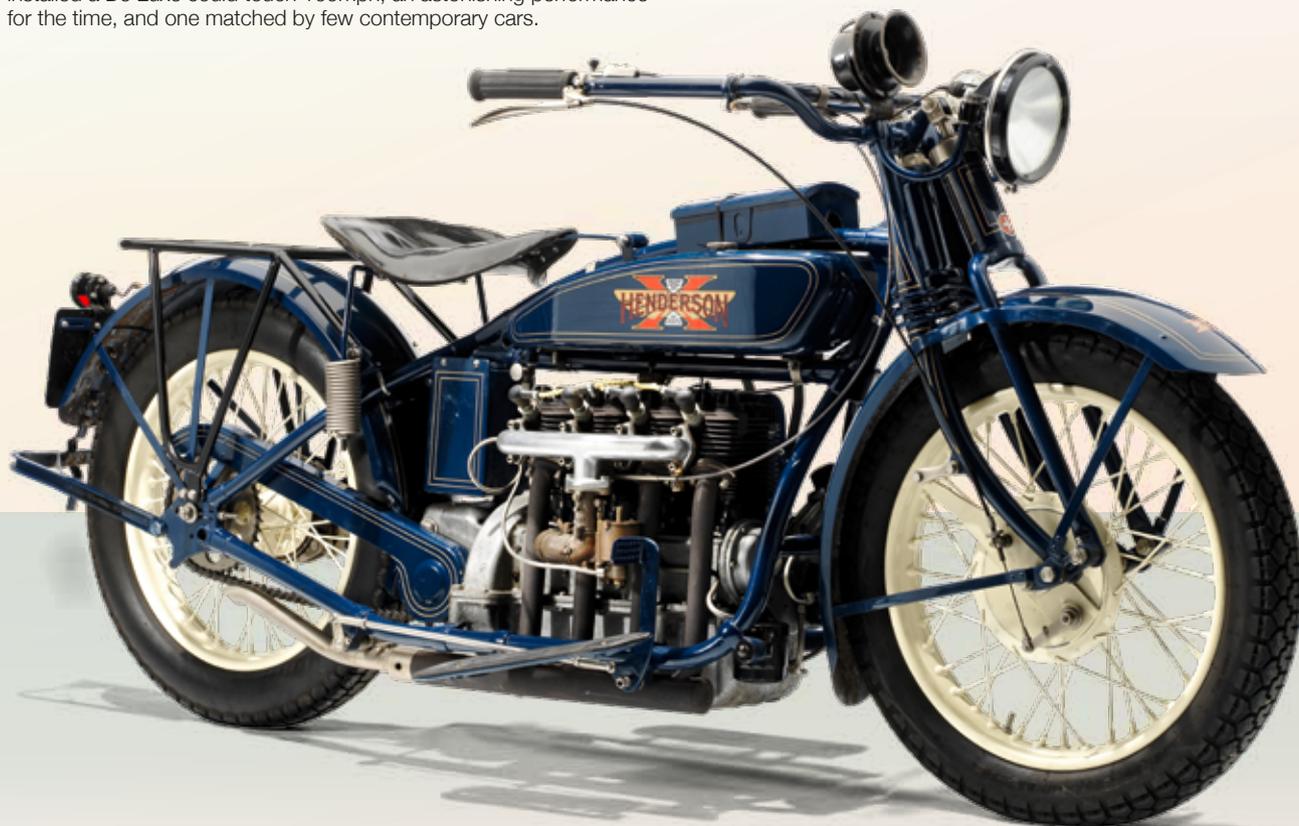


One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. The Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours. Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kickstarter and three-speed sliding-gear transmission were all Henderson features by 1917. Introduced for 1920, the Model K benefited from a redesigned 1,301cc sidevalve engine equipped with forced lubrication, a new twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph, and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time, and one matched by few contemporary cars.

This example of one of the most desirable of all American motorcycles was imported from Canada in 1988 and first registered to the late owner in April 1991 having been purchased at the Allington Castle auction in April 1990 (catalogue on file). Since then the Henderson has participated in the 'Oude Klepper Glorie' event in Belgium (1993) and the 2014 Banbury Run (see photographs and competitor number on file). We are advised that it benefits from the expert attention of Bill Healing, who rebuilt the engine, and Pete Harber, who was responsible for the paintwork. The machine is offered with a history file containing import paperwork, technical/historical literature, VMCC dating certificate, old/current V5/V5C documents, two MoT certificates (most recent expired 1994) and an instruction manual. A spare wheel hub is included in the sale.

£30,000 - 36,000

€42,000 - 50,000





FURTHER ENTRIES

320

C.1927 EXCELSIOR 750CC SUPER-X

Registration no. EX 7221

Frame no. 1779

Engine no. 1779



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. A 61ci (1,000cc) v-twin joined the range for 1911, at which time Excelsior was acquired by bicycle maker, Ignaz Schwinn. In 1913 the twin was offered with all-chain drive while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations.

Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when navy blue became the norm. In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

Introduced to the US market in 1925, the Super-X retained the Big Twin's F-head valve gear while reverting to the leading-link front fork used on its earliest ancestors. Elsewhere though, it was extensively redesigned, featuring unitary construction of the engine/gearbox and geared primary drive encased with an alloy casting, innovations doubtless inspired by the contemporary Indian Scout and Chief. There was a higher-performance Super Sport model available and this pair of Super-Xs continued with few changes, other than a switch to a streamlined, teardrop-shaped fuel tank for 1929, until Ignaz Schwinn pulled the plug on motorcycle production in the spring of 1931.

First registered in the UK in August 1951, this Excelsior Super-X was purchased by the current vendor in August 1985, the previous keeper being recorded as one James Glyn Hunt of Beckenham, Kent. Last MoT'd in 2010-2011 (certificate on file) the machine will require re-commissioning and the customary safety checks before returning to the road. A copy parts list, two expired tax discs and a V5C registration document come with it.

£15,000 - 18,000

€21,000 - 25,000



321

C.1927 CLEVELAND 746CC '4-45' FOUR

Registration no. BS 9195

Frame no. H545

Engine no. H545



The Cleveland Motorcycle Manufacturing Company, of Cleveland, Ohio was in business from 1915 to 1929, commencing modestly enough with a single-cylinder two-stroke lightweight before progressing to a mighty 61ci four. Built between 1915 and 1924, the 13.5ci (221cc) two-stroke was unusual in mounting its engine with the crankshaft inline with the frame, a sensible arrangement for a shaft-driven motorcycle but one that necessitated a worm gear to turn the drive through 90 degrees on the chain-driven Cleveland. Early models lacked a kick-starter, which was adopted for 1917, while subsequent improvements included a combined fuel/oil tank, battery electrics and footboards instead of pegs. All models had two-speed transmission and a front fork copied from the British 'baby' Triumph.

The two-stroke's replacement for 1925 was a 21.25ci (348cc) single-cylinder four-stroke 'flat head' that failed miserably in the face of competition from the Indian Prince. Changing tack, Cleveland came back with a 36.6ci (600cc) 'T-head' four, designed by Detroit motor engineer, L E Fowler, which was a close copy of the defunct Pierce.

A relative failure that sold in limited numbers, Cleveland's first four was soon followed by 45ci (750cc) and 61ci (1,000cc) inlet-over-exhaust 'F-head' designs drawn up by E H DeLong, who previously had worked for both Henderson and Ace on their four-cylinder models.

Introduced in 1926, the new '4-45' was an advanced design featuring monobloc castings for the cylinders and cylinder head. The three-speed gearbox was integral with the crankcase but unusually the gear cluster was removable without disturbing the engine – a considerable chore for the owners of an Ace or Indian four. However, the latter had much larger engines and were faster, prompting Cleveland to introduce a 'sports' version of the '4-45' pending the arrival of the '4-61' in 1927. Cleveland was hit hard by the Wall Street Crash of 1929 and despite producing the most advanced four-cylinder motorcycle of the day, ceased manufacture later that same year.

Bought as a 'basket case' from a California dealer, this rare Cleveland '4-45' four was first registered in the UK in August 2004. The vendor is its only recorded owner in this country. We are advised that Harley-Davidson and Indian parts were used in its restoration and that the gearbox has been repaired. It is understood that the Cleveland was last running around ten years ago but its present mechanical condition is not known. Sold strictly as viewed, the machine is offered with V5C document and a photocopied parts list.

£25,000 - 35,000

€35,000 - 49,000



1927 ACE 1,229CC FOUR

Registration no. BS 9514

Frame no. VF347

Engine no. VF347



The Ace was William Henderson's second four-cylinder motorcycle. One of the most charismatic names in American motorcycling history, the Henderson company - founded by Tom and William Henderson in Detroit in 1912 - produced nothing but four-cylinder motorcycles in the course of its 19-year existence. In 1917 the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, and the Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - thereby having a hand in the design of all the major American-built fours.

The first Ace four had been offered late in 1919 for the 1920 season, and retained the F-head (inlet over exhaust) valve gear of the original Henderson. (Schwinn's Hendersons went 'flat head' for 1920). The 75ci (1,229cc) air-cooled inline engine employed splash lubrication and was built in unit with the three-speed, hand-change gearbox. A wheelbase of 59" and a seat height of 29" made for a stable and comfortable ride, while weight was kept down to a commendable 365lbs.

To promote its new product, Ace recruited Erwin G Baker, famous for his record-breaking long distance rides for Indian, and 'Cannonball' duly obliged, setting a new transcontinental record of 6 days, 22 hours, 52 minutes, smashing Henderson's existing record and

humbling Henderson-mounted rival Wells Bennett in the process. Following Bill Henderson's death in an auto accident in December 1922 while testing an Ace, Arthur O Lemon was recruited as chief engineer from the rival Excelsior/Henderson firm, bringing with him rider Charles 'Red' Wolverton. Ace's competition successes continued under Lemon's direction, including a new American motorcycle speed record of 129.61mph set by Wolverton, but these were not matched by sales and the company went bust in 1924. By 1926 the reconstituted Ace was owned by Detroit Motors, from which it was bought by Indian in January '27.

Ranked alongside Crocker, Cyclone, Flying Merkel and a select few other marques, the Ace Four is a highly desirable motorcycle for any collection, and examples are seldom offered for sale on the open market. This example is believed to have resided in the USA before coming to the UK in 2005, since when it has had only one owner. We understand that Eric Neves restored the clutch and transmission, but little else is known about the Ace's history or condition. Sold strictly as viewed, the machine is offered with old/current UK V5C registration documents and ring-binder of photocopied marque-related literature.

£18,000 - 24,000
€25,000 - 34,000



323

1930 HARLEY-DAVIDSON 74CI VL 'BIG TWIN'

Registration no. HW 9016

Frame no. 30 1651

Engine no. 30V8795



The 'flat head' (sidevalve) Harley-Davidson VL 'Big Twin' was announced in July 1929 as a replacement for the inlet-over-exhaust 'pocket valve' twins that had been in production since 1911. The twin headlamps, round toolbox and Klaxon horn were carried over from its immediate predecessor but nearly all of the rest of the bike was new. Harley's 1930 brochure described the new 74ci machine as 'standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-centre rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered.'

Despite its maker's evident enthusiasm, the model V was far from an instant success. More massively built and heavier than its predecessor, the V lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' went on to win the hearts of Harley enthusiasts everywhere.

This Harley-Davidson VL was bought by the centenarian owner in 1941 from a naval officer, then sold and repurchased many years later. Correspondence on file appears to indicate that in 1965 the machine belonged to Mr W R Newton, Secretary of the Bristol Vintage Motorcycle Club. Mr Newton wrote to the Bristol licensing authorities that year, receiving confirmation that the registration 'HW 9016' was allocated to a Harley-Davidson motorcycle in April 1930 (copy letter on file). Unfortunately, all early logbooks have been lost, the earliest registration document on file being a V5 issued in January 1994 when the original registration was retrieved. Old/ current V5C documents are on file also together with a photocopied operation/maintenance manual and a restoration guide. The Harley was restored soon after purchase in its pre-existing livery (note the heraldic emblem on the fuel tank) while subsequently the gearbox was rebuilt by specialist Steve Slocombe. Its present mechanical condition is not known and thus the machine is sold strictly as viewed.

£12,000 - 16,000

€17,000 - 22,000



324

1936 HARLEY-DAVIDSON 80CI VLH 'BIG TWIN'

Registration no. EAS 433

Frame no. 36VLH3708

Engine no. 36VLH3708



The 'flat head' (sidevalve) Harley-Davidson VL 'Big Twin' was announced in July 1929 as a replacement for the inlet-over-exhaust 'pocket valve' twins that had been in production since 1911. The twin headlamps, round toolbox and Klaxon horn were carried over from its immediate predecessor but nearly all of the rest of the bike was new. Harley's 1930 brochure described the new 74ci (1,213cc) machine as 'standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-centre rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered.'

Despite its maker's evident enthusiasm, the Model V was far from an instant success. More massively built and heavier than its predecessor, the V lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the Model V 'flat head' and its derivatives went on to win the hearts of Harley enthusiasts everywhere.

This Harley-Davidson VLH has the 80ci (1,311cc) engine newly introduced in 1935. An older restoration, the machine was first registered in the UK in January 2002 and has belonged to the current vendor since then. It was last taxed for the road to 31st December 2002. The Harley's present mechanical condition is not known, though compression is good, and thus the machine is sold strictly as viewed. There are no documents with this Lot.

£6,000 - 10,000

€8,400 - 14,000



325

1928 INDIAN TYPE 401 FOUR

Registration no. DSL 393

Engine no. DA481



Smuggled out of Czechoslovakia before the Berlin Wall came down, this Indian Four was purchased by the vendor in 1988. The machine was in a very poor state and it would be a long time before it ever saw the road again. A friend of the vendor, marque specialist Alan Forbes of Motolux in Edinburgh was commissioned to undertake the restoration.

Once dismantled, the engine was sent to Bill Healing Restorations in Northfleet, Kent. Bill had done a lot of work for Fred Warr, the Harley Davidson dealer in London, and was an expert when it came to four-cylinder American motorcycle engines. Bill stripped the engine and produced a meticulous written report of everything required. The most important observation was that there were no cracks in any of the cases or cylinder fins.

Everything was rebuilt, the engine alone taking four years to complete. Far too lengthy to reproduce here, the list of works carried out, invoices issued and Bill Healing's original report are contained within the extensive history file (inspection recommended). During the strip down, Bill found traces of red paint on the crankcases. Research revealed that Indian had copied the Ace Four in having coloured 'cases.

In the case of the Ace they were blue whereas the Indian Four's were red. Indian's advertising literature showed red crankcases, so it was decided to finish them in that colour. The machine certainly looks stunning.

Once the engine came back from Bill Healing, Motolux continued the restoration. Every nut and bolt was replaced and nickel-plated and the rebuild's attention to detail is impressive. Rick Parkington, who now writes for Classic Bike magazine in the 'Garage' section, worked for Motolux at that time and carried out most of the rebuild. The restoration was completed in 2000 and only a handful of miles have been covered since then. The machine is described by the vendor as in generally excellent condition, though we are advised that the dynamo requires attention. In addition, careful re-commissioning and the customary safety checks will be required before the machine returns to the road. Offered with V5 registration document.

£65,000 - 70,000

€91,000 - 98,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



326

The property of James May

1974 YAMAHA 49CC FS1-E

Registration no. TKJ 74N

Frame no. 394-019154

Engine no. 394-019154

Now elevated to a cult status rivalled only by Yamaha's RD350LC, the FS1-E 'Sixteener Special' first appeared in 1973. Dropped from the range in 1979, the model was later revived by Yamaha - an almost unprecedented occurrence - with production recommencing in 1987. Originally the 'FS1', the model later gained a set of bicycle pedals to meet UK moped legislation, becoming the 'FS1-E'. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. When the model was revived, without pedals but now equipped with Autolube, it was available in restricted form only, though the missing horses were relatively easily restored. BBC Television's 'Top Gear' presenter, James May acquired this FS1-E for his private collection in December 2011, since when it has covered only 50-or-so miles. Restored circa 2007 and described as in generally good condition, it represents a wonderful opportunity to acquire one of these increasingly collectible motorcycling icons. The machine is offered with a quantity of expired MoT certificates, purchase receipt (made out to Richard Hammond), V5C registration document and MoT/tax to 2016. The installation of after-market indicator bodies is the only notified deviation from factory specification (originals included in sale).

£2,000 - 2,400

€2,800 - 3,400

No Reserve



327

The property of James May

1976 SUZUKI AP50

Registration no. PCA 842P

Frame no. 14733

Engine no. 229967

Suzuki's expansion throughout the 1960s was founded on a range of two-stroke ultra-lightweights, which although of small capacity offered a useful performance increase over the ubiquitous 50cc 'step-thru' moped. The Japanese company was thus well placed to exploit the 'Sixteener Special' market in the UK, where 16-year olds were restricted to riding 50cc machines equipped with pedals. By adding pedalling gear to its existing A50 model, Suzuki came up with the A50P (or AP50) a machine that was both stylish and fast, being capable of reaching 50mph. It was also just what the average speed-obsessed teenager wanted. Of course, this was not what the Whitehall bureaucrats had in mind when they framed the legislation - their insistence on pedals had been meant to restrict youngsters to relatively slow mopeds - and in 1977 the law changed to restrict the 'Sixteeners' to 30mph, though the requirement for pedals was dropped. All of which made the unrestricted models all the more desirable, a state of affairs that obtains among today's collectors. The property of BBC Television's 'Top Gear' co-presenter, James May, this Suzuki AP50 was the subject of a good amateur restoration circa 2013. 'PCA 842P' is described as in generally very good condition, only requiring mild re-commissioning in the form of rear wheel truing, and engine tune and a fresh battery. The machine is offered with purchase receipt, Pitman manual, V5C registration document and recently expired MoT.

£2,000 - 2,400

€2,800 - 3,400

No Reserve



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328

The property of James May

1980 OSSA 250CC MAR TRIALS MOTORCYCLE

Registration no. DMW 731V

Engine no. M340211

Aiming to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. Equipped with a lighting kit and speedometer for road use, this Ossa MAR was acquired by the immediately preceding owner in 2008 and subsequently restored, including a professional rebuild of the engine. It has not been ridden since. In April 2014 the Ossa was offered for sale at Bonhams' Stafford auction (Lot 274) and purchased there by the current vendor, BBC Television's 'Top Gear' co-presenter, James May. Said to require minor finishing, the machine is offered with sales receipt, sundry restoration invoices, SORN paperwork and old/current V5C documents.

£1,200 - 1,500

€1,700 - 2,100

No Reserve



329

The property of James May

1979 SUZUKI TS250

Registration no. UUN 446T

Frame no. 31825

Engine no. 32013

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's street scramblers became more capable on the dirt. One of the most successful was the TS range of single-cylinder two-stroke trial bikes, which commenced in 1969 with the TS250, while the successor ER series shifted the focus even more towards off-road capability. A relatively recent acquisition for James May's collection, this TS250 was returned to standard trim in 2014 using second-hand parts and a new-old-stock exhaust system. Currently taxed, the machine is described as in generally good condition mechanically, starting readily with only a little smoke. Accompanying documentation consists of a purchase receipt, recently expired MoT and old/current V5C documents, and the Suzuki also comes with an original owner's manual and a Haynes manual.

£800 - 1,200

€1,100 - 1,700

No Reserve



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330

The property of James May
1973 HONDA CD175

Registration no. WEX 660M
Frame no. 3013175
Engine no. 3013475

Introduced in 1966, the Honda CD175 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. Not exactly an exciting performer, the CD175 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy - by Japanese standards - production run of almost 12 years proved the soundness of the basic concept. This example was acquired in August 2012 by the current vendor, BBC Television's 'Top Gear' co-presenter, James May. Benefiting from a replacement cam chain and other works carried out in 2013 (bill on file), 'WEX 660M' is described as in generally good 'patinated' condition and a good runner. The machine needs a new clutch cable (supplied) and may need a new battery and further re-commissioning before use. Accompanying documentation consists of the purchase receipt, sundry invoices, two MoT certificates (most recent expired August 2014) and a V5C registration document.

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



331

The property of James May
1975 HONDA CB200

Registration no. JPP 198N
Frame no. 1027561
Engine no. 1029413

Introduced in 1973, the Honda CB200 sports roadster superseded the old CB175 and came with a tubular spine frame, twin carburettors, a five-speed gearbox and either a drum or disc front brake. Back in 1974 Bike magazine found theirs a little slower than both the Yamaha RD200 and Suzuki GT185, though considerably more economical. 'It might not be the fastest thing around,' remarked Britain's No.1 motorcycling magazine, 'but somehow it looks and feels more like a real motorcycle than its two-stroke counterparts. It's a little bike with a big heart.' Physically smaller and lighter than Honda's contemporary 250, it must have seemed the ideal mount for lady riders and gents small in stature. This example was acquired in November 2011 by the current vendor, BBC Television's 'Top Gear' co-presenter, James May. 'JPP 198N' benefits from a freshly repainted fuel tank and side panels and is described as in generally good condition, MoT'd and taxed until March 2016. Accompanying documentation consists of sundry invoices, VJMC dating letter, a quantity of expired MoT certificates, (copy) old V5/current V5C registration documents, and a previous owner's record of servicing carried out between 2007 and 2011.

£1,500 - 1,800
€2,100 - 2,500
No Reserve

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

332

The property of James May

1971 KAWASAKI 250CC A1 SAMURAI

Registration no. TBK 117J

Frame no. A1 20373

Engine no. A1E 24870

Kawasaki's reputation for producing exciting high-performance motorcycles began with the fire-breathing Mach III 500cc triple, yet before the latter's arrival Kawasaki offered two other class-leading sports models: the 250cc A1 Samurai and 350cc A7 Avenger, a pair of air-cooled two-stroke twins that employed disc valve induction. A five-speed gear cluster was contained within the horizontally-split crankcases and there was 'Injectolube' pumped lubrication, while the generator was mounted behind the cylinders, a position dictated by the side-mounted carburettors. The cycle parts were entirely conventional, consisting of a duplex-loop frame with twin-leading-shoe front brake. The result was an undeniably handsome sportster with a claimed 31bhp maximum and a top speed of 103mph, phenomenal figures for a 250 of the day. The Samurai was built from mid-1966 to the end of 1971, though relatively few were imported into the UK, and today this early classic Kawasaki is highly sought after by collectors. The property of BBC Television's 'Top Gear' co-presenter, James May, this Samurai comes with documentation indicating that it was imported into the UK in the 1980s and comprehensively restored in the early 1990s by a previous owner. The machine has seen minimal use since its acquisition for James's collection and is described as in generally excellent condition. Additional paperwork consists of a quantity of expired MoT certificates, VJMC and other correspondence, current MoT/tax and V5C document.

£5,000 - 6,000

€7,000 - 8,400



333

The property of James May

2010 YAMAHA SR400 'GRIEVOUS ANGEL'

BY DEUS EX MACHINA

Registration no. LJ10 PXP

Frame no. 7AT0J42TX09010404

Engine no. H313E010407

With the growing popularity of nostalgia-inspired 'retro' styled motorcycles, it was entirely predictable that Yamaha would reintroduce its SR400 single, a model that has provided the inspiration for many a backyard customiser since its original introduction back in 1978. Known as 'Grievous Angel', 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. BBC Television's 'Top Gear' co-presenter, James May personally imported this SR400 from Deus's New Zealand operation in 2010. The Deus has mostly been kept on indoor display but has been run regularly and the battery kept on charge. Presented in commensurately excellent condition, it should require only the bare minimum of re-commissioning before further use. This beautiful SR400 custom is offered with import/shipping paperwork, recently expired MoT (August 2014) and V5C registration document.

£8,000 - 12,000

€11,000 - 17,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

334

The property of Richard Hammond
1977 HONDA GL1000 GOLD WING

Registration no. WHO 833R

Frame no. GL1-2039480

Engine no. GL1E-2037979



In a world grown accustomed to an excess of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. 'Motorcycle or sci-fi fantasy?' was Bike magazine's reaction. 'Quite simply the most advanced motorcycle ever made,' was Honda's preferred description, and given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. One of the fastest production motorcycles of its day, the Gold Wing was described in Honda's Stateside ads as 'the epitome of what touring is all about', and proved eminently capable of taking sales from both BMW and Harley-Davidson. As owners began to fit more and more accessories - including trailers the size of small caravans - engine capacity was increased first to 1,100cc and then to 1,200cc to cope with the increasing demands for more power. Over the years the 'Wing has continued to grow in engine capacity, overall size and complexity, which only serves to underline the increasingly collectible original's purity of form.

BBC Television 'Top Gear' presenter and avid motorcycle collector, Richard Hammond purchased this GL1000 Gold Wing from his colleague James May in July 2013. Correspondence on file states that the machine spent much of its early life in storage, while the current odometer reading is only circa 13,000 miles. Numerous invoices on file testify to the fact that it has benefited from the attentions of some of the best in the business. Presented in superb original condition and said to be a pleasure to use, the machine is offered with the aforementioned invoices, a quantity of MoT certificates (most recent expired July 2014), old/current V5C registration documents, workshop manual and an owner's manual.

£4,000 - 6,000

€5,600 - 8,400



335

The property of Richard Hammond
2010 NORTON COMMANDO 961SE

Registration no. FJ10 RUH

Frame no. SAYCSE961 10000045



Norton's enduring fascination stems from a reputation forged on the world's racetracks during the first six decades of the 20th Century, when the silver-and-black bikes from the Bracebridge Street factory swept all before them. The revitalised company exists in its present form thanks to British businessman, Stuart Garner, who acquired the rights to the Norton name from its US owners in 2008. Development and production of a new Commando model had been begun by Kenny Dreer of Oregon in the late 1990s and this all-new design was further developed at Norton's factory at the Donington Park race circuit. Recognisably related to the last Commando of the 1970s, the new café racer-style Norton roadster boasts an over-square (88x79mm) air-cooled overhead-valve twin-cylinder engine incorporating a 270° crankshaft and counter-balancer. A maximum output of 82bhp (at the rear wheel) is claimed, giving a top speed of over 130mph.

Deliveries of the new Norton Commando 961SE commenced in 2010, and BBC Television 'Top Gear' presenter and avid motorcycle collector, Richard Hammond was one of the first customers. Interviewed for Bike magazine's July 2014 edition, which featured the machine offered here, he said: 'I saw pictures and wanted one. It's such an evocative name... Then I woke up one morning and ordered one.' Number '45', Richard's is one of the first batch of 200 Commandos fitted with carbon fibre wheels, and it also has the sports exhaust system.

In the intervening five years Richard's Commando has covered relatively few miles (he has a large collection of other motorcycles to choose from) and it remains in pristine 'like new' condition. Representing a wonderful opportunity to acquire one of the exclusive, hand built future classics, 'FJ10 RUH' comes with all of its original paperwork including factory correspondence, order form, stamped service book and old/current V5C registration documents.

£14,500 - 18,500
€20,000 - 26,000





336

**The property of Richard Hammond
1970 TRITON 500CC 'CAFÉ RACER'**

Registration no. CYY 62H
Frame no. L122 67663
Engine no. T100 52804

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. First registered as a 'Triton' in 1970, this example consists of a 1954 'pre-unit' Tiger 100 engine and the Featherbed frame from a Dominator 88, the latter dating from 1956. Other noteworthy features include an Amal Concentric carburettor, Triumph 'slick shift' gearbox, alloy wheel rims, large-capacity fuel tank, 'racing' seat, rear-set footrests, central oil tank, clip-on handlebars, siamesed exhaust, megaphone silencer and BSA-Triumph conical hubs. Acquired by previous owner Norman Murray in 2004 and restored by him circa 2008, the Triton has been used sparingly, covering relatively few miles since the rebuild, and has won concours awards at Battlesbridge (2006, 'Best Special'), Race Retro (2008, 'Café Racer' runner-up) and the Maldon British Motorcycle Club (2012, 'Best Overall'). In April 2014 the Triton was offered for sale by Mr Murray at Bonhams' Stafford Sale where it was purchased by James May, Richard Hammond's co-presenter on BBC Television's 'Top Gear', who then sold it to Richard. Described as in generally excellent condition, the machine is offered with a quantity of expired MoTs, sundry invoices, old/current V5/V5C documents, MoT to September 2015 and the aforementioned concours awards.

£6,500 - 8,500
€9,100 - 12,000



337

**The property of Richard Hammond
1975 YAMAHA 49CC FS1-E**

Registration no. JWH 225P
Frame no. 54773
Engine no. 54773

Now elevated to cult status, Yamaha's FS1-E 'Sixteener Special' first appeared in 1973. Dropped from the range in 1979, the model was later revived by Yamaha - an almost unprecedented occurrence - with production recommencing in 1987. Originally the 'FS1', the model later gained a set of bicycle pedals to meet UK moped legislation, becoming the 'FS1-E'. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. When the model was revived, without pedals but now equipped with Autolube, it was available in restricted form only, though the missing horses were relatively easily restored. The passage of time and attendant nostalgia effect has seen the humble FS1-E elevated to the status of one of the most collectible of 'modern' Japanese motorcycles, perhaps only second to the Yamaha RD350LC, with a whole generation of 50-something motorcyclists eagerly buying and restoring the humble 'Fizzie' in an effort to recapture the spirit of their youth. BBC Television 'Top Gear' presenter and avid motorcycle collector, Richard Hammond purchased this superb original FS1-E in December 2011. MoT'd to January 2016 and described as in generally excellent condition, it represents a wonderful opportunity to acquire one of these increasingly collectible motorcycling icons. Accompanying documentation consists of the 2011 purchase agreement, a quantity of expired MoT certificates and a V5C registration document.

£2,500 - 3,500
€3,500 - 4,900



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FURTHER ENTRIES

338

1973 YAMAHA DT250

Frame no. DT1F-164253

Engine no. 1F-164253

North America's wide-open spaces are the perfect playground for off-road motorcycles and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'.

Powered by a single-cylinder, air-cooled, two-stroke engine equipped with reed valve induction, the trail-styled DT250 enduro was one of Yamaha's most successful models of this type during the 1970s.

Unlike some of its contemporaries, the DT was quite good on the dirt, Bike magazine's John Bulley reckoning it would even cope with a real enduro competition. This un-restored matching-numbers DT250 spent many years on display in a dealer's showroom in Ohio, USA before being sold as the dealer is nearing retirement. Imported into the UK in March 2015 and offered for restoration, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle.

£1,500 - 2,000

€2,100 - 2,800



339

1974 YAMAHA DT100

Frame no. 437-008851

Engine no. 437-008851

North America's wide-open spaces are the perfect playground for off-road motorcycles and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'.

Powered by a single-cylinder, air-cooled, two-stroke engine equipped with reed valve induction, the trail-styled DT100 enduro was one of Yamaha's most successful models of this type during the 1970s.

Small Yamaha enduros from the 1970s are rarely found in better condition than this matching-numbers example, which formed part of a private collection in Glen Rock, Pennsylvania together with numerous other motorcycles and priceless cars until the owner decided to thin out his collection. Imported into the UK in March 2015 and described by the vendor as in 'A1' condition, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle. A total of only 3,512 miles is currently displayed on the odometer.

£1,500 - 2,000

€2,100 - 2,800



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340
1975 KAWASAKI 498CC KH500
 Frame no. H1F35774
 Engine no. KAE 105780

From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing, but a two-stroke – the awesome, legendary Mach III. Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The Mach III (H1) triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. Few Kawasaki triples have remained as original as this example, which formed part of a private collection in Pennsylvania, USA together with several other motorcycles and cars until the owner decided to thin out his collection. Imported into the UK in March 2015 and described by the vendor as in generally excellent condition, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle. A total of only 7,130 miles is displayed on the odometer and only mild re-commissioning should be required before returning it to use.

£5,000 - 6,000
€7,000 - 8,400



341
1974 KAWASAKI 247CC F11
 Frame no. F11-26006
 Engine no. F11-E26022

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. Launched in July 1971, the F11 formed part of Kawasaki's expanding range of off-road models and was significant as it marked a switch to piston control of the induction phase, the preceding disc valve having been dropped. This placed the carburettor out of harm's way and at the same time narrowed the engine. The F11 was produced up to the end of 1975, its place in the Kawasaki line-up being taken by the KE250. This beautifully restored F11 formed part of a private collection in Glen Rock, Pennsylvania, USA together with several other motorcycles and cars until the owner decided to thin out his collection. Imported into the UK in March 2015 and described by the vendor as in generally excellent condition, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle. The F11 was never officially imported into the UK and they are rare in this country; certainly there can be few as nice as this one.

£2,500 - 3,000
€3,500 - 4,200



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

342

1975 YAMAHA RD350

Frame no. 351-316724

Engine no. 351-316724

Light as a 250 and powerful as a 500, no range of motorcycles better exemplifies the Japanese approach to making a 350 than Yamaha's charismatic two-stroke twins, the first to make an impact in the UK being the YR3. The YR5 followed and then in 1973 came the first of a new family: the RD350. Together with Yamaha's other two-strokes, the new RD350 featured reed valves, an innovation that made for superior breathing and a broader spread of power. The cycle parts remained much the same as those of the preceding YR5, but for the important introduction of a front disc brake. Testing an RD350 in 1975, Bike magazine found it, 'a very loveable bike; its finely judged blend of civilisation and brutality should appeal to anyone who wants an oil-tight, hassle-free mount which still has that old time quality known as "Balls". This collectible, matching-numbers RD350 was kept in a barn in Ohio, USA for many years before being taken in part exchange by a dealer some time ago. Offered for restoration and sold strictly as viewed, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle by the successful purchaser. We are advised that the engine turns and has compression.

£1,900 - 2,500

€2,700 - 3,500



343

1972 SUZUKI TS250J

Frame no. TS2503-28875

Engine no. TS2503-28934

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's street scramblers became more capable on the dirt. One of the most successful was the TS range of single-cylinder two-stroke trial bikes, which commenced in 1969 with the TS250, while the successor ER series shifted the focus even more towards off-road capability. This TS250J was restored in the USA and formed part of a private collection in Glen Rock, Pennsylvania together with numerous other motorcycles and priceless cars until the owner decided to thin out his collection. Imported into the UK in March 2015 and described by the vendor as in generally excellent condition, it comes with US title, customs document and NOVA declaration to facilitate an application to register it as an imported vehicle. A total of only 1,861 miles is displayed on the odometer and this has to be one of the best examples of its type currently available. An opportunity not to be missed.

£3,000 - 3,500

€4,200 - 4,900



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344^N
1968 KAWASAKI 498CC MACH III
 Frame no. KAF 10505
 Engine no. KAE 08751

'Only the shotgun acceleration of a Kawasaki can make you feel that good, throttle screwed round as the corner opens up into the next bit of straight as you hit the apex, 'bars shimmying slightly as the front lightens under the power, back end flexing as the engine tries to pull the wheel sideways against all those G's forcing it into the road, oh boy!' – Bike magazine on the H1. From the Z1 to the 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 early example is offered fresh from restoration having covered only some 15 'shakedown' kilometres since the work's completion in March 2014 (the odometer was zeroed during the rebuild). The machine is offered with Federazione Motociclistica Italiano Registro Storico Nazionale certificate.

£6,000 - 9,000
 €8,400 - 13,000



345^N
**Single family ownership from new,
 1964 HONDA 50CC CZ100 'MONKEY BIKE'**
 Frame no. S001492
 Engine no. B11329

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car. Immensely popular as paddock transport the world over they are currently much in vogue, with a flourishing owners club in the UK. The CZ100 offered here was purchased new by the current vendor's family in 1964. Restored in 2008, it currently displays a total of 3,630 kilometres (approximately 2,250 miles) on the odometer and we are advised that the previous odometer, which was replaced during restoration, showed in excess of 6,000 kilometres (approximately 3,700 miles) when removed. Described as in generally good/excellent condition, this early Honda monkey bike is offered without documents.

£6,000-6,500
 €8,400 - 9,100



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346

1984 HONDA VF750FE

Registration no. B786 WHK

Frame no. RC15-2103933

Engine no. RC07E-2203144

Honda's 1970s domination of the middle and heavyweight classes had been achieved with a succession of across-the-frame, inline fours, but towards the end of the decade the Japanese manufacturer began to turn increasingly to vee-configuration engines, the first four-cylinder example, the shaft-driven VF750 tourer, arriving in 1982. Smaller VF400 and VF500 v-fours followed, together with the range-topping VF1000F and VF1000R, while the sportier VF750F of 1983 switched to chain drive and came with those two 1980s 'must haves': a 16" front wheel and anti-dive forks. Today's VFR800F is a direct descendent of the original VF750, making it one of Honda's longest-running models. The original is already approaching classic status. This particular VF750 was acquired by the vendor in November 2011 having belonged to the previous owner for some 21 years. The machine has not been used since it was treated to a full 'last nut and bolt' restoration in 2014, with no part left untouched. Described by the vendor as in generally excellent condition, this collectible classic Honda is offered with an expired MoT certificate (1994) and V5C registration document.

£2,500 - 3,500

€3,500 - 4,900



347

1989 KAWASAKI 997CC ZX10

Registration no. F867 PNK

Frame no. ZXT00B-014914

Engine no. ZXT00AE042233

Kawasaki followed up its trend-setting GPz900R superbike of 1984 with the GPZ1000RX, which after only two years in production was superseded by the ZX10. Introduced for 1988, the latter boasted an aluminium 'E-box' frame and was 35lbs lighter than its steel-framed predecessor. The extensively revised 16-valve water-cooled engine now produced 137bhp, which was good enough for a top speed knocking on 170mph. UK customers had to make do with 'only' 125bhp courtesy of the industry's 'gentlemen's agreement' to restrict maximum power, though the missing horses were easily reinstated by modifying the carburettor tops to enable the slides to open fully. Bodywork was similar to the outgoing GPz's but featured a higher screen giving greater wind protection to the rider. This example of Kawasaki's cutting-edge 1980s superbike benefits from recent restoration of the bodywork and brakes, a full re-spray, new decals and a full service. Described by the vendor as in generally excellent condition, this beautiful future-classic is offered with a quantity of expired MoTs, V5C registration document and MoT to December 2015. The current odometer reading is 21,563 miles.

£2,500 - 3,000

€3,500 - 4,200



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348
1982 SUZUKI GS650 KATANA
Registration no. CUG 490Y
Frame no. GS650G 103977
Engine no. GS650G 115520

Styled by the German firm of Target Design under the direction of Brit Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, the existing GS650 getting the Katana treatment for 1981. Offered here is a low-mileage, three-owner example of this 1980s style icon. 'CUG 490Y' was supplied new via Dowsons of Scarborough and comes with the original dealer correspondence and sales invoice. Acquired by the current vendor in January 2014, the Katana has been treated to a light restoration, which included a full service and repainting the exhaust system, shaft drive housing, brake callipers and brake disc centres. We are advised that, due to the low mileage, the machine still had its original Suzuki brake pads installed! Presented in beautiful condition, it comes complete with tool kit, owner's manual and manufacturer's brochure, and is offered with a V5C registration document and some MoT certificates (most recent expired April 2014).

£2,000 - 3,000
€2,800 - 4,200



349
1984 YAMAHA XJ750 SECA
Registration no. B294 KPC
Frame no. 11M-002278
Engine no. 11M-002278

Newly introduced for 1981, the Yamaha XJ750 Seca was basically a stretched version of the preceding XJ650, a model that had 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. Only the four-cylinder engine came in for criticism that it was too peaky and insufficiently economical, shortcomings Yamaha addressed a couple of years later by introducing its YICS linked induction system that was also applied to the XJ550 and 750 Seca. Bike magazine managed to coax a top speed of 120.9mph out of a Seca in 1982 (other tests achieved higher speeds) and achieved an overall fuel consumption 37 miles per gallon, a figure acknowledged as improvable on. This example has not been used since it was treated to a full 'last nut and bolt' restoration in 2013, with no part left untouched. Described by the vendor as in generally excellent condition, this collectible classic Yamaha is offered with two old MoT certificates (most recent expired February 2014) and V5C registration document.

£2,500 - 3,500
€3,500 - 4,900



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350

1975 SUZUKI GT750

Registration no. NCK 873P

Frame no. GT750-65082

Engine no. GT750-71849

Acquired by the vendor in 2009, NCK 873P was in need of some TLC. A restoration was begun, and subsequently completed in 2012. All the paintwork was re-finished, the engine was rebuilt with new main bearings, big end bearings, piston rings, and crankshaft seals. Wheels were rebuilt with new rims and spokes, the seat was recovered, and some of the brightwork was re-chromed. The fork stanchions were hard-chrome plated, ground to size, then fitted with new seals and bushes. The only parts the vendor feels could be improved upon is the original exhaust system, which has some marks. The 'Kettle' has not been used on the road since the restoration was completed, but the machine has been kept in dry storage since, and started at regular intervals to ensure it remains in useable order. In view of the lack of use since restoration, it is recommended that a new owner carry out basic safety checks before taking to the road. Paperwork consists of a V5C together with some photos of the restoration in progress, and some of the restoration-related invoices.

£4,000 - 5,000

€5,600 - 7,000



351^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.

£4,500 - 5,000

€6,300 - 7,000



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352

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 Hyabusa in 1999. Boasting 1,300cc to the Honda's 1,100, the Hyabusa 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 Hyabusa proved as stable at 170mph as it was at 70. "Riding the Hyabusa 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 Hyabusa has been fitted with a Yoshimura exhaust, Dynojet Power Commander II and a Datatool alarm/immobiliser. Offered with V5C document.

£3,000 - 4,000

€4,200 - 5,600



353

1996 TRIUMPH 885CC SPRINT 900

Registration no. P 815 JVX

Frame no. SM TTC 362 DMT 032082

Engine no. 032471

Following the demise of Triumph at Meriden in 1983, the company was resurrected by John Bloor who funded and led the re-design and manufacture of the 'Hinckley' Triumph, as Britain's only major bike maker. Said to be based on the best of Japanese practice, the completely new Triumphs were undoubtedly right up to the minute in design but always retained some traditional Triumph touches. One of the most highly regarded is the 'Triple' range, with an advanced DOHC 12 valve engine producing a hearty 100BHP or so. Both reliable and well-made, the only criticism of the unit seemed to be 'bulletproof but over-engineered', hardly a demerit in most riders' eyes. The stylish 'Sprint 900' debuted in 1992 in both naked and faired forms and was revised for 1995 with new hollow-cast wheels and nitrogen rear damping, remaining thus until the model was discontinued in 1997. P815 JVX is that revised model in Triumph Red with the characteristic charcoal engine finish. In 'Executive' trim with top-box, it comes from the hands of a mature enthusiast having covered a little over 30,000 miles from new. It is in excellent and original condition and, following the usual safety checks, will be ready for the season. Following minimal use in recent years, it is hoped to have an MOT by sale day. An excellent machine at a modest price.

£700 - 1,000

€980 - 1,400

No Reserve

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354

**Originally the property of Chris Eubank;
11,569 miles from new**

1995 HONDA CBR900RR FIREBLADE

Registration no. M681 FGJ

Frame no. SC282356121

Engine no. SC28E2356619

Every so often a model comes along that rewrites the rulebook for sports motorcycles, one of the most influential of modern times being Honda's Fireblade. Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 - with its combination of litre-bike performance and a 600-sized package. Superbly styled and evocatively titled, it was recognised as a future classic almost immediately and early and unmolested examples command high prices today. This example was first owned by one of British boxing's most flamboyant and controversial champions, Chris Eubank, who at the peak of his career in the 1990s held the world middleweight and super-middleweight titles. Paperwork proving Chris Eubank's ownership is on file. Chris designed the Honda's red and yellow colour scheme and had it painted with his initials and the words 'Simply the Best', a reference to the Tina Turner song that he made his fight entrances to. The current (third) owner acquired the Fireblade in April 2013. Described by the private vendor as in generally excellent condition, the machine is offered with DVLA MoT history printout, current MoT certificate and old/current V5C documents. The original exhaust silencer, spare key, owner's manual and service booklet, both in pristine condition, are included in the sale.

£1,500 - 2,000

€2,100 - 2,800

No Reserve



355^N

1992 HONDA GB500 TOURIST TROPHY

Frame no. JH2PC1600LK100604

Engine no. PC15E-5001518

Having initially developed large-capacity singles for the off-road market, Honda and its Japanese rivals began offering a succession of purely road-going derivatives. One of the most interesting of these was the Honda XBR500 of 1985, the styling of which was unashamedly 'retro', and this concept was taken a stage further almost immediately with the GB500 TT, launched the following year. A factory 'café racer', the GB500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire-spoked wheels instead of the XBR's Comstars. The dry-sump, radial four-valve motor featured electric starting and delivered its 42bhp via a six-speed gearbox, while the entire ensemble weighed in at a little under 340lbs. 'It blends a touch of the past with the best of today's technology,' declared Honda of a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics and general unreliability. Representing a rare opportunity to acquire one of these collectible 'cult' models, the example offered here is described by the vendor as in generally good condition and comes with German registration papers. A total of 19,650 kilometres (approximately 12,200 miles) is currently displayed on the odometer.

£4,500 - 5,000

€6,300 - 7,000



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356



358



357



359

356^N

1987 YAMAHA FZR1000 GENESIS

Frame no. 2GH-001950 Engine no. 3GM/010673

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.

£1,500 - 2,000

€2,100 - 2,800

357^N

1986 SUZUKI GSX-R400

Frame no. GK71F108214 Engine no. K706-114394

Suzuki's 1986 GSX-R400 (codename GK71F) benefited from an all new redesigned chassis with shorter wheelbase, reducing weight to approximately 150kg. Its 398cc inline four DOHC SATCS (Suzuki Advanced Three-way Cooling System) liquid cooled engine featured 16 valves, generated an impressive 59hp at 12,000rpm. The example offered here is believed to be a Japanese Import. Purchased by the Dutch collector/owner approximately fifteen years ago, the local taxation office failed to return the registration documents at that time, hence the machine is offered without documents. Displaying c.16,000km on the odometer the vendor describes the machine as being in generally good/original condition, started recently and running well. The machine will require recommissioning to a greater or lesser extent before applying to register the machine and returning to the road.

£1,200 - 1,600

€1,400 - 2,100

358^N

1988 HONDA XBR500

Frame no. PC15-5101581 Engine no. PC15E-5101571

Having initially developed large-capacity singles for the off-road market, Honda and its Japanese rivals began offering a succession of purely road-going derivatives. One of the most interesting of these new Hondas was the XBR500 of 1985, the styling of which was unashamedly 'retro' apart from the Comstar wheels. The dry-sump, radial four-valve motor featured electric starting and delivered its claimed 44bhp via a five-speed gearbox, while the entire ensemble weighed in at around 380lbs. Testing an XBR in 1985, Bike magazine managed a best one way speed of 104mph and achieved an overall fuel consumption of 58mpg. Representing a rare opportunity to acquire one of these collectible Honda singles, the restored example offered here is described by the vendor as 'like new' and comes with Netherlands registration papers. A total of 37,887 kilometres (approximately 23,500 miles) is currently displayed on the odometer.

£2,000 - 2,500

€2,800 - 3,500

359^N

1977 HONDA GL1000 GOLD WING

Frame no. GL1 3002330 Engine no. GL1E 3002384

In a world grown accustomed to excess on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. 'Quite simply the most advanced motorcycle ever made,' was Honda's description, and given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. One of the fastest production motorcycles of its day, the Gold Wing proved eminently capable of taking sales from both BMW and Harley-Davidson. Over the years the 'Wing has continued to grow in engine capacity, overall size and complexity, which only serves to underline the increasingly collectible original's purity of form. Described by the vendor as in 'like new' condition, the restored example offered here comes with Netherlands registration papers. A total of 25,000 kilometres (approximately 15,500 miles) is currently displayed on the odometer.

£3,000 - 3,600

€4,200 - 5,000

360

**Ex-Jack Mathews, Championship winning
1972 CCM 500CC B50 MX TRIALS WITH SIDECAR**

Registration no. YDB 42L

Frame no. F13089

Engine no. E10085772

Since 1971 Bolton-based CCM have mostly operated under the capable stewardship of the Clews family; founder Alan Clews having been a successful off-road competitor in the previous decade. Production of these hand-crafted machines now totals many thousands, albeit CCM are better known for MX than for Trials. In 1972 Jack Mathews, successful 500cc moto-crosser (and great character to boot), decided to ride sidecar trials, despite the prevailing fashion was for machines of 250/325cc. No matter, Jack bought Alan's personal 600cc MX machine, to which a sidecar was duly attached (see illustration on page 15 in Rolling Thunder by Bill Lawless; Willow Publishing (Magor)). After 'softening' the engine, by now reduced to 500cc, Jack clocked some sensational results, winning 1973's ACU Sidecar Championship and finishing 2nd in that year's British Experts trial. Despite competing on what was regarded as something of a 'dinosaur' Jack also scored a magical victory in the 1974 British Experts...believed the last major trophy to be gained by a half-litre 4-stroke. Owned since 2007 by an arch BSSA enthusiast – who's fitted a new piston to the re-bored cylinder, and generally kept the famous combo up to scratch – YDB is presented in 'Ready for Scrutineering' condition, wearing the odd dent and scar with considerable pride! V5C included.

£4,500 - 6,000

€6,300 - 8,400



361^N

Property of a deceased's estate

1961 GREEVES 246CC 24SCS HAWKSTONE SCRAMBLER

Frame no. 61/2763

As an established engine builder, Greeves was able to survive while many rivals disappeared, along with the supply of Villiers engines, in the late 1960s. From then on the Thundersley-based company concentrated on its successful off-road competition models. First introduced for the 1958 season, the 'Hawkstone' scrambler and 'Scottish' trials iron used the 197cc Villiers 9E engine to begin with. Versions powered by the new 246cc 31A engine joined the range for 1959, the scrambler being distinguished by radially finned 'paddle' hubs as standard. The Hawkstone was updated with the 34A engine for 1960, at the same time gaining a beefier cast-alloy frame fitted with taper roller head bearings and boasting a stiffer and wider rear sub-frame. The following year Greeves' own alloy cylinder barrel and head debuted on the 24MCS 'Moto-Cross Special', the 24SCS Hawkstone continuing to use the Villiers cast-iron barrel. This Hawkstone's engine has been fitted with an after-market alloy top-end from an unidentified manufacturer. Not used for some considerable time, the machine has been kept in dry storage and is presented in 'as last raced' condition, requiring extensive restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,400 - 2,000

€2,000 - 2,800

No Reserve



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362



364



363



365

362^N

Property of a deceased's estate

C.1969 GREEVES 246CC GRIFFON

Engine no. GPF1/238

The culmination of Greeves' long line of scrambles machines was the Griffon, introduced in 1969. Built in 246cc and 380cc variants, the two-stroke Griffon motor was a development of the preceding Challenger. Later models used a version of the engine, developed at Queens University, Belfast and Greeves' own design of gearbox. Frames were constructed of Reynolds 531 tubing, and a Ceriani-type Metal Profiles front fork and conical alloy hubs were fitted. 'I'm convinced that the open class Griffon is the most powerful, most handleable scrambler ever launched by the Thundersley factory,' wrote Motor Cycle's Mike Bashford on the machine's launch. Not used for some considerable time, this Griffon has been kept in dry storage and is presented in 'as last raced' condition, requiring extensive restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,600 - 2,200

€2,200 - 3,100

No Reserve

363^N

Property of a deceased's estate

C.1969 GREEVES 380CC GRIFFON

Frame no. 58E 362 Engine no. GPE1 349

The culmination of Greeves' long line of scrambles machines was the Griffon, introduced in 1969. Built in 246cc and 380cc variants, the two-stroke Griffon motor was a development of the preceding Challenger. Later models used a version of the engine, developed at Queens University, Belfast and Greeves' own design of gearbox. Frames were constructed of Reynolds 531 tubing, and a Ceriani-type Metal Profiles front fork and conical alloy hubs were fitted. 'I'm convinced that the open class Griffon is the most powerful, most handleable scrambler ever launched by the Thundersley factory,' wrote Motor Cycle's Mike Bashford on the machine's launch. Not used for some considerable time, this Griffon has been kept in dry storage and is presented in 'as last raced' condition, requiring extensive restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,800 - 2,400

€2,500 - 3,400

No Reserve

364^N

Property of a deceased's estate

1961 GREEVES 246CC 24SCS HAWKSTONE SCRAMBLER

Frame no. 61/1935 Engine no. 070D 1441

First introduced for the 1958 season, the 'Hawkstone' scrambler and 'Scottish' trials iron used the 197cc Villiers 9E engine to begin with. Versions powered by the new 246cc 31A engine joined the range for 1959, the scrambler being distinguished by radially finned 'paddle' hubs as standard. The Hawkstone was updated with the 34A engine for 1960, at the same time gaining a beefier cast-alloy frame fitted with taper roller head bearings and boasting a stiffer and wider rear sub-frame. The following year Greeves' own alloy cylinder barrel and head debuted on the 24MCS 'Moto-Cross Special', the 24SCS Hawkstone continuing to use the Villiers cast-iron barrel. This Hawkstone has been updated with the later Challenger engine's alloy top-end. Not used for some considerable time, it has been kept in dry storage and is presented in 'as last raced' condition, requiring extensive restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,400 - 2,000

€2,000 - 2,800

No Reserve

365^N

Property of a deceased's estate

1965 GREEVES 246CC CHALLENGER MX2

Frame no. 24 MX2 57 Engine no. GPA5 580

As an established engine builder, Greeves was able to survive while many rivals disappeared, along with the supply of Villiers engines, in the late 1960s. From then on the Thundersley-based company concentrated on its successful off-road competition models. The first (virtually) all-Greeves model was the Challenger scrambler, introduced in 1964. Built in 246cc and (later) 362cc capacities, the Challenger engine incorporated an Alpha crankshaft assembly within Greeves' own crankcases, which were complemented by a new, generously finned alloy top end. Mated to an Albion gearbox, this new power unit was carried in typically-Greeves cycle parts consisting of a cast alloy beam frame and leading-link forks, the latter of the 'banana' type from 1965 with Cerianis optional. Not used for some considerable time, this Challenger has been kept in dry storage and is presented in 'as last raced' condition, requiring extensive restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,600 - 2,200

€2,200 - 3,100

No Reserve



366



368



367



369

366

C.1977 YAMAHA IT400 ENDURO

Frame no. 1W6-002018 Engine no. 1W6-002018

North America's wide-open spaces are the perfect playground for off-road motorcycles, and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of single-cylinder two-stroke trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. For the serious enduro competitor, Yamaha developed the IT (International Trial) range, commencing in 1976 with IT400. Powered by a single-cylinder, air-cooled, two-stroke engine equipped with reed valve induction, the IT400 was one of Yamaha's most successful of this type during the late 1970s. Considerably rarer than the road-orientated DT400, this unregistered IT400 displays a total of 180 miles on the replacement speedometer (its prior mileage total is unknown). Compression is good and the machine comes complete with a tool kit. There are no documents with this Lot, which is offered for re-commissioning and sold strictly as viewed.

£800 - 1,200

€1,100 - 1,700

No Reserve

367

C.1992 YAMAHA CW50T 'PADDOCK SCOOTER'

Frame no. 3TX 004898

'The way lies ahead. Here are the wheels to make it your own. Yamaha gives you the key.' You would think Yamaha were talking about the YZF-R1 but no, it was the CW50T scooter that was intended to enflame your motorcycling passion. We are advised that this example was previously used by a Formula 1 team as hospitality transport in race paddocks. Unregistered, the machine shows signs of use in the form of scuffs and scratches to the paintwork, and currently displays a total of 2,572 miles on the odometer. The tyres are described as 'average' and the battery is flat, so the machine has not been tested. Not used for many years and sold strictly as viewed, it comes with a single ignition key. There are no documents with this Lot.

£500 - 800

€700 - 1,100

No Reserve

368

C.1992 YAMAHA CW50T 'PADDOCK SCOOTER'

Frame no. 3TX 004838

We are advised that this Yamaha CW50T was previously used by a Formula 1 team as hospitality transport in race paddocks. Unregistered, the machine shows signs of use in the form of scuffs to the paintwork and cracks to the bodywork, and currently displays a total of 1,349 miles on the odometer. The tyres are described as 'average' and the battery is flat, so the machine has not been tested. Not used for many years and sold strictly as viewed, it comes with a single ignition key. There are no documents with this Lot.

£500 - 800

€700 - 1,100

No Reserve

369

1994 YAMAHA TZ250E RACING MOTORCYCLE

Engine no. 4 DPE 303

By the end of the 1980s, the writing was on the wall for Yamaha's traditional TZ parallel twin engine and in 1991 they followed rivals Honda and Aprilia by introducing a v-twin on the TZ250B (the TZ had been around for so long that Yamaha had all but exhausted the alphabet and been forced to start again at 'A' in 1990). In its new form the TZ continued on, with incremental changes annually, into the 1990s. With the 250cc class now defunct at World Championship level, these purpose-built Grand Prix racers are becoming increasingly collectible and this TZ250E represents a wonderful opportunity to acquire one. Unfortunately, nothing is known of the race history of this example, which boasts replacement bodywork and has been in storage for some considerable time. The machine will require a full mechanical overhaul, including repair of the broken rear brake calliper bracket, prior to any further use and thus is sold strictly as viewed. There are no documents with this Lot.

£1,200 - 2,000

€1,700 - 2,800

No Reserve

370* N

**The ex-Fabian Looi, Brent Jones,
Penang Grand Prix-winning
1982 YAMAHA TZ500J GRAND PRIX
RACING MOTORCYCLE**

Frame no. 5Y9-000106

Engine no. 5Y9-000106



World Champion in the 500cc class for Yamaha in 1978, '79 and '80, Kenny Roberts during the latter season had occasionally used the OW48R, a version of the 1979 OW48 fitted with reversed outer cylinders, an arrangement that produced an extra 7bhp. The 1980 season was also notable for the first appearance of a customer version of Yamaha's Grand Prix 500: the TZ500G, which was based on the 1978/79 works bikes. Only detail changes were made to the following year's TZ500H. With their across-the-frame four reaching the end of its development, Yamaha introduced the OW48R's reversed outer cylinders on the customer TZ500J of 1982, though the engine was housed in a conventional tubular steel frame rather than the aluminium one tried occasionally on the works bikes. This would be Yamaha's last customer '500' offered to privateers until 1992, when YZR v-four engines were made available in Harris and ROC chassis.

Entered by Hong Leong Industries, the Malaysian Yamaha importer, his TZ500J was raced extensively in the Far East during the 1980s, mainly by the Malaysian rider Fabian Looi, who used it to win the Penang Grand Prix in 1983, '86 and '87, while Australian rider Brent Jones rode it to another Penang GP win in 1988 (a full list of race results is available). The machine was purchased in Australia in 1997 from Peter Bell, its then owner, and is presented in 'as last raced' condition, requiring re-commissioning or more extensive restoration. It comes with a spare set of wheels (shod with 'wets') and a photocopied service manual and parts catalogue.

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

£20,000 - 25,000

€28,000 - 35,000

Please note this vehicle is subject to 5% import tax.



371^N

1972 LAVERDA 750SFC REPLICA

Frame no. 750X10885

Engine no. 750X10885



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

Prices have risen steeply in recent years and for many would-be owners a replica, such as that offered here, is the only affordable option. We are advised that this machine was built in 2012 using factory drawings for the Series '11000' batch, the final version fitted with the drum brakes (the optional Ceriani 4LS). The machine features a modified swinging arm with reinforced pivot and rear-axle; steeper shock absorbers; V-shaped asymmetrical centre stand (to accommodate the original 2-into-1 competition exhaust); an original Laverda road-use exhaust system; original Borrani wheel rims; Dunlop TT tyres; an all new electrical system using the original switches and lighting equipment; Verlicchi handlebars; Magura twist-grip; ethanol-resistant vinyl ester fuel tank; Carello headlamp; and Smiths rev-counter. Highlights of the engine specification include a newly rebuilt, lightened crankshaft; new Asso pistons; new valves and springs; new 2/C camshafts; Dell'Orto 36mm carburettors; and all new bearings and seals. Only some 500-or-so kilometres have been covered since the rebuild's completion and the machine is presented in commensurately good condition. On offer at a fraction of the price of an original, this beautiful 750SFC replica comes with Netherlands registration papers and technical inspection.

£13,000 - 16,000

€18,000 - 22,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

1979 DUCATI 905CC NCR RACING MOTORCYCLE

Frame no. 75433

Engine no. 088971 DM 860

Mike Hailwood's 1978 Isle of Man TT comeback 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 One TT at record speed. Entered by Steve Wynne's Manchester-based Ducati dealership, Sports Motorcycles, Hailwood's TT-winner was one of a small batch of such machines built by the legendary NCR race shop in Italy for TT Formula One and FIM Coupe d'Endurance racing. The NCR offered here is one of this exclusive series.

'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. 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.

The NCR bikes supplied to Sports Motorcycles for Hailwood and his team-mate Roger Nicholls incorporated Daspa-built frames and 864cc desmodromic engines that retained the smoothly contoured outer casings of the earlier 750 series. (The production 860 and 750 models had used angular 'square' cases since their introduction in 1975). Tuning consisted of reworked cylinder heads; larger valves; higher-compression pistons; Lucas RITA ignition system; up-rated, dry clutch; and a stronger gearbox. Breathing via Malossi-modified 41mm Dell'Orto carburettors, the desmo twin produced 90bhp at the rear wheel. The NCR's wheelbase was on the long side at 1,500mm (59") but on the Isle of Man TT course the stability that this conferred was a positive advantage, especially at the Duke's top speed of 149mph.

By the end of practice week in 1978, Hailwood had lapped the 37¼-mile Mountain Circuit at over 111mph. In the Formula One race he averaged 108.51mph and set a new lap record of 110.62mph. Phil Read blew up his works Honda in vain pursuit. It was an outstanding achievement for all concerned: Ducati, NCR, Steve Wynne and, of course, Mike Hailwood himself. And to prove it was no fluke, Hailwood took the Sports Motorcycles NCR to the Post-TT meeting at Mallory Park a week later and not only beat Read again but also the cream of the UK's short circuit stars. The contrast between the TT course and the tight, 1¼-mile Mallory track could not have been greater, yet the combination of Hailwood and the NCR had mastered both. Although the Hailwood TT win is the NCR's most famous achievement, there were other notable victories at Mugello, Montjuic and Misano in the Endurance Championship.



This NCR Ducati is a very rare and original endurance racer, only five of which were manufactured for the 1979 season. Once again the engine was of the earlier 'round case' type, and this machine's combines an 88mm bore with a 74.4mm stroke for a displacement of 905cc. The frame and engine are the original pairing as confirmed by an accompanying document of authentication signed in November 2014 by Rino Caracchi himself.

This NCR has had only one previous owner, an Italian collector who used it only for parades and hill climbs. We are advised that it has never participated in any of the long-distance endurance events it was intended for. The Ducati has been in the hands of the current (second) owner, an Austrian private collector and BMW dealer, for the last 8-10 years, during which time it has been kept on display. The engine has been taken apart only once, a few years ago, by a German Ducati expert to determine its originality and condition, the process being extensively documented with numerous photographs. The professional consulting engineer's signed report (dated 17th February 2015) is on file together with other paperwork relating to its earlier history.

Described 'mint' condition, this beautiful NCR represents a possibly-once-in-a-lifetime opportunity to acquire an unmolested example of this historic racing motorcycle.

£80,000 - 120,000
€110,000 - 170,000





373^N
2003 DUCATI 916CC MONSTER S4
 Frame no. ZDMM400AA2B016830
 Engine no. ZDM916W4DX009957

While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the Italian company's survival. Designed by Miguel Angel Galluzzi and introduced in 1993, the Monster single-handedly kick-started the continuing revival of 'naked' motorcycles. The fact that it was achieved by raiding the parts bin and combining the major components of existing models, only serves to underline the brilliance of Galluzzi's original concept. Thus the first M900 version used the air-cooled, two-valves-per-cylinder engine of the 900 Supersport and the chassis of the 851/888 Superbike. A 600 Monster arrived in 1994 and Ducati has continued to ring the changes on the engine front as the range expanded to encompass a plethora of variants. It remains a cornerstone of the Ducati range to this day. Offered here is a Monster S4, a variant introduced for 2001, which used the water-cooled Desmoquattro engine (first seen in the 916 Superbike) and was basically the ST4 sports-tourer shorn of its bodywork. This example is finished in 'Senna' grey, a colour scheme first used on the limited-edition 916 Senna Superbike, produced in honour of the late Formula 1 World Champion. Currently displaying a total of only 9,201 kilometres (approximately 5,700 miles) on the odometer, the machine is described by the vendor as 'like new' and comes with Netherlands registration papers.

£4,500 - 5,000
 €6,300 - 7,000



374
1989 DUCATI 851 STRADA 'TRICOLORE'
 Registration no. G974 CPR
 Frame no. 850056
 Engine no. 850536

One of the most influential motorcycles of recent times, the Ducati '851' restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the '1098' of 2007. In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding 'Desmoquattro' engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. This 'Tricolore' example was acquired by the current (second) owner in May 1997 and has covered only 11,733 miles from new. The machine incorporates desirable upgrades in the form of Kit bodywork, Maxton fork conversion, Maxton Koni rear shock absorber conversion and Marvic 17" wheels, all of which were fitted in 1992 (see documentation and bills on file). 'G974 CPR' has been featured in Superbike magazine (June 1997) and Ride magazine (date unknown). Copies of these articles are on file together with comprehensive service records, sales invoices and a V5C registration document. Garage stored for the last ten years, the machine will require re-commissioning and the customary safety checks before returning to the road. The owner's manual, original Cagiva Ducati tool kit and a set of Kit reverse-cone race pipes are included in the sale.

£6,000 - 10,000
 €8,400 - 14,000



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375

2008 DRIXTON-HONDA 499CC RACING MOTORCYCLE

Engine no. CL450E-4116875

Riders campaigning Honda's air-cooled twins back in the early 1970s frequently turned to alternative frames, the Drixton products of Swiss racer turned frame-maker Othmar 'Marly' Drixl being among the most popular. This modern Drixton-Honda replica was completed in 2008 using a frame built by Bartel Engineering and comes with invoices relating to its construction. The vendor commissioned the machine with the intention of entering it in the Manx Grand Prix but, sadly, his intended rider was killed at the TT before it could be used. Based on a CL450 unit and built to the highest standards, the engine incorporates Arrow con-rods, Wiseco pistons, Nikasil-plated alloy cylinder liners, Megacycle camshafts, R&D valve spring conversion, race-quality valves, Dell'Orto carburetors, Cappelini oil filter kit, external oil lines and PVL ignition. Other noteworthy features include a Nova six-speed gear cluster, six-spring clutch and an oil cooler, while the chassis boasts Ceriani 35mm forks, Maxton rear suspension, Lockheed front brake calliper, Honda master cylinder and a Honda rear drum brake. A Daytona-style seat is included in the sale. Only 10-or-so 'running in' miles have been covered around Mallory Park and the machine is presented ready to race or parade.

£7,000 - 10,000
€9,800 - 14,000



376

2008 DRIXTON-HONDA 499CC RACING MOTORCYCLE

Engine no. CB450E-3004738

Riders campaigning Honda's air-cooled twins back in the early 1970s frequently turned to alternative frames, the Drixton products of Swiss racer turned frame-maker Othmar 'Marly' Drixl being among the most popular. This modern Drixton-Honda replica was completed in 2008 using a frame built by Bartel Engineering and comes with invoices relating to its construction. The vendor commissioned the machine with the intention of entering it in the Manx Grand Prix but, sadly, his intended rider was killed at the TT before it could be used. Based on a CB450 unit and built to the highest standards, the engine incorporates Arrow con-rods, Wiseco pistons, Nikasil-plated alloy cylinder liners, Megacycle camshafts, R&D valve spring conversion, race-quality valves, Dell'Orto carburetors, Cappelini oil filter kit, external oil lines and PVL ignition. Other noteworthy features include a Nova six-speed gear cluster, six-spring clutch and an oil cooler, while the chassis boasts Ceriani 35mm forks, Maxton rear suspension, Lockheed front brake calliper, Honda master cylinder and a Honda rear drum brake. A Daytona-style seat is included in the sale. Only 10-or-so 'running in' miles have been covered around Mallory Park and the machine is presented ready to race or parade.

£7,000 - 10,000
€9,800 - 14,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

377^N

C.1957 F.B. MONDIAL 175CC BIALBERO RACING MOTORCYCLE

Engine no. 206



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

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

Then, in 1957, Drusiani drew up an entirely new 246cc bialbero (twin-cam) single and revamped the existing 125. The result was a magnificent return to former glory, Provini ending the season as 125cc World Champion while newly recruited Cecil Sandford took the 250 crown. Sadly, what should have been the dawning of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end, and although the firm built a number of - mainly two-stroke - racers in the 1960s, it never achieved the same heights.

This 175cc Mondial was purchased from George Beale by the current vendor, a prominent German private collector, around 15 years ago having been restored a few years previously. Presented in generally excellent condition, it has been ridden on several occasions by the vendor, the last time being at Dieburg two years ago.

£35,000 - 45,000
€49,000 - 63,000



378^N

1953 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. to be advised

Engine no. to be advised



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.

The current vendor, a prominent German private collector, purchased this beautiful little MV from a deaf German racer, who had acquired it in Italy from Giancarlo Morbidelli, founder of the eponymous motorcycle company and head of the Morbidelli Museum. Believed restored in the Morbidelli workshops, the machine runs very well and was last used in September 2014 at Dieburg.

£25,000 - 35,000

€35,000 - 49,000



379^N

1950 MV AGUSTA 125CC 'QUATTRO MARCE' RACING MOTORCYCLE

Frame no. SS205

Engine no. SS205



Although best known for their racing and road-going four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. Much better engineered than any British contemporary, the 125 MV was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and blade-type girder forks.

As soon as the 125cc roadster appeared the factory began developing a racing version, although at first the latter was not that different from the standard model. Its shortcomings soon became apparent, leading to a hasty redesign, the most obvious evidence of which was a new cylinder head with greatly enlarged finning. In this form the MV 125 racer achieved its first major success, winning at the Grand Prix des Nations at Faenza in 1948.

For 1949 there was an entirely new version, featuring a more streamlined engine, a four-speed gearbox (replacing the earlier three-speed) and a new frame with swinging-arm rear suspension. An ideal machine for privateers, 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 F.B. 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, and build a four-stroke racer of his own, and in 1950 the works team ceased to use the two-stroke.

The current vendor, a prominent German private collector, purchased this beautiful little Quattro Marce (four-speed) MV 125 from a deaf German racer, who had acquired it in Italy from Giancarlo Morbidelli, founder of the eponymous motorcycle company and head of the Morbidelli Museum. Believed restored in the Morbidelli workshops, the machine has been run but not raced.

£10,000 - 15,000

€14,000 - 21,000



380^N

Formerly the property of Martin Probst

C.1958 DUCATI 125CC FORMULA 3

RACING MOTORCYCLE

Frame no. 125TS 651744

Engine no. DM125S/1 206531



Designed by newly arrived Fabio Taglioni, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1955 and soon proved unbeatable in its class. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's next racer, the 125, a landmark design that debuted Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs, the valves being closed by a third set of cams. Positive valve closure was not a new idea, but Taglioni was the first to make it work on a motorcycle engine and Ducati remains the only manufacturer to have offered this innovation for public sale. The new 125 racer debuted in the Swedish Grand Prix at Hedemora in July 1956 when, with factory rider Degli Antoni aboard, it lapped the entire field, romping away to a fairytale victory.

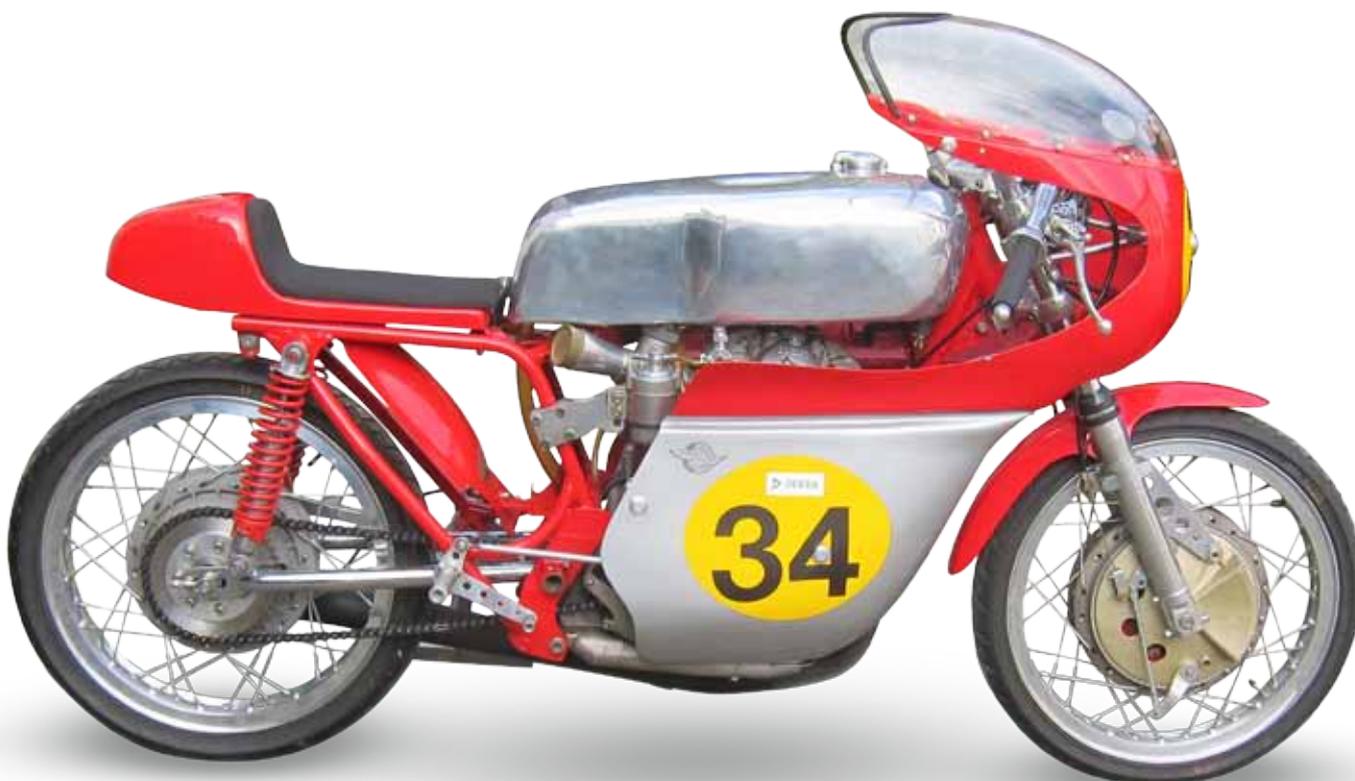
For the production racing classes, Ducati offered its Formula 3 model in 125cc, 175cc and (later) 250cc capacities. Although visibly similar to their road-going equivalents, these were very different motorcycles featuring sand-cast crankcases and special engine internals, while the camshaft bevels and primary drive featured straight-cut gears. The gearbox was a four-speeder.

Lower and lighter than the roadster versions, the frames featured a lower steering head, shorter forks and a shorter swinging arm. Brakes were upgraded to racing specification. The Formula 3's first major success came in 1958, shortly after its introduction, when Franco Villa rode one to victory in the 175 F3 race supporting the Grand Prix des Nations at Monza. In its native Italy the 125 Formula 3 would provide Ducati with regular victories in the class into the mid-1960s.

This 125cc Formula 3 racer was purchased by the current vendor, a prominent German private collector, from the late Martin Probst, one of the design team responsible for the BMW K1 and K100, shortly before he died. A perfectionist engineer, Probst was always working on improvements to the little Ducati. Described as in generally excellent condition, it represents a wonderful opportunity to acquire one of these rare, over-the-counter Formula 3 racers that brought the Italian company so much success in its early years.

£8,000 - 14,000

€11,000 - 20,000



381^N

1968 DUCATI 340CC MARK 3 RACING MOTORCYCLE

Frame no. DGM77360M 358990

Engine no. DM350 M3 22701



Designed by the legendary Fabio Tagliani, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Tagliani's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters.

The first major revision to the original design occurred in 1967 when the 'wide case' engine was introduced, which featured an aft engine mount wider than before and numerous other improvements, the most significant being a stronger big-end assembly. Mid-way through 1968, the Mark 3 was introduced in both valve-spring and Desmo versions, differences between the two being confined almost entirely to the cylinder head. Noteworthy subsequent developments included further increases in big-end size, the adoption of a Grimeca double-sided front brake, and the introduction of electronic ignition the final Mark 3s in 1973. The latter came in blue/gold (valve-spring) and yellow (Desmo) colour schemes. A Brembo front disc brake was an option on the Desmos. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukies are a purist's delight to ride and are widely used in classic racing today.

This 340cc Mark 3 racer was purchased by the current vendor, a prominent German private collector, in Italy at a hill climb near Bolsano, and since acquisition has been ridden twice at Ducati Club München events at Hockenheim (in 1990 and 1991). We are advised that different carburettor jet and needles have been experimented with until the ideal combination was found, and that the engine now runs very well, pulling smoothly at both high and low revs.

£12,000 - 16,000

€17,000 - 22,000



382^N

1967 AERMACCHI 350CC ALA D'ORO RACING MOTORCYCLE

Frame no. 222578

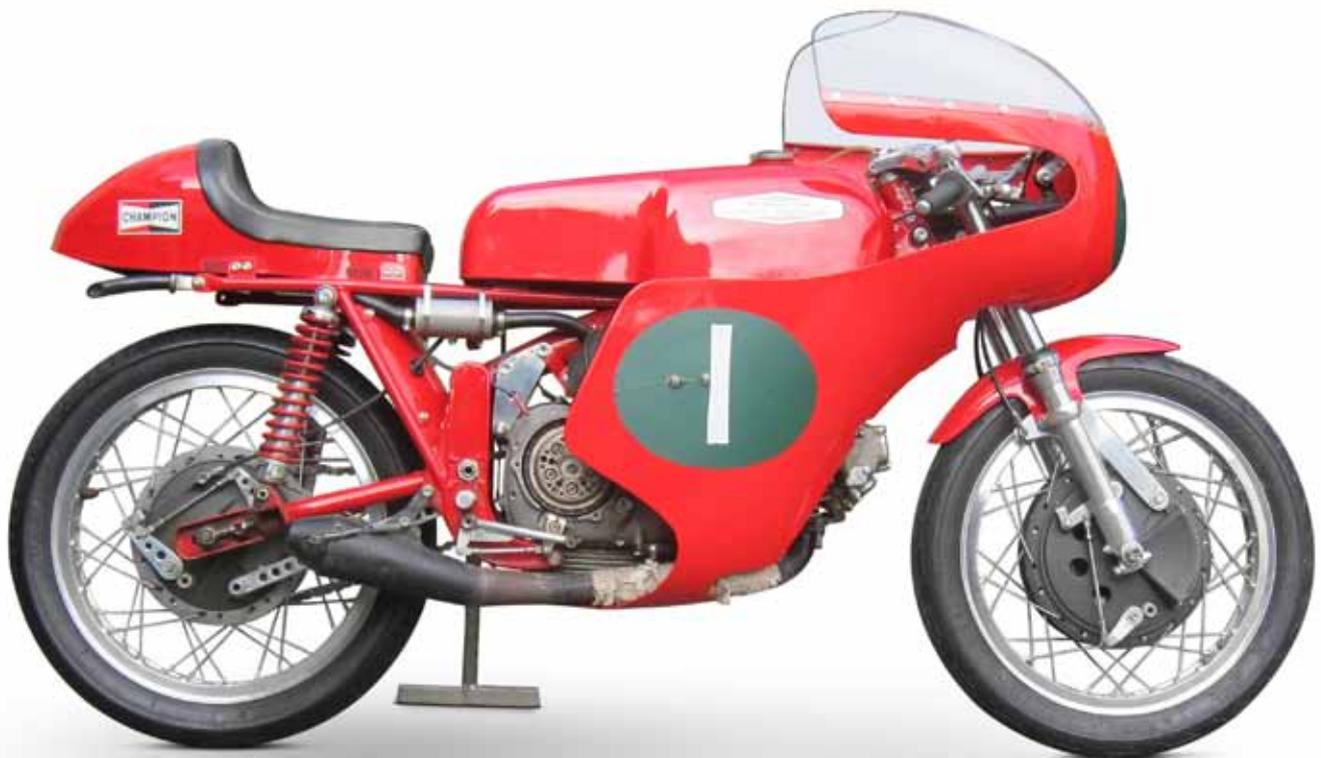


A household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever, Aermacchi was a relative latecomer to motorcycle manufacture, building its first machine in the late 1940s and the first of its trademark, horizontally-mounted, four-stroke singles - the 175cc Chimera - in 1956. The 'enclosed' Chimera was soon joined by more conventionally styled 175cc and 250cc machines, the racing versions of which were christened Ala d'Oro (Golden Wing). Alberto Pagani's 9th place on the 250's Dutch TT debut in 1960 demonstrated the bike's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix. The need for more power led to short-stroke engine dimensions (of 72mm x 61mm) being adopted on the 250 for 1964, by which time a 350cc version had appeared. With increased power came increasing unreliability, necessitating a redesign for 1966 when larger flywheels, modified piston and connecting rod, dry clutch and wider gears were among improvements introduced.

The works concentrated on developing its new 250 two-stroke twin from the late 1960s onwards, but before then had introduced a bob-weight crankshaft, external flywheel and new crankcases with an extra main bearing on its four-stroke single. Although the pushrod Aermacchi never won a World Championship race, it did achieve a number of 2nd places, Alan Barnett's in the 1970 Junior TT being one of the most memorable. Despite a lack of ultimate success in Grands Prix, the Aermacchi single was outstandingly successful at national level and, having benefited from another three decades of development, remains a competitive force in historic motorcycle racing today.

This 350 Ala d'Oro was purchased at a race meeting at the Imola circuit in Italy. It was last used at Schotten and the Tauplitzalm hill climb five years ago and is very nicely presented.

£12,000 - 16,000
€17,000 - 22,000



383^N

1961 NORTON 750CC 'DOMIRACER' REPLICA RACING MOTORCYCLE

Engine no. 20M3/131082



Following the introduction of the race-proven Featherbed frame on its road-going Dominator twin for 1952, Norton began experimenting with a racing version for use in production-based AMA racing in the USA. Some creditable results were achieved in 1953 but it would be another eight years before the factory revived the notion of a race bike based on the roadster twin. Development was supervised by Chief Engineer Doug Hele, who was convinced that the twin's advantages of a lighter, smoother and more compact engine would pay dividends if the unit was installed in a modified Featherbed frame. A new version of the latter was produced, 2.5" lower than that of the single-cylinder Manx and equipped with proportionately shortened Roadholder forks. Christened 'Domiracer', Hele's creation was entered in the 1961 Isle of Man Senior TT, though critics gave little for its chances when pitted against pukka racing machinery. Despite the general scepticism, Australian Tom Phillis brought the Domiracer home in a magnificent 3rd place behind the Manx Nortons of Mike Hailwood and Bob MacIntyre, lapping at 100.36mph in the process.

This promising debut ought to have heralded the introduction of an over-the-counter version, but Norton decided to stick with the Manx and the Domiracer project was shelved. Following the AMC takeover and Norton's relocation to Woolwich in 1963, the bikes and spares were sold off to Reg Dearden and Paul Dunstall, the latter using the Domiracer to good effect as an ideal way of publicising his tuning and accessory business. In Grand Prix racing, Austrian Rudi Thalhammer built and rode his own Domiracer in the early 1960s with a measure of success, but these private efforts, although worthy, were very much less than the Domiracer deserved.

This Domiracer replica was constructed and raced by Franz Schleifer, one of Germany's leading Norton specialists, around 20 years ago. It was purchased by the current vendor, a prominent German private collector, around 15 years ago and has been used for hill climbing.
£8,000 - 12,000
€11,000 - 17,000



384

1931 SUNBEAM 493CC MODEL 9

Registration no. VO 5775

Frame no. D9954

Engine no. LL 4813

Arguably, the Marston Sunbeam was Britain's best-finished motorcycle, the quality of manufacture having been compared to that of a Rolls-Royce long before Brough made the same boast. Sunbeam's Model 9 was a light, fast and good-looking '500, of which the modified '90 versions secured Sunbeam victories in innumerable races both in flat- and saddle-tank variants. Still to this day, a Model 9 can be a revelation to riders of more modern, machines. It is said that old Sunbeam hands never took to the Webb-style girder fork which replaced the traditional side-spring Druids for the 1931 season. Be that as it may, the Webbs gave undeniably better steering and more fluid handling to Sunbeam's fastest of machines. VO 5775 was given the full treatment in 2007-8 with a re-bore, hi-compression piston, clutch plates and new mains and big-end. A chassis overhaul also took place with chains, brakes, damper discs and tyres and tubes replaced together with attention to the front forks, accompanying a full re-spray. The result is a machine which has won a first place at Weymouth as well as other prizes. Having completed a mere 1,500 or so satisfactory miles up to 2012, the machine is offered with V5C and old MOT documents. This example of perhaps Sunbeam's finest model will require the usual safety checks and recommissioning before returning to the road.

£8,500 - 9,500

€12,000 - 13,000



385

1937 SUNBEAM 247CC 250 SERIES 2

Registration no. 519 XUH

Frame no. 23966

Engine no. 23315

Unknown to the workforce at John Marston Ltd., by 1937 the company had begun the process of selling their two-wheeler business to A.M.C. of London, the Wolverhampton factory turning over to defence work. In 1936, the Series 2's much-improved engine had been one of the final re-designs to take place, perhaps the last new Wolverhampton designed Sunbeam. 519 XUH, an original example, has been treated as a rolling restoration following its rescue from a museum approximately 2 years ago by its current owner. Since then both wheels have been powder-coated and fitted with new tyres, tubes and brake internals. In addition, new steering and suspension damper discs, new cables and seat have been added. The vendor advises the machine is in good running condition and has completed some 500 or so miles since completion. Offered with a V5C and Declaration of exemption from MOT, the Sunbeam will require the usual checks and recommissioning before returning to the road.

£3,800 - 4,200

€5,300 - 5,900



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



386

1928 AJS 349CC K7 OHC RACING MOTORCYCLE PROJECT

Frame no. K46685

Engine no. K7/46685

The first AJS motorcycles were sidevalve-engined lightweights offered with belt-drive transmission or optional all-chain drive with a two-speed countershaft gearbox. This latter feature enabled them to put up a good showing in the Isle of Man TT's new Junior Class, an event AJS would later dominate. In 1927 the AJS works 350cc racers appeared with a new overhead-camshaft engine. The camshaft was chain driven, its distinctive cast-alloy case extending forwards to the front-mounted magneto. A catalogued model from 1928, the 'cammy' AJS was built in 350cc and 500cc capacities initially. A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. Production ceased with the Matchless takeover in 1931. A 1928 model (as indicated by the 'K' prefix to the matching frame and engine numbers) this cammy AJS previously formed part of an extensive private collection of racing motorcycles. The machine has been dismantled and is offered for restoration. Some renovation has been carried out - the frame, forks and brakes have been painted and the wheels re-spoked - leaving the lion's share of the restoration for the next owner. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 4,000

€4,200 - 5,600



387

C.1950 DOUGLAS 348CC 90 PLUS PROJECT

Frame no. 9000

Douglas commenced post-war production in 1947 with, naturally enough, a horizontally opposed twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. The former was of unitary construction while the latter displayed even greater innovation with its swinging arm rear suspension controlled by torsion bars, and leading-link Radiadraulic front fork. After development work had cured frame breakages and improved engine power, the revised version was dubbed the MkIII. The latter lasted until the advent of the new-for-1949 Mark IV, which featured an un-sprung front mudguard and altered rear sub-frame with distinctive teardrop-shaped toolboxes. Standard and Sports versions were catalogued until the introduction of the Mark V for 1951. Also part of the range by this time were two specially tuned sports models known as the 80 Plus or 90 Plus depending on the level of performance achieved, a bench-tested 25bhp being required for a 90 Plus. A 21" front wheel and 9" brake were fitted to both models, which had contrasting finishes: maroon for the 80 Plus and gold for the 90 Plus. Converted for racing, this 90 Plus features the rare large-capacity racing fuel tank. An ideal restoration project for the Douglas enthusiast, it comes with a quantity of spare parts to include cams and crankcases. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 4,000

€4,200 - 5,600

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

388^{0N}

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. Sold strictly as viewed, the machine is subject to 20% import tax.

£1,000 - 1,500

€1,400 - 2,100



Please note this vehicle is subject to 20% import tax.

389

1970 YAMAHA 347CC YR5

Registration no. HUK 35J

Frame no. R5-008327

Engine no. R5-008327

The traditional British method of building a 350 - to sleeve down a 500 - usually resulted in an overweight sluggard with little more performance than a 250. The customary Japanese approach - over-boring a 250 - achieved exactly the opposite: a machine as light as its quarter-litre sibling yet with sufficient performance to see off most 500s. Yamaha's YR5 is a case in point: an over-bored YDS7, it weighed a little over 300lbs, produced 36bhp from its piston-ported two-stroke engine, and was good for around 100mph. The cycle parts bore close resemblance to the TD2 and TR3 racers', so good handling was assured. Introduced in 1970, the YR5 was superseded by the reed-valve induction RD350 in 1973. This beautiful YR5 was imported from the USA in 2012 and re-commissioned in 2013. Described as a 'partial restoration', works carried out in January 2015 included new paintwork and replacement parts fitted as required. A nice, clean original example, the machine is offered with MoT to April 2016 and V5C registration document.

£2,000 - 3,000

€2,800 - 4,200



390

BRENDERUP 750KG BOXED MOTORCYCLE TRAILER

Frame no. UH 2000 D53 BNC 19058.

Single Axle with motorcycle trays and strapping points. Very little use, stored indoors. Cost over £3,000 new. Sold as seen.

£1,000 - 1,500

€1,400 - 2,100



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

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The Bonhams Collectors' Motorcycle Department will have a stand at the following events in 2015.

Please drop by to speak to a member of staff.

International Classic MotorCycle Show

25 - 26 April
Staffs County Showground, Stafford

Monthl ry Vintage Revival

9 - 10 May
Monthlery Speedbowl, France

MCN Festival of Motorcycling

16 - 17 May
Peterborough Arena

Coup s Moto Legende

30 - 31 May
Circuit Dijon-Prenois, France

VMCC Banbury Run

21 June
Heritage Motor Museum, Gaydon

Festival of Jurby

29 August
Jurby Autodrome, Isle of Man

International Beaulieu Autojumble

5 - 6 September
National Motor Museum, Beaulieu

Kop Hill Climb

18 - 20 September
Princes Risborough

Classic Motorcycle Mechanics Show

17 - 18 October
Staffs County Showground, Stafford

Bonhams

THE SUMMER CLASSIC SALE

In association with the VMCC Banbury Run

**Collectors' Motorcycles, Motor Cars
& Related Memorabilia and Spares**

Saturday 20 June 2015

Bonhams, Oxford

ENTRIES NOW INVITED



**1917 MATCHLESS - VICKERS
8HP MILITARY OUTFIT
£25,000 - 30,000**

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CATALOGUE

+44 (0) 1666 502 200
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THE BEAULIEU SALE

Collectors' Motor Cars,
Motorcycles & Automobilia
Saturday 5 September 2015
National Motor Museum, Beaulieu

ENTRIES NOW INVITED

Property of a deceased's estate

1951 VINCENT 998CC RAPIDE PROJECT
Sold for £28,175

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Memorabilia & Spares

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bonhams.com/motorcycles

Prices shown include buyer's premium. Details can be found at bonhams.com

THE AUTUMN STAFFORD SALE

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

Sunday 18 October 2015

The Classic Motorcycle Mechanics Show
Stafford

1939 ARIEL 601CC
MODEL 4F 'SQUARE FOUR'
£10,000 - 14,000

ENQUIRIES

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ukmotorcycles@bonhams.com

Memorabilia & Spares

Adrian Pipiros

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motorcyclmemorabilia@bonhams.com

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Bonhams

THE DECEMBER SALE

Collector's Motor Cars,
Motorcycles and Automobilia

Thursday 10 December 2015
RAF Museum, Hendon

ENTRIES NOW INVITED

**1929 BROUGH SUPERIOR 986CC
SS100 'ALPINE GRAND SPORTS'**
Sold for £315,100

ENQUIRIES

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Beaulieu



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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

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.

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, and that the funds have originated from your own account, 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;

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;

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing 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 Licensing
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 *Buyer's 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 or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams's* 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's* 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's* 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's* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams's* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

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

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

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

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "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)

Sale title: The Spring Stafford Sale	Sale date: 26 April 2015
Sale no. 22720	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.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

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

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

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Index

Lot No	Year	Model	Lot No	Year	Model
322	1927	Ace 1,229cc Four	362	c.1969	Greeves 246cc Griffon
299	1955	Adler MB250	363	c.1969	Greeves 380cc Griffon
286	1966	Aermacchi 250cc Ala d'Oro Racing Motorcycle	323	1930	Harley-Davidson 74ci VL 'Big Twin'
382	1967	Aermacchi 350cc Ala d'Oro Racing Motorcycle	324	1936	Harley-Davidson 80ci VLH 'Big Twin'
253	1926	AJS 500cc G8	202	1952	Harley Davidson 1200cc EI 'Captain America Replica'
386	1928	AJS 349cc K7 OHC Racing Motorcycle Project	319	1925	Henderson 1,301cc De Luxe Four
232	1929	AJS 349cc Model M6	345	1964	Honda 50cc CZ100 'Monkey Bike'
233	1930	AJS 349cc Model R6	330	1973	Honda CD175
229	1938	AJS 245cc Model 22	331	1975	Honda CB200
304	1935	Ariel 500cc Red Hunter	334	1977	Honda GL1000 Gold Wing
305	1936	Ariel 601cc Model 6F Square Four	359	1977	Honda GL1000 Gold Wing
301	1938	Ariel 997cc Square four	346	1984	Honda VF750FE
302	1951	Ariel 995cc Square Four 4G Mark I	358	1988	Honda XBR500
303	1952	Ariel 995cc Square Four Mark I	355	1992	Honda GB500 Tourist Trophy
306	1958	Ariel 995cc Square Four 4G Mark 2	354	1995	Honda CBR900RR Fireblade
213	1964	Ariel 247cc Arrow Super Sports	267	1920	Indian 7hp Powerplus
307	1938	BMW 499cc R51 with Steib Sidecar	325	1928	Indian Type 401 Four
390		Brenderup 750kg boxed motorcycle trailer	344	1968	Kawasaki 498cc Mach III
292	1930	Brough Superior OHV 680 Black Alpine	332	1971	Kawasaki 250cc A1 Samurai
296	1933	Brough Superior 1,096cc 11-50HP Project	341	1974	Kawasaki 247cc F11
293	1937	Brough Superior 1,096cc 11-50HP	340	1975	Kawasaki 498cc KH500
227	1928	BSA 250cc Model B28	347	1989	Kawasaki 997cc ZX10
276	1963	BSA 646cc A10 Golden Flash	264	1901	La Tortue 1¼hp
211	1964	BSA 172cc D7 Bantam Super	371	1972	Laverda 750SFC Replica
360	1972	CCM 500cc B50 MX Trials with Sidecar	248	c.1920	Lea-Francis 3½hp
321	c.1927	Cleveland 746cc '4-45' Four	228	1929	Levis 247cc '6 Port'
311	c.1924	Coventry Eagle 976cc Flying Eight Project	237	1927	Magnat-Debon 4hp BMS Sport
310	1926	Coventry Eagle 980cc Flying Eight	231	1939	Matchless 245cc Model G2 Clubman Deluxe
261	1911	Douglas 2¾hp Model D	230	1954	Matchless 497cc G80S
265	1913	Douglas 2¾hp Touring	236	1929	Motosacoche 378cc Project
241	c.1920	Douglas 2¾hp WD	379	1950	MV Agusta 125cc 'Quattro Marce' Racing Motorcycle
242	1926	Douglas 348cc EW	378	1953	MV Agusta 123.5cc Monoalbero Racing Motorcycle
387	c.1950	Douglas 348cc 90 Plus Project	256	c.1959	MV Agusta 150cc Rapido Sport Project
375	2008	Drixton-Honda 499cc Racing Motorcycle	263	1913	New Hudson 6hp Big Six
376	2008	Drixton-Honda 499cc Racing Motorcycle	239	1923	New Hudson 2¾hp 'Three-Fifty'
259	1957	Ducati Cucciolo 50cc Model 55	243	c.1916	Norton 490cc Model 8 'Brooklands Road Special'
380	c.1958	Ducati 125cc Formula 3 Racing Motorcycle	244	1923	Norton 490cc Model 16H
381	1968	Ducati 340cc Mark 3 Racing Motorcycle	251	1926	Norton 500cc Model 18
372	1979	Ducati 905cc NCR Racing Motorcycle	252	1928	Norton 500cc Model 18
374	1989	Ducati 851 Strada 'Tricolore'	247	1929	Norton 490cc CS1
373	2003	Ducati 916cc Monster S4	245	1930	Norton 490cc Model 20
210	1923	Excelsior 147cc Junior Project	246	1930	Norton 588cc Model 19
320	c.1927	Excelsior 750cc Super-X	290	1932	Norton 490cc International Model 30
377	c.1957	F.B. Mondial 175cc Bialbero Racing Motorcycle	272	1935	Norton 490cc 'ES2 Special'
268	1932	Francis Barnett 150cc Lapwing	314	c.1946	Norton 490cc Manx Racing Motorcycle
361	1961	Greeves 246cc 24SCS Hawkstone Scrambler	273	c.1947	Norton 490cc Model 18
364	1961	Greeves 246cc 24SCS Hawkstone Scrambler	289	1949	Norton 350cc International Model 40
365	1965	Greeves 246cc Challenger MX2	222	1954	Norton 500cc Dominator 88

Lot No	Year	Model	Lot No	Year	Model
221	1956	Norton 596cc Dominator 88/99	318	c.1939	Triumph Single-cylinder Project
274	1959	Norton 490cc ES2	271	1948	Triumph 498cc Speed Twin
257	1959	Norton 500cc ES2 Café Racer	223	1954	Triumph 498cc Speed Twin
383	1961	Norton 750cc 'Domiracer' Replica Racing Motorcycle	225	1955	Triumph 498cc Tiger 100
288	2010	Norton 500cc Manx	208	1956	Triumph 498cc Tiger 100 Project
335	2010	Norton Commando 961SE	206	1958	Triumph 649cc T110
287		Norton 350cc Manx Replica	201	1958	Triumph 649cc T110
258		Norton 'Manx' Project	280	1958/59	Triumph 649cc T120R Bonneville
328	1980	Ossa 250cc MAR Trials Motorcycle	220	1960	Triumph 496cc Speed Twin
240	1924	Raleigh 3hp Sports	226	1961	Triumph 350cc Twenty One
212	1965	Raleigh 49cc RM6 Runabout Deluxe Moped	224	1961	Triumph 500cc Speed Twin
255	1922	Rex Acme 1000cc	282	1965	Triumph 649cc T120 Bonneville
214	1954	Royal Enfield 250cc 'S'	281	1968	Triumph 649cc T120 Bonneville
209	c.1955	Royal Enfield 148cc Ensign	278	1969	Triumph 490cc T100P
277	1961	Royal Enfield 700cc Constellation	207	1969	Triumph 649cc T120R Project
216	c.1964	Royal Enfield 75cc 'Step-thru' Prototype	279	1970	Triumph 649cc TR6 Trophy
219	1965	Royal Enfield 250cc Continental GT	205	1970	Triumph 649cc TR6R Tiger
215	c.1965	Royal Enfield 75cc 'Five-Speed' Prototype	283	1972	Triumph 750cc X75 Hurricane
315	1929	Rudge 499cc Ulster	204	1977	Triumph 744cc T140V Bonneville
269	1937	Rudge 499cc Ulster & Sidecar	353	1996	Triumph 885cc Sprint 900
217	1950	Rumi 125cc Turismo	203		Triumph' 350cc Trials Special
218	1956	Rumi 125cc Scoiattolo	275	1953	Velocette 349cc MAC
249	1926	Sarolea 494cc Model 23M	285	1968	Velocette 499cc Venom Thruxton
250	1926	Scott 498cc TT Racing Motorcycle	308	1970	Velocette 200cc LE
291	1930	Scott 596cc Sprint Special	300	1956	Victoria 350cc V35 Bergmeister
284	1977	Silk 700S Mark 2	294	1939	Vincent-HRD 998cc Series-A Rapide
238	1926	Sunbeam 596cc 4¼hp Model 7	298	1950	Vincent 499cc Comet
313	1927	Sunbeam 3½hp Model 6 Sportsman	295	1955	Vincent 998cc Black Shadow Series D, With Prince Bodywork
384	1931	Sunbeam 493cc 'Model 9'	312	1955	Vincent 998cc Rapide Series-D
385	1937	Sunbeam 247cc '250 Series 2'	297	1955	Vincent 998cc Black Shadow Series-D
343	1972	Suzuki TS250J	389	1970	Yamaha 347cc YR5
350	1975	Suzuki GT750	338	1973	Yamaha DT250
327	1976	Suzuki AP50	326	1974	Yamaha 49cc FS1-E
329	1979	Suzuki TS250J	339	1974	Yamaha DT100
351	1979	Suzuki GS1000S	337	1975	Yamaha 49cc FS1-E
348	1982	Suzuki GS650 Katana	342	1975	Yamaha RD350
388	c.1982	Suzuki GSX1100 Katana	366	c.1977	Yamaha IT400 Enduro
357	1986	Suzuki GSX-R400	370	1982	Yamaha TZ500J Grand Prix Racing Motorcycle
352	2000	Suzuki GSX1300R Hayabusa	349	1984	Yamaha XJ750 Seca
336	1970	Triton 500cc 'Café Racer'	260	1985	Yamaha 50cc MS-50
254	1914	Triumph 550cc Model C	356	1987	Yamaha FZR1000 Genesis
266	1921	Triumph 225cc Junior	367	c.1992	Yamaha CW50T 'Paddock Scooter'
234	1924	Triumph 550cc Model SD	368	c.1992	Yamaha CW50T 'Paddock Scooter'
235	1926	Triumph 494cc Model P	369	1994	Yamaha TZ250E Racing Motorcycle
270	1938	Triumph 498cc Speed Twin	333	2010	Yamaha SR400 'Grievous Angel' by Deus Ex Machina
317	c.1939	Triumph 350cc Tiger 80 Project	262	c.1908	Zenette 3½hp Forecar
309	1939	Triumph 498cc Tiger 100			
316	c.1939	Triumph 498cc 'Tiger 100 Special'			

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