

## THE AUTUMN STAFFORD SALE

Important Pioneer, Vintage,  
Classic & Collectors' Motorcycles  
Sunday 18 October 2015  
The Classic Motorcycle Mechanics Show  
Sandylands Centre  
Staffordshire County Showground



# Bonhams







H.G. TYRELL SMITH,  
JUNIOR T.T.

# THE AUTUMN STAFFORD SALE

## Important Pioneer, Vintage, Classic & Collectors' Motorcycles

Sunday 18 October 2015 at 12:00  
The Classic Motorcycle Mechanics Show  
Sandylands Centre  
Staffordshire County Showground

### VIEWING

Saturday 17 October  
09:00 to 17:00

Sunday 18 October  
from 09:00

### SALE TIMES

Motorcycles 12:00

### SALE NUMBER

22727

### CATALOGUE:

£25.00 + p&p

### BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
bids@bonhams.com  
To bid via the internet please visit  
[www.bonhams.com](http://www.bonhams.com)

### LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

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

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

### Bonhams 1793 Limited

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

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

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.

### PLEASE NOTE

Admission to the auction is by  
catalogue only.

### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling CEO,  
Patrick Meade Group Vice Chairman,  
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### ENQUIRIES ON VIEW AND SALE DAYS

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Antony Bennett, Matthew Bradbury,  
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Andrew Currie, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Leslie,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Gordon McFarlan,

### CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00  
+44 (0) 20 7447 7447

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

### Please see back of catalogue for important notice to bidders

### ILLUSTRATIONS

Back cover: Lot 192  
Opposite page: Lot 190  
Inside front cover: Lot 191  
Inside back cover: The Keeley  
Collection

**Admission to The Classic  
Motorcycle Mechanics Show  
is not included in the price of  
the catalogue. Tickets can be  
purchased in advance from  
[www.classicbikeshows.com](http://www.classicbikeshows.com)**

### IMPORTANT INFORMATION

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

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 Classic Motorcycle Mechanics Show is not included in the price of the catalogue.**

**Tickets can be purchased in advance from [www.classicbikeshows.com](http://www.classicbikeshows.com)**

## Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

## References

Intending Buyers should supply bankers' references.

The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

## Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

## Premium

Buyer's Premium on all **Spares and Memorabilia** lots (203-213) 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. These lots are also subject to 5% import rate on the hammer price and are clearly marked with an asterisk (\*) 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.

## Important V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing agency's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of sale, we will write to you requesting this information.

If, after 28 days from the date of Sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale administrator as soon as possible (contact details on page 4 of this catalogue).

Please note: Once the V5C has been updated by the DVLA it cannot be reversed.

## Methods of Payment

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

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

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

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

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank  
Account/Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

**If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.**

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

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

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:  
† VAT at 20% on hammer price and buyer's premium  
Ω VAT on imported items at 20% on hammer price and buyer's premium.

\* VAT on imported items at 5% on hammer price and buyer's premium.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

## Nova

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

## Vehicles imported under Temporary Admission (TA)

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

## Artists Resale Right Regulations 2006

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

## Vehicle Insurance

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

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

## VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonhams may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

# 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 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 2% 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.

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.

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.

## 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.

## Vehicle Tax Disc

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

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

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

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

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

# Your contacts for this sale

## Motorcycle Specialists

London  
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+44 (0) 8700 273 625 fax  
james.stensel@bonhams.com

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## Motorcycle Administrator

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## Buyers/Sellers Accounts

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

## Press Office

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

## Recommended Transporters

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

## Recommended Vehicle Insurance

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

# Directions to Staffordshire County Showground



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

## Directions

From M6 travelling North, exit at Junction 14, signposted A518 Uttoxeter. The 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

## 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 collected 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 20 October, by appointment with Polygon Transport.

## Vehicle Removal charges to local store

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

## Storage charges

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

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

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

## Storage charges

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

## Transport and Shipping

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

# MOTORCYCLES

12.00

Lots 101 - 281

Images of each lot can be found at:  
[www.bonhams.com/22727](http://www.bonhams.com/22727)







101

**1965 BSA 173CC D7 BANTAM**

Registration no. GXC 372C

Frame no. D7. 47730

Engine no. FD.77045

BSA's government-encouraged copy of the German DKW R125, was made 'British' by simply reversing the engine-unit drawings for right-side controls, thus providing the post-war 'basic trainer' for thousands of motorcyclists - including the writer with the 125cc 'Bantam D1' of 1949, a wholly successful motorcycle and the company's best seller. Thousands were sold. BSA took the hint and though there was no D2, the D3, D5, D7 and D14 variants followed into the 'seventies, a range which became a byword for economy and reliability, still served by specialist firms to this day. Changes were made to colours, suspension, capacity and gearbox, but the Bantam remained essentially itself, a motorcycle regarded with much affection. This example of the mid-years D7, reluctantly up for sale by its VMCC member owner because of his advancing years, has been very well-maintained and is a first-kick starter, said to run very well. Presently on SORN, it comes with a V5C, an original hand-book and other BSA material, its old RF.60 logbook and the owner's detailed service log. Needing, of course, the usual safety checks before use, close inspection of this charming little lightweight is highly advised.

**£800 - 1,200**

**€1,100 - 1,700**

**No Reserve**



102

**1961 NORTON 348CC MODEL 50**

Registration no. VFF 818

Frame no. 13 96625

Engine no. 96715 13

Throughout the teens, twenties and thirties, a succession of sporting machinery left the Bracebridge Street factory, in addition to more workaday mounts. The Second World War interrupted civilian motorcycle manufacturing, as the factory, along with many others, turned its efforts to war production. Stalwart of the war effort was Norton's popular 16H model utilised by so many despatch riders throughout the conflict. Initially produced before the war, the 348cc model 50 was not revived until 1955, when it reappeared with a swinging arm frame identical to its siblings. It continued in this form until 1958 when it was finally equipped with the Featherbed frame used on the twin cylinder models, along with alternator electrics and coil ignition. The final change came in 1961 when the frame was altered to the 'slimline' type and a snazzy two-tone paint scheme was adopted. Both 350 and 500 single cylinder models were discontinued in 1963. VFF 818 is one of those, relatively rare, late slimline models, and was purchased by the vendor's late husband in 1994, having been restored by the previous owner. It has not been run, or used on the road, in the present ownership, only being taken to occasional shows, and will therefore require re-commissioning and safety checks before returning to the road with a new owner. Documentation consists of a current V5C document, together with various receipts and invoices, a quantity of old MoT certificates, and sundry papers.

**£2,500 - 3,500**

**€3,400 - 4,800**

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.



103



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103

#### 1960 TRIUMPH 197CC TIGER CUB

Registration no. PFO 467 Frame no. T59350 Engine no. T20 59350  
In 1954 the 150cc Triumph Terrier was joined by an enlarged 197cc version christened the Tiger Cub. PFO 467 was acquired by the vendor's late husband in 1997 and is notable in that it not only retains the original engine and frame, but is also still fitted with the original metal side skirts which were so often discarded by the young owners of the '50s and '60s. It has not been run, or used on the road, in the present ownership, only being taken to occasional shows, and will therefore require re-commissioning and safety checks before returning to the road with a new owner. Documentation consists of a current V5C document.

£900 - 1,200

€1,200 - 1,700

No Reserve

104

#### 1952 TRIUMPH 498CC SPEED TWIN

Registration no. HBX 382 Frame no. 29962 Engine no. 29962  
Although Triumph'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. This example dates from 1953, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. This particular machine also has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. Presented in 'barn find' condition, 'HBX 382' was acquired by the registered keeper in 1991 and has been off the road in dry storage for some considerable time. We are advised that the engine was last run some 12 months ago. Offered for restoration and sold strictly as viewed, the machine comes with a V5C document.

£4,200 - 4,600

€5,800 - 6,300

105

#### 1956 VELOCETTE 192CC LE

Registration no. XNK 636 Frame no. 23188 Engine no. 200/20531  
Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. This LE was sold new via Pinks of Harrow, Middlesex, a scooter dealership. Restored at date unknown, it was in regular use by the previous owner (the current registered keeper) until 2014. The machine is offered with a quantity of expired MoT certificates and a V5C registration document.

£1,500 - 2,000

€2,100 - 2,800

No Reserve

106

#### 1964 ROYAL ENFIELD 250CC TURBO TWIN

Registration no. CBU 564B Frame no. 68907 Engine no. 701E 1332  
Royal Enfield's Turbo Twin used the Villiers 4T engine, which featured a more angular top end than the preceding 2T and incorporated cylinders with four transfer ports (the 2T had only two) and ported pistons. A Crusader frame was used while the cycle parts were those of the Clipper model. This Turbo Twin was restored in 2014 when works carried out included powder coating the frame, repainting the tank to a high standard and rebuilding the engine with a new crankshaft, cylinders and pistons/rings. Parts renewed include the electrics, wheel rims, tyres/tubes and seat. Last run in April 2015, the machine is offered with sundry restoration invoices, current MoT certificate and a V5C document. Handbooks and a box of spares are included in the sale, while the provision of flashing indicators is the only notified deviation from factory specification.

£2,500 - 3,000

€3,400 - 4,100

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108



110

107

### C.1925 TRIUMPH 494CC 'MODEL P' PROJECT

Frame no. F.1011422 Engine no. E.57423

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. Production was soon running at an astonishing 1,000 machines per week, the Model P's outstanding success undoubtedly hastening the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a plethora of derivatives and lost penny-pinching features such as guide-less valves and bicycle-type front brake. This Lot has been identified as a Model P simply because it conforms to the basic pattern of this very popular model; research may reveal it to be something else. There are no documents with this Lot.

£200 - 400

€280 - 550

No Reserve

108

### 1947 ARIEL 497CC RED HUNTER

Registration no. OMK 589 Frame no. XG 27931 Engine no. CH 10423

Ariel's non-participation pre-war in the TT led to a perception, not discouraged by other makers, that the make was, somehow, less sporting than the likes of Norton or AJS. Ariel, of course, did take part, with great success, in innumerable trials and reliability events, proving that their 'Red Hunter' was the equal of any other machine, a genuine 90mph fast roadster. Many thousands of its W.D version were used in WW2, further improving the model. Post-war the 'Red Hunter' gained an excellent set of tele-forks from the established Selly Oak, Birmingham factory. This lovely 500cc Red Hunter has been restored to almost factory standard, from a complete and original example, by a master Ariel restorer whose rebuilds are often in demand at Stafford. A matching-numbers motorcycle as per the RF.60, absolutely correct and described by the vendor as running beautifully, it is offered with an MOT until 10 June 2016, V5C and original RF.60 log-book. Subject to the usual safety checks.

£6,000 - 7,500

€8,300 - 10,000

109

### 1964 COTTON 250CC TRIALS

Registration no. JGC 446C Frame no. TC192 Engine no. 652B 2312

Trials became increasingly popular in the early 1960s, given that more expensive and heavier 350/500cc 4-strokes could now be "out-gunned" by the 200/250cc models from DOT, Greeves, or Cotton. Gloucester's Cotton factory enjoyed considerable success in this period with a series of neat trials and scrambles machines powered by Villiers engines. JGC was acquired in a restored condition by the vendor's late father, circa 1987. A lifelong 2-wheel enthusiast he used the machine just occasionally for riding the back lanes adjacent his north Kent home; it was subsequently stored from about 2005 onwards. The bike is fitted with a Greeves alloy cylinder barrel, plus side stand and speedometer. This is an ideal mount for green lanes or highway, subject to the usual mechanical checks before riding. Offered with V5C and currently SORN-ed.

£1,600 - 2,000

€2,200 - 2,800

No Reserve

110

### C.1965 MOTO GUZZI 192CC ERCULINO

Frame no. H 62LM 1GM 1633 OM Engine no. H 62LM 1GM 1633 OM

Like Velocette's LE, Moto Guzzi's Galletto (cockerell) was intended to offer scooter-type weather protection and comfort allied to the superior handling qualities of a true motorcycle. In keeping with Guzzi tradition, the Galletto was powered by an overhead-valve, air-cooled 'flat single' with outside flywheel. Launched in March 1950 in 160cc/three-speed form, the Galletto was upgraded to 175cc and four speeds in 1952 and then to 192cc in 1954. An interesting spin-off was the Erculino (Hercules) a commercial three-wheeler that combined the Galletto's front section with a rear chassis and pickup-type body. The Erculino was produced up to 1970. The example offered here is one of the updated type introduced in 1959, which has a load carrying capacity of 590kg. Discovered in a barn in Wales, the machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£3,000 - 4,000

€4,100 - 5,500

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111



113



112



114

111

**1977 BMW 980CC R100/7**

Registration no. UFH 220S Frame no. 6040819 Engine no. 6040819  
Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the '77' series. The latter comprised the R100/7 tourer, which used the 60bhp version of the new engine, while the cockpit-faired R100S sports roadster and the fully faired R100RS superbike came with 70bhp on tap. This R100/7 was undergoing a full restoration at marque specialists Difazio Motorcycles when that company stopped trading. The vendor was then tasked with completing the rebuild, which he did in 2014, but was then forced to take possession of the machine to clear the remaining debt. Offered for sale at a fraction of the restoration costs, it comes with sundry invoices, MoT to June 2016 and a V5C document.  
**£3,800 - 4,800**  
**€5,200 - 6,600**

112

**1982 BMW 649CC R65LS**

Registration no. WDG 299X Frame no. 6351594 Engine no. 6351594  
BMW introduced the R45 and R65 in March 1978. Looking very much like scaled down versions of BMW's larger models, the duo shared identical cycle parts and featured sharper, more modern styling. Few changes were made before production ceased in 1985, though for the last few years BMW offered an additional R65LS model, which featured a cockpit fairing, restyled seat unit, black exhaust system and twin disc brakes. Owned from new by the current vendor, this R65LS has been ridden to the Isle of Man TT (in 1982) and in 1987 to the Continent for his honeymoon, and was last on the road in 2002. Re-commissioning will be required before it returns to the road. Currently displaying a total of only 14,437 miles on the odometer, the machine is offered with V5C document. A set of panniers comes with it.  
**£2,000 - 3,000**  
**€2,800 - 4,100**

113

**1964 HONDA 87CC C200**

Registration no. BSJ 883 Frame no. 200-106703  
Engine no. C200E 48047  
Having commenced motorcycle production in 1946, it was not until 1958 that Soichiro Honda released his ubiquitous 49cc Cub model. A development of the Cub and Super Cub, the C200 was introduced in 1963 with an enlarged 87cc engine and four speed gearbox. It was faster and sportier-looking than its predecessors, looking more like a conventional motorcycle than the earlier step-thrus. This C200 was acquired by the vendor's late husband in 2002. It has not been run, or used on the road in the present ownership, only being taken to occasional shows, and will therefore require re-commissioning and safety checks before returning to the road with a new owner. Documentation consists of a current V5C document and old MoT certificate.  
**£600 - 900**  
**€830 - 1,200**  
**No Reserve**

114

**1980 HONDA CB400A HONDAMATIC**

Registration no. MUR 384V Frame no. CB400A 2055056  
Engine no. CB400AE 2055059  
Honda first offered a 400cc twin in 1977 alongside the established four-cylinder CB400F. The new CB400T was soon updated to 'N' specification, featuring Honda's 'Euro' styling and Comstar wheels, while alongside the conventional model Honda offered the automatic-transmission CB400A, one of the earliest examples of this form of transmission applied to a mass-produced motorcycle. This CB400A previously belonged to motorcycle journalist and long-time enthusiast for the model, the late Brian Thompson, who was its third owner. Brian recounted his lengthy experience of Hondamatics in an article for Motorcycle Sport in 1987 - 'Best Years of My Life' - a copy of which is in the history file. 'MUR 384V' is pictured in the article and was bought from Brian by the vendor. Currently MoT'd, this rare Honda is offered with the aforementioned copy article and a V5C document.  
**£800 - 1,200**  
**€1,100 - 1,700**  
**No Reserve**

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115



117



116



118

115

#### 1966 SUZUKI 150CC S32

Registration no. not registered Frame no. S32-947 Engine no. 24123  
Michio Suzuki's company started life as a manufacturer of silk-weaving looms and did not make its first complete motorcycle until 1954, although these early models were marketed under the 'Colleda' name before 'Suzuki' gradually supplanted the former. In 1956 Suzuki had introduced its first twin-cylinder motorcycle, the Colleda TT, a 250cc two-stroke featuring a spine frame and Earles-type leading-link forks. Before long there were additions to the range in the form of the Colleda SB Seltwin, which came in 125cc and 150cc capacities. From 1963 they were replaced by the S30/S31 and S32 respectively, production continuing to the end of 1967. There are not many S32s left. This is a good, original, running example showing a very low mileage of 4,055. All taxes have been paid, a NOVA declaration made and the machine comes with US title making registration straightforward.

£1,500 - 2,000

€2,100 - 2,800

No Reserve

116

#### 1972 SUZUKI TC125 PROSPECTOR

Registration no. not registered Frame no. TC125-16382  
Engine no. TC125E-16306

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, commencing with modified roadsters before developing more specialised models. The TC125 model was a development of the trail-styled TS125 roadster but intended for more serious off-road use, as evidenced by its generous front mudguard clearance and dual-range four-speed gearbox. Offered with US title, this original Suzuki TC125 came from a private collection in Michigan. The machine was imported this summer specifically for this auction and is presented in good condition with relatively few miles recorded. As well as being a collectible classic, it can also be used by learners, being less than 125cc and pre-1982. All taxes have been paid and a NOVA declaration completed so UK registration is straightforward.

£2,200 - 2,800

€3,000 - 3,900

117

#### 1974 SUZUKI GT550

Registration no. not registered Frame no. GT550-37831  
Engine no. GT550-39922

In 1972 Suzuki added a pair of air-cooled triples, the GT380 and GT550, to its range. The GT550's engine produced 50bhp at the crankshaft while the gearbox was a five-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. There was also the luxury of an electric starter, something the smaller GT lacked. Performance was brisk, 110mph being achievable, but compromised by the fade-prone front drum brake, which was soon replaced by a single hydraulic disc. Smooth and comfortable, the GT550 changed only in detail thereafter in a production run lasting into 1977. This a highly presentable Suzuki GT550 was imported from the US this summer specifically for this auction. All taxes have been paid, a NOVA declaration completed and the machine comes with US title so UK registration is straightforward.

£3,000 - 3,500

€4,100 - 4,800

118

#### 1972 SUZUKI GT750

Registration no. not registered Frame no. GT750-30398  
Engine no. GT750-30458

Launched in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of two-stroke triples, the newcomer retained the cylinder dimensions of the T500 air-cooled twin but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. Offered with US title, this first-year GT750J model is ripe for restoration. It was ridden into the dealership in Mansfield, Ohio two years ago, from where it was purchased recently. Almost everything is correct including the all important exhausts with the black end cones. All taxes have been paid and NOVA declaration completed so UK registration is straightforward.

£2,500 - 3,000

€3,400 - 4,100

119

## 1970 KAWASAKI 498CC MACH III (H1)

Registration no. not registered

Frame no. KAF 14256

Engine no. KAE 13242

- *Iconic high-performance two-stroke*
- *Recent full restoration*
- *Imported from the USA*



'A 500 that's so fast it has to be judged alongside 750s, then it beats most of them, can't help but addle the brains.' - *Bike magazine*.

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-cylinder four-stroke like the forgoing, but a two-stroke triple: the awesome, legendary Mach III. Light weight (382lbs) 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 September 1968. Kawasaki claimed a top speed of 118mph and a standing quarter-mile time of 12.4 seconds; with altered gearing it could be made to go even faster, one American journal achieving 124mph.

Kawasaki already had considerable experience of building high-performance two-strokes in the shape of its 250cc Samurai and 350cc Avenger twins, but for obvious reasons was forced to abandon their disc valve induction on the triple.

Thus the latter was a conventional piston-ported affair, driving via an in-unit five-speed gearbox. This all-alloy unit went into a tubular steel cradle chassis boasting conventional suspension and a steering friction damper, the latter a wise provision. There were drum brakes at both ends: a 200mm twin-leading-shoe unit at the front and 180mm SLS at the rear.

The Mach III (H1) triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time the model had become the KH500.

This Kawasaki Mach III has recently undergone a no-expense-spared, 'ground upwards' restoration. The attention to detail is outstanding, making it possibly one of the best examples of this rare Kawasaki currently available. The bike was imported from the US this summer, specifically for this auction, and comes with a US title. All taxes have been paid and a NOVA declaration completed. An opportunity not to be missed!

**£8,500 - 9,500**

**€12,000 - 13,000**

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120



122



121



123

120

**1973 KAWASAKI 350CC S2**

Registration no. not registered Frame no. S2T-01444  
Engine no. S2E-29694

In 1971 Kawasaki's original Mach III was joined by three more triples, the 750 H2, 250 S1 and 350 S2. The latter two machines were virtually identical, the S2 differing from its smaller sibling only in its larger bore and carburettors, and shorter wheelbase. Over-boring a 250 has always been the best way to make a quick 350, and the S2 did not disappoint with its 115mph top speed and 13.9-second standing quarter-mile. Equally importantly, the handling was much improved over the original Mach III's. Built for three years only, the S2 was superseded by the 400cc S3 in 1973 and is a relative rarity today. Offered with US title, this S2 is in original condition and was running only a couple of months ago. NOVA has been completed and all taxes/duties paid, making UK registration straightforward.

**£3,000 - 3,500**

**€4,100 - 4,800**

121

**1972 HONDA CL450K5 STREET SCRAMBLER**

Registration no. not registered Frame no. CL450 5003676  
Engine no. CL450E 5003462

Honda's largest model when launched, the CB450 capitalised on experience gained with a succession of smaller-capacity twins but nevertheless departed from its maker's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame, replacing Honda's traditional fabricated spine type, was another departure from the norm. In 1967 it was joined by a CL450 'street scrambler' variant, which boasted an upswept exhaust system, wider handlebars and spring-loaded footrests among other off-road adaptations. This very original example of a CL450K5 was formerly part of a private collection in Delaware, USA. No restoration work has been undertaken, even the paintwork is original. NOVA has been completed and all taxes/duties paid, making UK registration straightforward. This rare and collectible early Japanese classic comes with a US title.

**£3,500 - 4,000**

**€4,800 - 5,500**

122

**1984 HONDA VF700 MAGNA**

Registration no. not registered Frame no. JH2RC2102EM011484  
Engine no. RC21E2013209

The VF700 Magna was a V4-engined cruiser built for the United States market between 1984 and 1987. Directly related to that found in the VF/VFR750, the engine was downsized to 699cc to avoid US tariffs on motorcycles over 700cc (introduced to protect Harley-Davidson). This example was bought by its previous owner in Hanover, Pennsylvania for weekend riding, though in two years ownership he never got around to it. The machine runs but there is a fuel leak from a carburettor, which will need attention before it can be used. Parts are relatively easily sourced for this model as several were privately imported into the UK. David Silver Spares Ltd lists several parts for it on their web site. All taxes have been paid, a NOVA declaration completed, and the machine comes with a US title so UK registration is straightforward.

**£1,500 - 2,000**

**€2,100 - 2,800**

**No Reserve**

123

**1974 HONDA MT250K0**

Registration no. not registered Frame no. MT250-1006113  
Engine no. MT250-1006445

This original Honda MT250K0 came from a private collection in Michigan, USA. Imported this summer specifically for this auction, it is presented in very good condition, showing only 911 miles on the odometer. The machine was running fairly recently so re-commissioning should be fairly straightforward. This is a road going enduro version of the early and highly sought after CR250 Elsinore moto-crosser. The MT series was only sold officially in the USA and clean examples such as this are hard to find in Europe. Parts are available for this model from David Silver Spares Ltd, which also has a branch in the USA. All taxes have been paid and a NOVA declaration completed, and the Honda comes with a US title so UK registration is straightforward.

**£2,500 - 3,000**

**€3,400 - 4,100**

124

## 1967 HONDA CB450D

Registration no. not registered

Frame no. CB450-1022530

Engine no. CB450E-1020244

- *Rare end-of-the-line special edition*
- *Sold new in the USA*
- *Fully restored condition*



The Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, and for many years the view prevailed in North America and Europe that they were incapable of building effective large-capacity machines. The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins.

Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British 500 but for the entire UK industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace

The CB450D offered here is a Honda 'special edition' of the CB450K0 'Black Bomber'. After the five-speed CB450K1's arrival there were several unsold four-speed K0s at the factory and in dealers' showrooms. In order to help sell the old model, Honda came up with the 'D' kit, upgrading the K0 to a 'street scrambler' complete with upswept exhausts and restyled tank, seat and side panels plus some other changes. This new styling proved successful, so much so that Honda decided to produce similar 'CL' versions for all the following 450 and 350 twins.

This is the only high-pipe derivative of the CB350/450 twins that has a pipe on either side. As only a limited number of CB450K0s were fitted with a 'D' kit, this example is one of the rarest Honda street bikes in existence. One of an estimated less than ten remaining, it has been the subject of a no-expense-spared 'ground upwards' restoration with hundreds of new-old-stock parts used. The Honda was imported this summer from a private collection in Michigan, US for this auction. All taxes have been paid, a NOVA declaration completed and the machine comes with US title so UK registration is straightforward. An opportunity not to be missed as there are only three other known examples of this model in Europe.

**£9,000 - 10,000**  
**£12,000 - 14,000**



125

**1976 SUZUKI GT380**

Registration no. LGV 310P

Frame no. 86372

Engine no. 97228

Suzuki joined the exclusive superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph being exceedable - though compromised by the fade-prone drum front brake, which was soon replaced by a single hydraulic disc. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber, proving quicker than the more powerful, but heavier and harder-to-handle, GT550 over cross-country going. This UK-model Suzuki GT380 is said to be all original except for the seat cover. It was last used in 2014 and is in running condition, so should require only limited re-commissioning before further use. Offered with a V5 registration document, the machine was last owned by a collector in Norfolk who decided to thin out his collection.

£3,500 - 4,000

€4,800 - 5,500



126

**1981 YAMAHA RD350LC**

Frame no. 4L0-008805

Engine no. 4L0-003971

No motorcycle of recent times has achieved 'cult' status to the same extent as Yamaha's legendary 'LC'. Launched in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and, in the 350's case, twin disc front brakes to the package for the first time. Water cooling had been a feature of Yamaha's TZ racers for some years and the LC's family resemblance was obvious. The 350LC continued the Yamaha tradition of giant-killing performance and although its circa 110mph top speed was inferior to that of the larger, multi-cylinder opposition, over twisty going a well ridden 350LC could show almost anything the way home. It was also relatively inexpensive, while the availability of noisy expansion chamber exhausts and a host of other tuning accessories, some of dubious merit, only served to further enhance the LC's 'bad boy' image. This capacity for personalisation remains an essential part of the LC's appeal; few remained standard for long, a state of affairs that has led to the remaining totally stock survivors becoming highly prized. This RD350LC was originally UK registered, then exported to Ireland to join an extensive private collection, which is now being reduced. Presented in running condition, the machine has undergone partial restoration, the tank, frame and other parts being in excellent cosmetic condition. A NOVA declaration has been made and the machine comes with Irish Registration papers making registration straightforward.

£3,500 - 4,000

€4,800 - 5,500



127

**1975 YAMAHA RD200**

Registration no. not registered

Frame no. 397200963

Engine no. 397200963

Although in a capacity class dominated by mundane ride-to-work bikes, Yamaha's sporty RD200 was guaranteed to appeal to the commuter determined to have some fun on the way to the office. Like all Yamaha two-stroke twins, the RD200 was a willing performer, its 22bhp capable of propelling the nimble lightweight to over 85mph. And like its YCS3/YCS5 predecessors, the RD employed a combined electric starter/generator. Precise and predictable handling, a lively motor, strong brakes and reasonable fuel economy (for a two-stroke) were just a few of its characteristics that appealed to Bike magazine back in 1974. This unrestored example shows exceptionally low mileage of only 757 and has the all important matching frame and engine numbers. All taxes have been paid, a NOVA declaration completed and the machine comes with a US title so UK registration is straightforward.

**£1,300 - 1,600**

**€1,800 - 2,200**

**No Reserve**



128

**1974 YAMAHA RD250**

Registration no. not registered

Frame no. 352-207264

Engine no. 352-207264

A succession of fast middleweight two-stroke twins that punched well above their weight in performance terms effectively established Yamaha's reputation as purveyor of exciting sports roadsters par excellence. One of the most important technological developments occurred in 1973 with the incorporation of reed valves in the inlet tract: 'Torque Induction' in Yamaha parlance. The result was an engine that produced just as much peak power as before but was considerably more flexible. Offered with US title, this RD250 is a true 'time warp' example. It has had two owners in Harrisburg, Pennsylvania where the climate is much kinder to motorcycles than here in the UK. The Yamaha is in outstandingly original condition, shows a very low mileage (1,957) and has matching frame and engine numbers. All taxes have been paid and a NOVA declaration completed so UK registration is straightforward.

**£2,500 - 3,000**

**€3,400 - 4,100**



129

**1972 HONDA CL450 STREET SCRAMBLER**

Registration no. EOG 609K

Frame no. CL450 5010707

Engine no. CL450E 5010513

The Honda CB450's arrival in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the motorcycle market. Honda's largest model when launched, the CB450 capitalised on experience gained with a succession of smaller-capacity twins but nevertheless departed from its maker's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame, replacing Honda's traditional fabricated spine type, was another departure from the norm. In 1967 it was joined by a CL450 'street scrambler' variant, which boasted an upswept exhaust system, wider handlebars and spring-loaded footrests among other off-road adaptations. This rare and collectible early Japanese classic was first registered in the UK in 2013 and comes with HMRC and DVLA paperwork, expired MoT (November 2014) and a V5C document.

**£3,000 - 4,000**

**€4,100 - 5,500**





130

*Property of James May*

**1967 HONDA CB450 'BLACK BOMBER'**

Registration no. VEV 28E

Frame no. 1010710

Engine no. 1007291 (see text)

The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. Known affectionately as the 'Black Bomber' after its black finish, it was Honda's largest model and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame, replacing Honda's traditional fabricated spine type, was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but the entire UK motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. This CB450 was first registered, to Bridge Street Motorcycles of Witham, Essex, on 25th May 1967. The Honda was purchased by James in May 2014 and is described by him as in generally good condition. Last used in July 2015, it benefits from new ignition coils and HT leads, refurbished wiring loom and overhauled carburettors, though it should be noted that the starter motor requires attention. The machine is offered with its original old-style logbook (recording a different engine number), V5C registration document, sundry invoices and a quantity of expired MoT certificates and tax discs.

**£4,800 - 5,600**

**€6,600 - 7,700**



131

*Property of James May*

**1970 HONDA PS50 SPORTS MOPED**

Registration no. SVR 316H

Frame no. PC50-A29241

Engine no. PC50EA-A78455

Having conquered the world during the 1960s by producing millions of 'step-thru' mopeds based on its original C100 Super Cub of 1958, Honda greatly expanded its range of this type of machine during the 1970s, offering a bewildering variety of models catering for every taste. Built initially with an overhead-camshaft engine but subsequently with an overhead-valve type, the PC50 arrived in 1970. A simple to use, 'twist-'n-go' model with single gear and automatic clutch, the economical PC50 was soon almost as common a sight on UK streets as the ubiquitous C100. A rare variant much less commonly seen was the PS50, a sports model featuring a 'proper' fuel tank, 'racing' seat and three-speed gearbox with manual clutch and twist-grip gear change. Most were sold in France and those that survive command high prices on the rare occasions they are offered for sale. They are fervently coveted by collectors. Believed restored, this example of one of the most desirable of all classic Honda mopeds was first registered in the UK in March 2013 and purchased by James from marque specialists David Silver Spares (sales invoice on file). Last used in 2014, the machine currently displays a total of 2,939 kilometres on the odometer and is described as in generally very good condition. Only minimal re-commissioning should be required before further use. Additional documentation includes a dating certificate, expired MoT (2014) and a V5C.

**£1,800 - 2,400**

**€2,500 - 3,300**

132

*Property of James May*

**1967 HONDA P50 MOPED**

Registration no. HVR 774F

Frame no. A156034

Engine no. 154740

Having conquered the world during the early 1960s by producing millions of 'step-thru' mopeds based on its original C100 Super Cub of 1958, Honda went on to expand greatly its range of similarly utilitarian machines. Introduced in 1966, the P50 (also known as the P25) represented a complete break from the Super Cub concept, mounting its 49cc single-cylinder four-stroke engine within the rear wheel assembly. BSA's 'Winged Wheel' was similar in layout and Honda itself had offered a 'clip-on' of this type (the F model Cub) back in 1952, though both of those had been two-strokes. Producing a giddy 1.2bhp at 4,200rpm, the P50 was capable of a top speed of 25mph. This particular P50 was first registered on 1st October 1967 and according to the accompanying V5C registration document has had only two former keepers. James acquired the Honda in April 2014. Last used in 2013, the machine will require re-commissioning, including curing a fuel leak from the carburettor, before returning to the road. Accompanying documentation includes the aforementioned V5C, an expired MoT (October 2014) and a DVLA Form V55/1 vehicle registration application, completed by the immediately preceding owner and endorsed by the East Anglian Cyclomotor Club, membership of which (or of the National Autocycle and Cyclomotor Club) would be the ideal way to enjoy such a machine. An instruction manual and spare parts price list are included in the sale.

**£400 - 600**

**€550 - 830**

**No Reserve**



133

*Property of James May*

**1973 HONDA XL70 TRAIL**

Registration no. FRN 226M

Frame no. XL70-1008414

Engine no. XL70E-1008317

Whereas the British motorcycle industry tended to regard small-capacity lightweights as only fit for bread-and-butter commuting duties, the Japanese manufacturers offered a full range of model types in capacities of 100cc or less: mopeds, commuters, sports roadsters and trail bikes all featuring in the catalogues of the 'Big Four'. Introduced for 1974, the XL70 trail bike used Honda's 72cc overhead-camshaft single-cylinder engine and was in essence little more than a re-designated SL70, using the latter's tubular steel frame that had replaced the fabricated spine type used by the first of this family: the CL70 of 1970. The XL70 remained essentially unchanged until production ceased at the end of 1976. This example of a short-lived and rarely seen Honda lightweight was imported by DK Motorcycles and sold to the immediately preceding owner, its first in the UK, in June 2012 (sales receipt on file). Bought by James from Oxford Classic Honda in February 2013, the XL has been partly restored by James and comes with related invoices for parts and services, including a repaint. Described as in generally excellent condition, the machine also comes with dating letter, V5C registration document and an owner's manual. The provision of an 85cc 'big-bore' kit is the only notified deviation from factory specification.

**£2,000 - 2,500**

**€2,800 - 3,400**





134<sup>N</sup>

**1968 KAWASAKI 498CC MACH III**

Frame no. KAF 51354

Engine no. KAE 45079

'A 500 that's so fast it has to be judged alongside 750s, then it beats most of them, can't help but addle the brains.'- Bike magazine. 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-cylinder four-stroke like the forgoing, but a two-stroke triple: the awesome, legendary Mach III. Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride, but one which nevertheless had the legs of just about everything under 750cc when launched in 1968. The Mach III (H1) triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time the model had become the KH500. This H1C example is offered fresh from restoration having covered only some 50 'shakedown' miles since the work's completion in April 2014 (the current odometer reading is 8,537 miles). The machine is offered with Federazione Motociclistica Italiano Registro Storico Nazionale certificate.

**£6,500 - 8,500**

**€8,900 - 12,000**



135

**1978 HONDA 736CC CB750 F2 PHIL READ REPLICA**

Registration no. AVT 85T

Frame no. CB750G 1013916

Engine no. B750GE 1011915

In 1977 at the Isle of Man TT, Phil Read aboard a Honda CB750 triumphed in a shortened Formula 1 World Championship. To celebrate such a feat, Honda commissioned Colin Seeley to create 400 Phil Read Replicas of the race-winning machine. After 150 units had been produced, there was a difference of opinion between Honda and Read, therefore production ceased, with the remaining 250 units styled as Honda Britains. AVT 85T was a stalled restoration. The previous owner had owned the bike some 20 years, and had only used it for a year before starting the work. He acquired many new parts, but eventually ran out of steam, deciding to put the machine up for sale. Purchased by the vendor in 2013 the machine was finally completed April of this year. New parts fitted include front fork stanchions, chainguard, exhaust system, front brake calipers, master cylinders, hoses, cables, tyres, tubes, chains, sprockets, side panels, screen, steering races, seat, plus many others. The silencer was specially commissioned as an exact replica of the original. Amazingly, in 1978, these machines were not fitted with indicators when new, but the owner felt that these were necessary for modern traffic. The indicators were positioned in place of the 'Phil Read Replica' transfers which accompany the bike separately. The wheels are the original factory finish. Documentation consists of a current V5C document, current MoT (expiring April 2016), and associated receipts/ invoices.

**£4,000 - 6,000**

**€5,500 - 8,300**



136

**1965 MARUSHO 500CC LILAC R92**

Registration no. FDV 864C

Frame no. F9-0331

Engine no. 2-0347

The Marusho Motorcycle Industrial Co Ltd, which was founded in 1951 in Hamamatsu, Japan and sold its products under the 'Lilac' name. In 1961, the company was forced to file for bankruptcy and the factory closed. Biding its time by acting as a sub-contractor to Honda, Marusho re-emerged as a motorcycle manufacturer in 1964 having been reorganised as the Lilac Co Ltd the previous year. Clearly influenced by the contemporary BMW, the revitalised company's first new product was a 500cc horizontally opposed twin, marketed as 'Marusho ST' in the USA and 'Lilac' in Japan and Australia. Despite a worthy product, Lilac's production decreased year by year and the factory finally ceased motorcycle production at some time around 1967. One of an estimated 150 survivors out of around 500 made, this ultra-rare Japanese classic was imported from Japan and first registered here in June 2015, having already been restored in its home country. Described by the vendor as in generally very good condition, the machine is offered with a V5C document, Japanese paperwork (translated) and HMRC and DVLA correspondence. The handlebar controls, mirror and shock absorbers are the only notified deviations from factory specification (original shocks included in the sale).

**£5,000 - 6,000**

**€6,900 - 8,300**



137<sup>N</sup>

**C.1973 HONDA CB350F**

Frame no. CB350F 1083632

Engine no. CB350F 1081918

Honda followed its sensational CB750 of 1968 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a 350. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers and rear brake, the CB350F was almost identical to the 500. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the factory's preferred offering. The twin was lighter and cheaper to produce, but for many customers lacked the smoothness of its four-cylinder stable mate. Soon after production ceased, the CB350F was replaced by the immensely successful and far more common CB400F. Currently displaying a total of 29,130 kilometres (approximately 18,100 miles) on the odometer, this example of a Honda four only rarely seen in the UK carries safety decals in French, suggesting that it was delivered new to France. Offered with (copy) Netherlands registration papers, the machine is presented in beautiful condition, original and un-restored.

**£2,500 - 3,500**

**€3,400 - 4,800**





138<sup>N</sup>

**1992 HONDA GB500 TOURIST TROPHY**

Frame no. JH2PC1603KK000530

Engine no. RC15E 2000531

In its formative years Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities of 250cc and above, single-cylinder engines being the norm for road models with a capacity of 125cc or less. In the increasingly important North American off-road market, where the single reigned supreme, Honda and its Japanese rivals began to manufacture them in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these was the XBR500 of 1985, the styling of which was unashamedly 'retro'. Honda took this concept a stage further almost immediately, launching the GB500 TT the following year. A factory 'café racer', the GB500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire 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 presented in generally excellent condition and comes with German Fahrzeugbrief.

**£4,000 - 4,500**

**€5,500 - 6,200**



139

**1975 SUZUKI GT750**

Registration no. JEH 42N

Frame no. 63024

Engine no. 68998

Suzuki went into sensory overload at the 1970 introduction of the Suzuki GT750, one of the most interesting designs in a splendid period for motor-cyclists. A liquid-cooled version of the race-winning T500 with an extra cylinder, the GT750 was though, emphatically a touring machine with drum brakes and comprehensive equipment. Reliable to a fault, even the weight - heavy by the standards of the day, but normal now - did not deter the buying public. By 1975, the GT750 had acquired a power increase to 73 bhp - then a huge figure - and much-needed twin front disc brakes as well as improved carburation and exhausts, finding a genuine 120mph given the right road. This one-owner, beautiful example has been the property of a deceased enthusiast who maintained the Suzuki to extremely high standards, using it only in the dry. In un-modified and absolutely pristine condition, the 750 comes complete with V5C and all of its original papers and tool-kit, needing only the usual safety checks, offered with MOT and tax to be ready for the road and Club scene.

**£5,500 - 6,500**

**€7,600 - 8,900**

140

Formerly the property of Steve Plater

**1989 YAMAHA FZR1000 EXUP**

Registration no. G358 NKN

Frame no. 3LG000872

Engine no. 3LG000872

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

£1,500 - 2,000

€2,100 - 2,800

No Reserve



141<sup>N</sup>

**1993 SUZUKI GSX-R600W**

Frame no. JS1GN75A7N2101519

Engine no. N70710532

Although it has suffered a decline in sales recently, the 600 Supersport class has been keenly contested over the last 30 years, with all of the Japanese 'Big Four' battling for supremacy in the showroom and on the racetrack. Throughout this period, Suzuki's GSX-R600 offerings have been characterised by a roominess and flexibility tailored for everyday road riding: you don't have to be jockey size to fit on one or chase the redline to make it go fast, unlike some rivals. The GSX-R600 was first introduced in 1992, deploying a 599cc water-cooled four-cylinder engine in what was basically the chassis and cycle parts of the existing GSX-R750. That first model carried over to the 1993 model year with no changes but was never officially imported into the UK, where the more modern RF600R was the factory's offering in the 600 Supersport category. The 600 'Gixxer' then disappeared from the Suzuki range for a few years, re-emerging in 1997 in radically different 'SRAD' form. Currently displaying a total of only 22,159 kilometres (approximately 13,700 miles) on the odometer, this rare early GSX-R600 is presented in original condition and is undeniably beautiful. The machine is offered with Netherlands registration papers.

£1,800 - 2,500

€2,500 - 3,400

No Reserve





142

**1989 HONDA NSR250R SP (MC18)**

Registration no. F455 UJH

Frame no. MC18 1112674

Engine no. MC16E 1142737

With two-stroke 250s now banished from Grand Prix racing, joining their roadster cousins in the dustbin of history, there has never been a more opportune moment to acquire one of these charismatic machines. The impossibility of making high-performance strokers meet increasingly tough emissions legislation led to their gradual disappearance from the Japanese manufacturers' ranges, Suzuki's RGV250 being the last to go, while on the racetrack only Aprilia remained fully committed to the class at the finish. Honda's NS250R v-twin roadster first appeared in the mid-1980s, capitalising on Freddie Spencer's 250/500 double World Championship of 1985. Renamed NSR250R, the model went through several evolutions over the course of the next decade, though always restricted to 45bhp for its home market, and was never officially imported into the UK. All models used basically the same MC16E engine. Imported from Japan and first registered in March 2012 to Caversham Bridge Motorcycles, the machine offered here is an example of the highly desirable and keenly sought-after limited edition 'SP' (Sport Production) variant. Introduced in March 1989, the SP featured a dry clutch, fully adjustable suspension and Magtek magnesium wheels, and was finished in the silver and white colours of Ajinomoto Terra Racing. We are advised that the machine is standard apart from a de-restricted engine. Accompanying documentation consists of a (part) V5C document and two MoT certificates (most recent expired July 2015). A total of only 9,700 kilometres (approximately 6,000 miles) is displayed on the odometer.

**£6,000 - 8,000**

**€8,300 - 11,000**



143

**1994 HONDA RVF400R (NC35)**

Registration no. L242 HEN

Frame no. NC35 1001615

Engine no. NC13E 1501622

Following the arrival of the VFR750R (RC30) race replica in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. The first of these mini race-reps was the NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, these models were not officially imported into the UK, unlike the successor NC30 which boasted a specification not far short of the RC's: alloy beam frame, single-sided swinger, close-ratio gearbox, twin-lamp fairing, RC-type brakes and a 360-degree crankshaft; a class-leading specification justified by the fact that Honda had its sights set on the Isle of Man TT's Supersport 400 class. When the RC30's replacement – the RC45 – was introduced in 1994, the 400cc supersports V4 was similarly upgraded, to NC35 specification. Boasting RC45 looks and equally exemplary build quality, but at a fraction of the cost, the NC35 is already one of the most collectible classics of the 1990s. Imported from Japan and first registered in 1998, the NC35 offered here currently displays a total of 16,440 kilometres (approximately 10,100 miles) on the odometer and is standard apart from a carbon exhaust can. The machine is offered with a part V5C document and all MoTs and service bills.

**£3,500 - 4,500**

**€4,800 - 6,200**

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.



144



146



145



147

144

#### 1987 HONDA NSR250R (MC16)

Registration no. D979 DPL Frame no. MC16 1000698  
Engine no. MC16E 1000750

With two-stroke 250s now banished from Grand Prix racing, joining their roadster cousins in the dustbin of history, there has never been a more opportune moment to acquire one of these charismatic machines. Honda's NS250R v-twin roadster first appeared in the mid-1980s. Renamed NSR250R, the model went through several evolutions over the course of the next decade, though always restricted to 45bhp for its home market, and was never officially imported into the UK. All models used basically the same MC16E engine. Imported from Japan and first registered in 1995, this clean example of a most sought after model currently displays a total of 27,000 kilometres (approximately 16,700 miles) on the odometer and is presented in original condition. MoT'd to February 2016 and said to ride well, the machine comes with a V5C document and all MoTs and service receipts.

£2,300 - 2,800

€3,200 - 3,900

145

#### 1987 KAWASAKI GPZ900R NINJA

Registration no. E975 JAJ Frame no. ZX900A 037425  
Engine no. ZX900AE 047267

'When it appeared in 1984, the GPz900R moved the goalposts in the performance bike market.' - Bike magazine. Reviewing Kawasaki's increasingly collectible 'time machine' in its November 2002 issue, Bike rated the GPz900R a decent sports tourer (even by today's standards) and a good budget buy with an excellent club spares back-up. Indeed, so successful was this iconic model that it remained in production for an unprecedented 13 years while successors came and went. Today, exceptional examples are commending ever-increasing prices. And there can be few better than that offered here, which has covered 31,702 miles and remains totally standard, even down to the exhaust system. Representing outstanding value for money, the machine is offered with a V5C document and recently expired MoT (May 2015). The broken nearside front indicator will have been replaced by time of sale.

£2,200 - 3,000

€3,000 - 4,100

146

#### 1975 SUZUKI GT250A

Registration no. JNT 333N Frame no. 63456 Engine no. 80159  
Stung by criticism of its lacklustre GT250M, Suzuki responded with the GT250A. Gone was the 250M's 'Ram Air' cylinder head cowl, while more importantly the engine gained a four-bearing crankshaft, one-piece cylinder head, extra transfer ports and larger carburetors. Suzuki claimed a maximum power output of 32bhp for the GT250A, two horsepower more than the GT250M, a seemingly minor gain that translated into vastly superior on-the-road performance. Tested by Bike magazine in February 1976, a 250A reached 91mph and rocketed through the standing quarter-mile in 15.02 seconds, an improvement of 9mph and 1.2 seconds respectively over the 250M tested the previous year. This GT250A was restored recently to its former glory, including paintwork by Dream Machine, and will have been fitted with a pair of mirrors prior to sale. The machine is offered with sundry bills and a V5C document.

£3,200 - 4,000

€4,400 - 5,500

147

#### 1976 HONDA CR125 ELSINORE MOTO-CROSSER

Frame no. CR125M-3013154

First introduced in 1973 under the 'Elsinore' model name (like its 250cc sibling), Honda's CR125 two-stroke moto-crosser remained at the top of the class until the sport's switch to four-strokes a few years ago. The CR125 debuted in steel-framed form with air-cooled engine, twin-shock rear suspension, 'right-way-up' forks and drum brakes, ending its days in 2008 with a liquid-cooled motor, mono-shock rear suspension, an alloy beam frame, 'upside-downers' and disc stoppers at both ends. Formerly forming part of a private collection in Jersey, Channel Islands, this CR125 is somewhat unusual in that it remains substantially original and appears not to have suffered the trials and tribulations usually visited upon elderly moto-crossers. There are no documents with this Lot.

£2,000 - 2,500

€2,800 - 3,400



148

**1972 SUZUKI GT750**

Registration no. YND 417L

Frame no. GT750 32282

Engine no. GT750 32029

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared *Bike* magazine. Catered for by The Kettle Club, the model enjoys an enthusiastic following today.

Sold new in the USA, this GT750 is a 1973 model manufactured towards the end of 1972. The machine has had only one registered keeper since its registration in the UK in July 2014. Subject of a painstaking 'last nut and bolt' restoration, including a full engine rebuild and repaint of the cycle parts, it is described as to original specification apart from the period-correct Allspeed exhaust system. Accompanying documentation consists of a VJMC Dating Letter, V5C registration document and a recently expired MoT (June 2015).

**£6,400 - 7,400**

**€8,800 - 10,000**



149

**1991 HARLEY-DAVIDSON 1,480CC 'CAL RAYBOURN REPLICA'**

Registration no. H424 OHK

Frame no. 1HD4CFM1XMY125799

Engine no. CFMM125799

Based on an 883cc Sportster, the amazing machine offered here is a replica of the Harley-Davidson ridden by the late Cal Rayborn in the 1972 Trans-Atlantic Match Race Series. Back then Rayborn's mount was a seemingly outdated 'iron-engined' XR750, which did not stop the American dirt-track star winning three out of the six races against the cream of domestic opposition on circuits he had never seen before! Enlarged to 1,480cc, this machine's fully rebuilt engine incorporates an S&S bottom end; S&S '600' cams and roller followers; high-compression pistons; adjustable pushrods; and fully ported and gas-flowed cylinder heads. Induction is via an S&S Super carburettor and the motor is also fitted with a Warr 2-into-1 exhaust. Other noteworthy features include a hydraulic clutch with carbon plates; alloy wheel rims; Progressive fork springs; Hagon rear suspension; and Harrison Billet disc brakes. This machine was built from the ground upwards by its owner of some 12 years, who spared no expense in completing this most impressive project, as evidenced by the large quantity of bills in the comprehensive history file. Ready to ride or parade, this unique Harley-Davidson is offered with MoT to July 2016 and old/current V5C documents.

**£5,500 - 7,500**

**€7,600 - 10,000**



150

**1977 HARLEY-DAVIDSON 1,200CC ELECTRA GLIDE**

Registration no. RJM 288R

Frame no. 2A37230H7

Two important events in the lengthy development of Harley's perennial v-twin occurred in the mid-1960s when the 74ci (1,200cc) Duo Glide adopted electric starting (1965) and the 'Shovelhead' engine the following year. Now known as the 'Electra Glide', without question one of the most evocative names in motorcycling history, Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism. The Shovelhead 'Glide continued in production for a further 18 years, gaining alternator electrics, electronic ignition and disc braking as the years progressed. Boasting a host of desirable factory-fitted 'extras', this stunning top-of-the-range 'Glide remained with its original owner in the USA until he became ill in 1988. A friend would start the machine a few times each year but after the owner died in 1995 it stood idle. The last Harley-Davidson service sticker (dated 1988) is still in place. The current vendor purchased the Harley in Florida in 2009 and brought it to the UK the following year. Since acquisition, the only items that have been replaced are the footrest rubbers, brake hoses, tyres, clutch and seat, the latter being a correct new-old-stock item. Described as in generally excellent condition and said to ride well, this beautiful classic Harley-Davidson is offered with US paperwork, current MoT certificate and V5C registration document. A total of 16,400 miles is currently displayed on the odometer.

**£8,000 - 10,000**

**€11,000 - 14,000**



151<sup>N</sup>

**1979 MOTO GUZZI 350 GTS**

Frame no. 13811

Engine no. 012880

'The De Tomaso purchase of Moto Guzzi saw the range expand to include a number of re-badged Benellis that were only superficially associated with Mandello del Lario.' - Ian Falloon, 'The Moto Guzzi Story'. Revitalised following its take-over in 1971 by Argentine industrialist Alejandro De Tomaso, Benelli launched a range of new four- and six-cylinder sports bikes. With the addition of Moto Guzzi to the De Tomaso empire in 1973, some of these were marketed as Moto Guzzis, much to the dismay of the marque's aficionados. The first of these Honda-inspired machines was the Benelli 500 Quattro of 1974, which despite its Oriental-looking power unit was thoroughly Italian in all other respects, boasting a rigid cradle frame, powerful Grimeca drum brakes and alloy wheel rims. In 350cc form this engine powered the basically similar Moto Guzzi 350 GTS. The latter was enlarged to 400cc in 1975, a front disc brake being adopted at the same time, and in 400 GTS form lasted until 1979. Benelli's smallest four, the 231cc Quattro, was also badged as a Moto Guzzi, the '254'. Currently displaying a total of only 11,386 kilometres (approximately 7,000 miles) on the odometer, this rare Moto Guzzi four is presented in generally excellent original condition. The machine is offered with Netherlands registration papers.

**£3,200 - 4,200**

**€4,400 - 5,800**



**1971 MÜNCH 1,177CC TTS 'MAMMOTH'**

Registration no. VOD 150J

Frame no. 147

Engine no. 147

- Sold new in Germany
- Only 30,002 kilometres recorded
- Ultra-rare limited edition superbike



In 1965 Freidl Münch, formerly with the Horex racing department, was approached by wealthy French ex-sidecar racer Jean Murit with a simple brief: build a no-expense-spared 'superbike', though the latter term had yet to be coined. Münch found his ideal engine in the form of the air-cooled overhead-camshaft four powering the recently introduced NSU Prinz car. For Murit's machine he used the 1,000cc TT sports version of this engine which, tuned for 60bhp, proved capable of propelling the bulky Mammoth to a top speed of 120mph. Nothing too remarkable there you might think, but while several contemporary production motorcycles could achieve a similar maximum, it was the Mammoth's ability to accelerate powerfully from 20mph in top gear and cruise all day at 110mph that set it apart from the herd.

The engine was housed in a cradle frame inspired by the Manx Norton, and to keep the weight down Münch made extensive use of Elektron magnesium alloy, which was used for the gearbox shell, rear chain case, fork sliders and brakes. The result was a commendably low dry weight for the prototype of 433lbs, though production versions would weigh considerably more. Elephant Rally founder and Das Motorrad journalist Ernst Leverkus rode the bike in 1966 and the resulting worldwide publicity provoked a rush of orders.

The production Mammoth (the name would later be dropped for copyright reasons) first appeared at the Cologne Show in September 1966, by which time the capacity had risen to 1,085cc, power to 70bhp and the top speed close on 140mph. Hand built to individual customer order, the Mammoth eventually used the 1,177cc version of the NSU four with power outputs of up to 104bhp.

This particular Mammoth was sold new in Germany and had one further owner in that country before being sold to Japan. Its Japanese owner then married an American woman and relocated to Dallas, Texas. After their divorce, the Munch was advertised in Old Bike Mart and purchased by the current vendor, fulfilling a childhood dream. A bigger battery was fitted, necessitating extensions to the side panels, but the Munch has been used only sparingly (the current odometer reading is 30,002 - approximately 18,600 miles). It has also been featured in three magazines: The Classic Motor Cycle (February 2004), MCN (February 2012) and earlier this year in Classic Motorcycle Mechanics. The machine is offered with its old German registration papers and a V5C document. It should be noted that there is a crack in the front brake drum (between the spoke holes), which will need to be repaired before the machine is ridden or submitted for any roadworthiness test.

**£28,000 - 35,000**

**€39,000 - 48,000**

153

## 2011 EVA TRACK T800 CDI DIESEL MOTORCYCLE

Registration no. T800 DSL  
Frame no. XL9T8001E10466004  
Engine no. 6609580853798

- *Rare diesel-engined motorcycle*
- *Bought directly from the manufacturer*
- *Overhauled engine*



Previously the almost exclusive preserve of taxicabs, trucks, buses and tractors, the diesel engine has, since WW2, been developed into a civilised power unit for passenger cars. Motorcycles using this form of propulsion have been relatively few, and those that have appeared have usually been one-offs built by their enthusiastic owners using engines designed for powering boats, pumps or electric generators. With the arrival of small-capacity, high-output (frequently turbo-charged) diesel units for cars, the prospect of employing such engines in motorcycles has gained traction.

A few years ago, EVA Products Ltd in the Netherlands began developing a diesel-powered motorcycle using the 800cc three-cylinder turbo motor from the Mercedes-built Smart Fortwo city car: the Track T800 CDI. A special ECU was used for the engine's motorcycle application. Although its maximum power is relatively low - 45bhp - this motor produces a mighty 73.75lb/ft of torque, a figure that would have been considered excellent for a 1,000cc superbike only a few years ago. The Track's claimed top speed was 110mph but more importantly for its intended market is the fuel consumption, which at a steady 55mph is a staggering 120-or-so miles per gallon!

Service intervals are lengthy too. Other noteworthy features of this distinctively styled machine include continuously variable (automatic) transmission, shaft final drive, WP suspension, Brembo brakes and ride-by-wire throttle control. EVA had intended to produce up to 25 machines per week, but when the company folded in 2012 only an estimated 50-or-so had been sold.

Purchased from EVA in 2011 by the current vendor, this Track is believed to be the only example in the UK. It was delivered with the following accessories: luggage rack, panniers, hand guards, heated grips and an additional pre-load adjuster. Since acquisition, the engine has been completely overhauled (bill on file), an aluminium water pump installed, new tyres fitted and the headlights converted to UK specification. The Track has covered only 15,896 miles from new and is described by the private vendor as in generally very good/excellent condition. Accompanying documentation consists of the 2011 purchase and accessories receipts, EVA Certificate of Authenticity, DVLA Type Approval Certificate, MoT to July 2016, sundry bills and a V5C registration document.

**£7,000 - 8,000**  
**€9,600 - 11,000**

**1992 MOTO GUZZI DAYTONA 1000**

Registration no. K563 UPK

Frame no. KA11380

Engine no. KA11874

- *Rare 8-valve sports model*
- *Extensively modified and upgraded*
- *Only 20 miles since restoration*



There had been twin-cylinder Moto Guzzi roadsters with four valves per cylinder before in the shape of the middleweight V65 series, but the Daytona's arrival towards the end of 1991 marked the first occasion the Italian firm had applied this technology to its big-bore superbike. The 'Daytona' name was not chosen on a whim but resulted from the success of American engineer, Dr John Wittner's Moto Guzzis in AMA 'Battle of the Twins' racing. Doug Brauneck had won the 1987 Pro-Twins Championship riding Wittner's highly modified Guzzi Le Mans, so it was only natural that the factory would seek the Doctor's assistance with the development of its new sports roadster.

The factory adopted Wittner's ingenious 'cam in head' arrangement, employing two belt-driven camshafts positioned within the 'V', which acted on the valves via short pushrods and rockers. Like Ducati, Guzzi switched from carburetors to Weber-Marelli fuel injection for its new leading-edge model, which produced 95bhp, an increase of around ten horsepower over the old Le Mans 1000. The eight-valve engine went into an entirely new monoshock chassis while the Daytona's styling recalled the looks of the original Le Mans of 1976. To the disappointment of Guzzi enthusiasts everywhere, the eight-valve Daytona was soon dropped.

Presented in beautiful condition, this Daytona is a copy of the famous Raceco Guzzi that won BEARS and 'Battle of the Twins' races in the mid-1990s with rider Paul Lewis. However, it is more road friendly, with standard engine and cush-drive rear wheel. The chassis has been modified as per the Raceco Daytona with altered steering head angle, repositioned rear torque arm and battery tray under the gearbox. The front fork has been fitted with K-Tec springs and there is a Maxton rear suspension unit, while the provision of a 5.5" rear wheel accommodates a 180-section rear tyre. The engine has been rebuilt and balanced, and the gearbox and final drive box fitted with all new bearings, seals and gaskets. Other noteworthy features include powder-coated cycle parts, stainless steel fastenings, Ram clutch and gearbox (3-dog race change), quick-action throttle and a full Termignoni exhaust system.

The rebuild and modifications have been carried out by the current owner, an established race engineer with Gary Pearson of Jaguar fame, and only some 20 miles have been covered since its completion. It should be noted that the speedometer has been taken from another machine. Offered with V5C.

**£9,000 - 11,000**  
**€12,000 - 15,000**

155<sup>N</sup>

*Property of a deceased's estate*

**1980 BENELLI 500 LS**

Registration no. not registered

Frame no. 11725

Engine no. 5727

Revitalised after its takeover in 1971 by Argentine industrialist Alejandro de Tomaso, Benelli launched a range of new six- and four-cylinder sports bikes. First of these Honda-inspired machines was the 500 Quattro of 1974, which despite its Oriental-looking power unit was thoroughly Italian in all other respects, boasting a rigid cradle frame, powerful Grimeca drum brakes and alloy wheel rims. The front drum had been replaced by Brembo discs and the model name changed to '504 Sport' by the time *Bike* magazine got its hands on one in 1979. 'Riding the Sport is a trip,' enthused Britain's No. 1 motorcycling journal. 'In common with most of its Italian compadres, the Benelli delivers handling that is parsecs ahead of the dominant Japanese motorcycles.' The fact that importers Agrati Sales sold so few in the UK was entirely down to the price: at £1,636 the Benelli was a massive 33 percent more expensive than Kawasaki's Z500! Representing the Quattro's ultimate development, this Benelli 500 LS was purchased in 1980 from the importer, Agrati Sales Ltd, by the late owner's dealership, Nip On Motorcycles of Chesterfield, Derbyshire but has never been registered for the road. The odometer shows only 2 'push' miles. Kept in dry storage for the last 35 years, the machine is offered with DoT Form V55/1, owner's handbook, tool kit and all keys.

**£1,500 - 2,000**

**€2,100 - 2,800**

**No Reserve**



156<sup>N</sup>

*Property of a deceased's estate*

**1980 BENELLI 350 RS**

Registration no. not registered

Frame no. 14550

Engine no. 11389

Revitalised following its take-over in 1971 by Argentine industrialist Alejandro De Tomaso, Benelli launched a range of new four- and six-cylinder sports bikes. With the addition of Moto Guzzi to the De Tomaso empire in 1973, some of these were marketed as Moto Guzzis, much to the dismay of the marque's aficionados. The first of these Honda-inspired machines was the Benelli 500 Quattro of 1974, which despite its Oriental-looking power unit was thoroughly Italian in all other respects, boasting a rigid cradle frame, powerful Grimeca drum brakes and alloy wheel rims. In 350cc form this engine powered the Benelli 350 RS and 350 GTS models plus the Moto Guzzi variants. The engine was enlarged to 400cc in 1975, a front disc brake being adopted at the same time, and in 400 GTS form the model lasted until 1979. This Benelli 350 RS was purchased in 1980 from the importer, Agrati (Sales) Ltd, by the late owner's dealership, Nip On Motorcycles of Chesterfield, Derbyshire but has never been registered for the road. The odometer shows only 4 'push' kilometres. Kept in dry storage for the last 35 years, the machine is offered with DoT Form V55/1, owner's handbook, tool kit and all keys.

**£1,500 - 2,000**

**€2,100 - 2,800**

**No Reserve**





157

**1980 MOTO GUZZI V50 II**

Registration no. SYC 176W

Frame no. PB 17479

Engine no. PB 18186

The vendor purchased this Moto Guzzi in 2004 as a low-mileage machine needing cosmetic work. Taking account of the low mileage and consequent good mechanical condition, the vendor decided to undertake a more extensive restoration. The frame was shot-blasted and powder-coated, the mudguards re-sprayed, and the brightwork re-chromed and zinc plated. Other projects intervened until 2011 when the restoration was completed by a professional restorer. This work necessitated the purchase of numerous new parts and involved rebuilding the brakes and carburettors; checking the cylinder heads and replacing gaskets; changing filters and lubricants; checking the electrics; and fitting a new British-made Keihan stainless steel exhaust system. We are advised that the machine has been started and runs well; nevertheless, some further re-commissioning will be required before it returns to the road. A quantity of used spare parts comes with it to include a front wheel, crankcases, cylinder heads and valve covers, rear drive assembly, swinging arm, sump, air filter housing and rear light assembly, while the new parts consists of sundry gaskets, carburettor reconditioning kits, footrest rubbers, and air and oil filters. The machine is offered with sundry restoration invoices and a V5C registration document.

**£1,600 - 1,800**

**€2,200 - 2,500**

**No Reserve**



158

**1959 DUCATI 204CC AMERICANO**

Registration no. KFO 140

Frame no. 150527

Engine no. 150527

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single, the 100 Gran Sport, appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. A pair of 175cc roadsters was introduced for 1956, the sports version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the giant-killing reputation long enjoyed by Ducati's miniature masterpieces. In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models. Top speed of either was in the region of 85mph. The introduction of this larger engine had been prompted by demands from Ducati's United States importer, the Berliner Corporation, which marketed the new model as the 'Americano'. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukes are a purist delight to ride. This Americano was first registered in the UK in 1995 has had only one owner in this country prior to the vendor. The latter acquired the Ducati in 2009 and advises us that it has been stored since then. The engine runs but the machine will require re-commissioning before returning to the road. Last taxed in June 2000, the machine is offered with a V5C document.

**£1,200 - 1,800**

**€1,700 - 2,500**

**No Reserve**



159<sup>N</sup>

### 1950 RUMI 125CC TURISMO

Frame no. 1280

Engine no. B 1387

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 at the Milan Trade Fair 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, commencing with the ground-braking Formicchino. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. This rare Rumi Turismo dates from the first year of production and has the very early models' unique exhaust system, chromed fuel tank and no speedometer. Alterations began in October 1950, the most obvious being the switch to a painted tank. Restored between 2008 and 2014 to a high standard (bills available), the machine is registered as an historic motorcycle in Austria and comes with the relevant registration documents and roadworthiness certificate. A wonderful opportunity for the collector to acquire an early example of this iconic design.

£4,000 - 6,000

€5,500 - 8,300



160<sup>N</sup>

### 1960 RUMI 125CC GENTLEMAN

Frame no. 770

Engine no. 2XX2894

Somehow 'Gentleman' seems an utterly inappropriate name for this gorgeous little machine, which cries out for hooligan abuse of the throttle. The Rumi Gentleman replaced the Junior model, boasting a rigid lightweight frame and swinging-arm rear suspension as improvements over its predecessor. Other noteworthy features included a Marzocchi telescopic front fork and an 18-litre alloy fuel tank. Breathing via two 22mm Dell'Orto carburettors, the Gentleman's engine produced 9bhp at 8,000rpm, which was good for a top speed of around 80mph. Production ended when the factory closed in 1962. This Gentleman was found in Italy and fully restored to a very high standard between 2010 and 2014. No crash or accident damage was discovered during the rebuild, and the machine was repainted in the correct original colour scheme. The engine was fully overhauled with new cylinders, pistons and carburettors, while the transmission is described as in very good condition with no untoward noises. The electrics are all new and use original CEV components. Only a handful of kilometres has been covered since the rebuild's completion and the machine is said to start and run very well. Restoration invoices are available but there are no registration documents with this machine. A wonderful opportunity for the collector to acquire a fine example of this ultra-rare Rumi sports roadster.

£6,000 - 10,000

€8,300 - 14,000





161<sup>N</sup>

**1958 MI-VAL 200CC TL**

Frame no. 200179

Engine no. 200179

One of Italy's lesser known marques, Mi-Val (Metalmeccanica Italiana Valtrompio) started out as a manufacturer of machine tools and built motorcycles - mainly lightweights - from 1950 to circa 1967. Its first motorcycle was a copy of the immensely influential pre-war DKW RT125. The firm produced its own engines, both two-stroke and four-stroke types, some of the latter featuring twin overhead camshafts, and supplied power units to Norman for its Nippy III moped. It also built the Messerschmitt 'bubblecar' under license as the 'Mivalino'. Looking very much like the lightweight MV Agustas of the same period, this stylish 200cc four-stroke Mi-Val features large brakes and alloy wheel rims. Presented in fully restored condition, it comes from private collection near Lake Como in northern Italy and displays a total of 2,179 kilometres (approximately 1,350 miles) on the odometer, which may well be the distance travelled since restoration. Only light re-commissioning and the usual safety checks should be required before further use. There are no documents with this rare Italian classic, which is expected to have completed the NOVA procedure prior to sale.

**£1,800 - 2,000**

**€2,500 - 2,800**

**No Reserve**



162<sup>N</sup>

**1959 LAVERDA 98CC LUSSO SPORT**

Frame no. 583606

Engine no. 583606

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 four-stroke 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. Foremost of these was the famous Milan-Taranto, which Laverda first entered in 1950. That first venture ended in retirement for the factory's single entry but the following year all four machines entered finished the race. The following year Laverda's new 'MT' (Milan-Taranto) sports model crushed the opposition, filling the top five positions in the 75cc category while in 1953 there were 75cc-class wins in the Moto Giro d'Italia and Milan-Taranto again. In 1954 the new 98cc '100 MT' scored a debut win in the Giro and occupied six out of the first seven places in the Milan-Taranto's 100cc category. An older restoration last used in the 1960s on the Moto Giro d'Italia, this rare Laverda flyweight has been imported from a private collection in Palma, Italy. The machine should require only light re-commissioning and the usual safety checks before being ready for use, and would respond well to detailing. There are no documents with this motorcycle, which is expected to have completed the NOVA procedure by time of sale.

**£3,500 - 4,500**

**€4,800 - 6,200**



163<sup>N</sup>

**C.1948 MOTO MORINI 125CC**

Frame no. S-2557

Engine no. S-2257

Before the arrival of its family of 72-degree v-twin roadsters in 1973, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers that came within a whisker of snatching the 1963 250cc World Championship from Honda. Founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke that was followed by a range of fast overhead-camshaft roadsters. These were replaced during the 1960s by a range of overhead-valve models and a 48cc two-stroke, which kept the firm afloat until the arrival of the v-twins. The company was active in racing right from the start and won the Italian national 125cc championship in 1949. Based on the ubiquitous DKW RT125, the quarter-litre stroker appeared first as a roadster and then in tuned form as the Sport Competizione, which provided many of Italy's future road-racing stars with an entry into the sport. An older restoration that would respond well to detailing, this 125cc Moto Morini was imported from a private collection in Palma, Italy and acquired by the current owner earlier this year (2015). There are no documents with this machine, which is expected to have completed the NOVA procedure by time of sale.

**£3,000 - 4,000**

**€4,100 - 5,500**



164<sup>N</sup>

**1952 MOTO MORINI 175 GT COMPETITION SPECIAL**

Frame no. GT19582

Engine no. GT19582

Founded in 1937, Alfonso Morini's company built two-stroke lightweights at first before developing a range of fast four-stroke roadsters during the 1950s, the first of which appeared at the Milan Show in November 1952. Morini chose to pitch its newcomer into the hotly contested 175cc market sector, machines of this capacity being immensely popular in Continental Europe at that time. The Morini 175 Turismo was powered by an overhead-valve engine built in unit with a four-speed gearbox, which went into a state-of-the-art set of cycle parts consisting of a swinging arm frame and telescopic front forks. Morini being an Italian manufacturer with a passion for racing, it was not long before a sports version arrived in the form of the GT (Gran Turismo) which would be the first of many high-performance variants. An older restoration with only 1 kilometre recorded since completion, this Moto Morini was imported from a private collection in Palma, Italy and acquired by the current owner earlier this year (2015). It should require only light re-commissioning and usual safety checks before being ready for use, and would respond well to detailing. The machine is offered with old Italian registration documents and is expected to have completed the NOVA procedure by time of sale.

**£4,000 - 6,000**

**€5,500 - 8,300**





165<sup>N</sup>

**1951 RUMI 125CC**

Frame no. 12804

Engine no. 2XX12130

'Moto Rumi's... is perhaps the one motorscooter respected by motorcyclists – probably because it can melt the paint off many 250cc motorcycles of the era with its amazing horizontal two-cylinder two-stroke 125cc engine.' – Dregni & Dregni, Illustrated Motorscooter Buyer's Guide. 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, commencing with the ground-braking Formicchino. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. An older restoration, this Rumi 125 should require only light re-commissioning and usual safety checks before being ready for use, and would respond well to detailing. There are no documents with this rare and collectible Italian flyweight, which is expected to have completed the NOVA procedure by time of sale. A total of 8,536 kilometres (approximately 5,300 miles) is currently displayed on the odometer.

**£4,500 - 6,000**

**€6,200 - 8,300**



166<sup>N</sup>

**1954 CECCATO 175CC TURISMO**

Frame no. 05211

Engine no. 05211

Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well made products are unmistakably Italian. The company was founded in 1948 by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Powered by an overhead-camshaft engine designed by the legendary Fabio Taglioni, who would be responsible for Ducati's desmodromic valve system, a 75cc Ceccato won its class in the 1955 Moto Giro d'Italia. That engine, Taglioni's first, brought him to the attention of Ducati and following a spell with Mondial he joined the company in 1954. As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. It is still in existence today. An older restoration with only 1 kilometre recorded since completion, this rare Ceccato was imported from a private collection near Lake Como, northern Italy and is a past participant in the Moto Giro d'Italia. It should require only light re-commissioning and usual safety checks before being ready for use, and would respond well to detailing. The machine is offered with old Italian registration documents and is expected to have completed the NOVA procedure by time of sale.

**£3,200 - 4,200**

**€4,400 - 5,800**



167

### 1956 MOTO GUZZI 247CC AIRONE SPORT

Registration no. JFO 448

Frame no. M22737

Engine no. 97118

Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventually turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. Guzzi recommenced production post-WW2 with range of updated pre-war designs, which in the case of the 250cc Airone (heron), first introduced in 1939, meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and 'head. In 1949 a second model - the Sport - became available, the original being renamed Turismo. Boasting a higher compression ratio and larger carburettor, the more powerful Airone Sport offered a 73mph top speed and the ability to cruise at 60mph all day, and remained a top-seller well into the 1950s. First registered in the UK in 1996, this Airone Sport was last taxed in 2007 and will require re-commissioning and the usual safety checks before returning to the road. We are advised that it has been started but not ridden in the intervening period, and would respond well to detailing. The machine is offered with purchase receipt (1996), a quantity of expired MoT certificates and old/current V5/V5C documents.

£3,500 - 4,500

€4,800 - 6,200



168<sup>N</sup>

### C.1950 FB MONDIAL 125CC

Frame no. 136

Engine no. 136

Few marques have achieved so fine a competition record in so short a time as FB Mondial. FB Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the FB (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. The overhead-valve 125cc FB Mondial offered here previously formed part of a private collection near Milan, Italy. An older restoration, the machine would make a superb acquisition for any collection and a welcome entry in next year's Moto Giro d'Italia. It should require only light re-commissioning and the usual safety checks before being ready for use, and would respond well to detailing. There are no documents with this machine, which is expected to have completed the NOVA procedure by time of sale.

£5,000 - 7,000

€6,900 - 9,600





169<sup>N</sup>

**C.1952 FB MONDIAL 200CC RACING MOTORCYCLE**

Frame no. 3384

Engine no. 3384

Few marques have achieved so fine a competition record in so short a time as FB Mondial, the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-51 plus a gloriously successful comeback in 1957. F B Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the F B (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. An older restoration, the 'racerised' overhead-valve 200cc FB Mondial offered here would make a superb acquisition for any collection and should require only light re-commissioning and the usual safety checks before being ready for use. There are no documents with this Lot.

**£5,000 - 7,000**

**€6,900 - 9,600**



170<sup>N</sup>

**C.1969 AERMACCHI 350CC ALA D'ORO RACING MOTORCYCLE**

Frame no. AER 32824

Engine no. 190835

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), which arrived in 1960. As development progressed, the increased power achieved brought with it increasing unreliability, necessitating a re-design for 1966 when larger flywheels, modified piston and connecting rod, dry clutch and wider gears were among improvements introduced. 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 today, having benefited from another three decades of development, remains a competitive force in historic motorcycle racing. Described by the vendor as in original condition, this 'dry clutch' 350 Ala d'Oro incorporates a Menani-tuned twin-plug motor equipped with a Dell'Orto racing carburettor; oil cooler; modified lubrication system; and Pazon electronic ignition. Other noteworthy features include some Menani cycle parts; Borrani alloy wheel rims; Ceriani forks; and Koni rear suspension. The machine carries two plaques recording its successful participation in Italian championships in the 1990s and is offered with a receipt for installing the ignition system.

**£6,500 - 8,500**

**€8,900 - 12,000**

171<sup>N</sup>

**C.1960 AERMACCHI 246CC ALA VERDE RACING MOTORCYCLE**

Frame no. 222444

Engine no. 222444

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, the curious scooter-like Convertible, in the late 1940s. Aermacchi's first 'proper' motorcycle, the two-stroke Monson, appeared in 1950, but it was not until 1956 that the firm's trademark horizontally mounted four-stroke single made its debut in the Chimera. Featuring enclosed bodywork reminiscent of Ariel's Arrow, but bags more stylish, the Chimera would remain in production until 1960. Before then it had been joined by a quartet of more conventionally styled machines in 175cc and 250cc capacities, the sporting version of the 250 being the 80mph Ala Verde. We are advised that this Ala Verde was converted to racing trim in the 1960s and thus must have spent almost all of its life in this form. A long-stroke model with right-hand gearchange, the machine has formed part of a private collection for the past 20 years and will require light re-commission and the usual safety checks before further use. An ideal entry-level machine for either classic racing or parading, it is offered without documents.

**£3,000 - 4,000**

**€4,100 - 5,500**



172<sup>N</sup>

**1972 AERMACCHI 350CC RACING MOTORCYCLE**

Frame no. 6A13745H2

Engine no. 6A12939H2

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), which arrived in 1960. As development progressed, the increased power achieved brought with it increasing unreliability, necessitating a re-design for 1966 when larger flywheels, modified piston and connecting rod, dry clutch and wider gears were among improvements introduced. 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 today, having benefited from another three decades of development, remains a competitive force in historic motorcycle racing. This Aermacchi's '6A' frame number prefix identifies it as originally a 350 SS roadster, almost certainly exported new to the USA. For many years this motorcycle formed part of a private collection near Milan, Italy from which it was purchased by the current owner. The machine should require only light re-commissioning and the usual safety checks before further use. There are no documents with this Lot.

**£5,000 - 7,000**

**€6,900 - 9,600**



173

*The property of Colin Seeley*

## **C.2000 HONDA CB50R RACING MOTORCYCLE BY HRC**

Frame no. AR02 1000693

Engine no. AR02E 1000702

- One of an estimated six made
- Built by Honda Racing Corporation (HRC)
- Unique HRC single-port cylinder head
- Never used



A miniature masterpiece, the CB50 Dream was conceived to commemorate Honda's early racing history in the 'tiddler' class. The Japanese company introduced its first works offering in the 50cc category in 1962. That was the RC110 which, although outclassed at Grand Prix level by Suzuki's rival two-stroke, provided the basis for a hugely successful over-the-counter racer for privateers – the CR110. Introduced in 1997, its modern equivalent - the CB50 Dream - produces 7.0bhp at 13,500rpm with maximum revs a further 1,000 up the scale. The gearbox is a six-speeder and the Dream weighs in at an anorexic 157lbs dry. Immensely popular in Japan, the Dream 50 has been produced in various versions over the years, spawning an entire cottage industry of accessory and component suppliers.

In addition to the standard road version (red frame and chromed twin exhaust pipes) Honda made the CB50TT (black frame and black twin exhaust pipes) confusingly sometimes also referred to as the CB50R. Honda Racing Corporation (HRC) also made to special order a very small number - estimated at six only - of very special CB50Rs for racing, one of which Bonhams is privileged to offer here.

These had the standard frame (black finished) but incorporated fully adjustable suspension front and rear; a close-ratio six-speed gearbox; full HRC electronics; larger carburettor; HRC rev counter; and an aluminium fuel tank (all the others were steel). The CB50R's most exotic component was its very special HRC sand-cast single-port cylinder head (all the other cylinder heads were twin port). It is hand finished and fitted with special valves, while the piston likewise is a special HRC component. Only one other genuine CB50R is known of in the UK.

British Sidecar Champion, Grand Prix winner and Bonhams' consultant Colin Seeley bought this ultra rare CB50R a few years ago intending to parade it. However, Colin's countless other commitments have prevented him from using the machine, which has sat in the centrally-heated comfort of his house ever since. It had not been used prior to acquisition and has never been started, and is presented for sale in effectively 'as new' condition. A kit of unused parts comes with the machine to include four rear sprockets and two gearbox sprockets; pack of carburettor jets; sparkplug box spanner; pair of fuel tank decals; and a comprehensive HRC owner's manual and parts list. Colin will be attending the sale and is happy to answer prospective purchasers' questions.

**£10,000 - 12,000**

**€14,000 - 17,000**

All proceeds to benefit The Rainbows Children's Hospice

**A LIFE SIZED SIGNED CUT-OUT OF VALENTINO ROSSI,  
SEVEN TIMES MOTOGP WORLD CHAMPIONSHIP WINNER**



Rainbows Children's Hospice is dedicated to meeting the needs of Children and young people affected by life-limiting and life-threatening conditions. Just like everyone else, these children need a place to play, laugh and love life. Since 1994 Rainbows have opened their doors and hearts to those children and the people who love them most. Their incredible team of people help relieve symptoms, improve quality of life, support parents and siblings through bereavements and care for children until the end.

The Joan Seeley Pain Relief Memorial Trust now in its thirty-sixth year specialises in fundraising for the purchase of pain relief equipment for hospitals and hospices throughout the United Kingdom. A true charity trust in that every £1 collected is £1 spent, Vat exempt with no administration costs nor paid trustees. JSPRMT patron Murray Walker OBE – has already, this year, secured £11,000 worth of life supporting equipment for the Rainbows.

Through the support of the JSPRMT, the proceeds from the sale of this lot, donated to the charity by Yamaha UK via Yamaha dealer Sondel Ltd. will go on to purchase further equipment for the Rainbows Children's Hospice, Loughborough.

Thank you for your support,

Colin Seeley  
Chairman Trustee



Rainbows Hospice for Children and Young People (Registered Charity No. 1014051). [www.rainbows.co.uk](http://www.rainbows.co.uk)

£500 - 1,000  
€700 - 1,400

175

## 1973 SUZUKI TR500 (XR05) RACING MOTORCYCLE

Frame no. T500-55953/1

- Rare Japanese works racer
- One of two ridden by Guido Mandracci
- Restored in 2012



Although Suzuki withdrew from Grand Prix racing in 1967, importers and privateers continued to fly the Hamamatsu marque's flag by racing modified road bikes. The factory too went down this route, dipping its toe back in competitive waters by introducing an over-the-counter racer based on the new T500 Cobra roadster (known as the Titan in the USA). Air-cooled to begin with, like its roadster progenitor, the TR500, coded XR05 by the factory, first made an impact on the American scene in 1968 when works riders Ron Grant and Mitsuo Itoh finished 4th and 9th respectively at that year's Daytona meeting. Over the next few seasons power was progressively increased from an initial 63.5 to 71.5bhp, in which form the TR500 had a top speed in excess of 150mph.

In 1971 the TR500 made its European debut, still in air-cooled form, and was ridden during that season by Dutchman Rob Bron, Australian Jack Findlay and New Zealander Keith Turner. Turner finished 2nd, Bron 3rd and Findlay 5th in that year's World Championship, Findlay claiming the honour of giving Suzuki its first Grand Prix victory in the 500cc class with a win in Ulster.

Spurred on by the success of the air-cooled twin in tuned form, the factory developed a water-cooled version, the XR05 II, for 1973. As well as the water-cooled top end, the XR05 II featured larger carburettors and triple disc brakes, while some of the works bikes used six-speed gearboxes. Power went up to 73bhp and the maximum speed rose to 157mph.

The factory's effort in the World Championship was run by the Suzuki Europa Racing Team, which had been set up by the Italian Suzuki importer, SAIAD. Works rider Findlay won the Isle of Man Senior TT on his way to 5th place overall in the '73 World Championship, a highly creditable achievement on what was still a roadster-based machine. His Italian team-mate Guido Mandracci claimed a 6th place at that year's French Grand Prix and a 4th at the Austrian round, finishing 14th overall at the season's end. Mandracci fared better in that year's Italian Championship, finishing 5th.



The final development of the XR05 - the III - featured revised cylinders, with a squarer external profile, and laid down rear suspension. In truth though, the XR05 was only an interim model raced pending the arrival, in 1974, of the four-cylinder RG500.

The TR500 II offered here is one of two machines campaigned by Guido Mandracci during the 1973 Grand Prix season while he was riding for the Suzuki Europa Racing Team. It was restored (wheels excepted) by the current vendor in 2012 and is presented in commensurately good condition. There are bills on file for rebuilding the crankshaft and clutch, together with magazine articles featuring this machine. A wonderful opportunity for the serious collector to acquire a rare and highly sought after Japanese racing motorcycle.

**£27,000 - 30,000**

**€37,000 - 41,000**



Right Vincenzo Novella, left Amilio Guino.

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.

176

Property of a deceased's estate

## 1963 HONDA 190CC CR93 RACING MOTORCYCLE

Frame no. CR93 3100149

Engine no. CR93E 3100127

- Owned and raced originally by George Plenderlieth
- Owned and raced by the late owner since 1974
- Last raced in 1997



'It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery.' - Brian Woolley, *Classic Racer* magazine.

One of only 40-or-so CR93s imported into the UK, this example was delivered new to George Plenderlieth who campaigned it at club, national and international meetings including the Isle of Man TT, where his best result on the little Honda was 9th in the 1968 Lightweight 125 race. The machine was subsequently purchased by David Hodgkinson and raced at various club meetings, the high points of which were taking the Midland Motor Cycle Club lap record at Cadwell Park and winning the 125cc Club championship at Darley Moor in 1970 and 1972.

On 1st May 1974, the Honda passed to the late Peter Wilson (its third owner) from whose estate it is offered for sale here. Peter raced at a few club meetings to familiarise himself with bike and then in 1975 enjoyed quite a season, winning the Formula 5 Club Championship. 1976 was another memorable year, as the crankshaft failed at Cadwell Park while Peter was in 6th place. This temporarily terminated usage as neither a crankshaft nor spare parts were available. In 1982 parts were found to rebuild the crankshaft but the engine was not reassembled.

In 1987 Peter was invited by the CRMC to join in the CR Honda Parade at Donington Park, and at the Club's AGM it was decided to institute an Ultra-Lightweight class for 1988. The CR's return to the track did not proceed smoothly, as the bike was excluded from the first meeting at Cadwell on the grounds that it was too noisy. Various methods were tried to reduce noise and maintain performance. The CR achieved several decent finishes in CRMC events in 1988 and at that year's Manx GP came home 11th at 76.22mph, a highly creditable result on Peter's first entry in the Classic Lightweight race.



Various good placings were achieved in CRMC events in 1989 as well as a 9th place Manx GP finish at 80.33mph, resulting in the award of a Silver Replica. In Peter's final year of CRMC competition in 1990 he achieved several wins and good placings on the Honda and finished 10th at the Manx GP at 81.84mph. The Manx GP was Peter's only road race in 1991. He finished 8th at 83.65mph to gain another Silver Replica despite a heavy tumble in practice. The Manx was the only race contested in 1992, Peter finishing 11th at 76.69mph in the wet.

In 1993 Peter and the Honda contested the Irish Championship at the Skerries and Fore meetings with places in both, finishing 11th overall in the Championship. Despite raising his race average to 83.75mph at that year's Manx GP, Peter could only manage 20th place. By this time the two-strokes had arrived in force, with no fewer than 11 250cc Suzukis in the first 13 places!

In 1994 he joined the IHRO with rides at the WSB meeting at Donington Park and the Dutch Historic TT at Assen. In the Irish Championship Peter finished 8th overall after only two rides, again at Skerries and Fore, finishing 2nd in both events. In that year's Manx he finished 12th at 83.88mph, the first four-stroke home. The 1995 season kicked off at Mettet, Belgium where Peter brought the Honda home in 12th place in the 350 event. In that year's Manx he finished 15th at 78.92mph but in 1997 could only manage 32nd place despite averaging over 83mph.

At the end of 1997 Peter and the Honda retired from racing and the machine has spent the last 18 years in dry storage. As presented it features a large 'Manx' fuel tank, a 190cc conversion and Motoplat electronic ignition. All the removed original parts to include the 125cc cylinders and pistons, standard fuel tank, seat and spare fairings come with the machine, as does a parts book and an instruction manual.

**£14,000 - 16,000**  
**€19,000 - 22,000**

177

*The ex-Henry Stanford, Isle of Man TT*

## C.1960 MEAD NORTON 250CC MANX RACING MOTORCYCLE

Engine no. F10M 30289

- Rare 250cc Manx
- Ex-Henry Stanford, Isle of Man TT
- Last ridden in 2005



Stanford on the Meade Manx competing in the 1960 lightweight 250TT.



With motorcycle racing beginning to get back on its feet after WW2, one of the problems faced by privateers was the dearth of machinery suitable for the '250' class. Forced to choose between expensive Continental offerings or obsolescent pre-war machinery, many chose to build their own, there being nothing available from British manufacturers at that time. One of the earliest in the field with a home-brewed 250 special was Ron Mead, a talented engineer from Crewe, Cheshire who built his first downsized Norton Manx in 1949. Mead combined Norton crankcases with flywheels from the Excelsior '250' Manxman, keeping the latter's 67x70.65mm bore/stroke dimensions for a capacity of 249cc, a Velocette con-rod and an ex-Maurice Cann Norton cylinder head with double-overhead-camshaft conversion.

The engine was installed in a pre-war 'garden gate' plunger-suspended frame, complete with girder fork, and with Ron Mead himself riding proved competitive enough to finish 4th in the 1949 Isle of Man TT Lightweight race behind two Moto Guzzis and a Rudge. That same year Mead won the 250 class at the Leinster 200 and finished 3rd at the Ulster Grand Prix, further demonstrating the design's potential. The first Mead Norton was later raced by both Ron and Brian Purslow, its creator having gone on to build himself a 250cc Velocette KTT.

Built by Ron Mead circa 1959/1960, the machine offered here represents a different take on the '250 Manx' theme, comprising a wide-line Featherbed frame and a double-overhead-camshaft 350cc engine downsized courtesy of a Matchless G45 piston and short-stroke bottom-end. Other noteworthy features include an Albion five-speed gearbox, Norton Roadholder forks, Manx front brake, specially fabricated rear sub-frame and Velocette KTT rear wheel. Entered as a 'Mead Norton', the machine was ridden by Henry Stanford in the 1960 and 1961 Isle of Man TT Lightweight races, completing four out of the five laps on each occasion (see copy press reports and period photographs on file). Overhauled during 2002/2003, the Mead Norton successfully completed the Isle of Man TT Parade Laps in 2004 and 2005.

In April 2011 the Norton was offered for sale at Bonhams' Stafford auction (Lot 367) where it was purchased by the current vendor's father, who subsequently sold it to the vendor. Intended for use on parades, it has been started occasionally but not ridden since its acquisition in 2011. Re-commissioning and safety checks will be required before further use. A full racing fairing comes with the machine.

**£15,000 - 20,000**  
**€21,000 - 28,000**

178<sup>N</sup>

### C.1953 NORTON 498CC MANX RACING MOTORCYCLE

Frame no. see text

Engine no. H11M200 49580

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, though only the presence of Roadholder telescopic front forks distinguished the post-war bike from the '39 version. The first significant change in engine specification occurred in 1949 when a works-type double-overhead-camshaft cylinder head was adopted, but the major development was the arrival for 1951 of the Featherbed frame. Manx engine development continued steadily until production ceased at the end of '62, the most significant design change being the adoption of 'square' bore and stroke dimensions for 1954. This late long-stroke Manx was exported new to Sweden and raced in Scandinavia by the Swedish rider Sven 'Furtan' Andersson, who sold it in the paddock at Eläintarhanajot, Finland circa 1955/56. The machine was raced subsequently by the vendor's late father, a skilled mechanic, and is fitted with his own cylinder, camshaft and cast and machined piston. Its late owner used this Manx to win the Finnish National Classic Championship in 1995 and last rode it in 2003, since when it has been kept in storage. Re-commissioning and the customary safety checks will be mandatory before it returns to the racetrack. It should be noted that the frame number has been over-stamped. There are no documents with this Lot.

£16,000 - 20,000

€22,000 - 28,000



179<sup>N</sup>

### 1996 MOLNAR 498CC MANX RACING MOTORCYCLE

Frame no. EK25

Engine no. 10

One of the modern-day classic scene's most surprising features is the plethora of replicas of great racing motorcycles from the not-too-distant past. Enthusiasts with deep enough pockets can choose from remanufactured versions of classic British singles such as the Norton Manx, Matchless G50 and Seeley, or Italian exotica such as the Paton twin, MV Agusta three-cylinder or Gilera four. You can even buy a Moto Guzzi V8. In the case of the British singles, and the Manx Norton engine in particular, specialist firms have taken the opportunity to develop the design way past the level achieved in-period by the works. Development has concentrated on increasing the bore size (with commensurate reductions in the stroke) enabling the use of larger valves and higher revs, though this machine's Molnar unit has the stock (1954-onwards) bore/stroke dimensions of 86x85.8mm. This particular machine was manufactured towards the end of 1996 and raced in Finland during the 1997 season by the vendor's late father. It has an early Molnar engine and an AMC gearbox with five-speed cluster. The Manx was last ridden (by the vendor) in 2003 at the Jarno Saarinen memorial event where a missed-gear over-rev resulted in a bent valve. The vendor's father, a skilled mechanic, then rebuilt the engine, though it still requires the correct valve lash caps.

£12,000 - 16,000

€17,000 - 22,000



**1977 TRIUMPH 741CC LEGEND**

Registration no. SYG 21R

Frame no. NK06521

Engine no. T160 NK06521

- Built in 1989
- Number '33' of the series
- Only 4,750 miles since 1989



One of the consequences of the BSA-Triumph Group's collapse in the early 1970s was the end of its three-cylinder models' development, though successor company Norton-Villiers-Triumph did make a somewhat half-hearted attempt with the T160. Clearly, the design had untapped potential, as evidenced by the existence of overhead-camshaft, four-cylinder and Isolastic-framed prototypes. When T160 production ceased at the end of 1975 it seemed that would be the end of the line for the BSA-Triumph triples, but one man determined to carry on, and who was also uniquely qualified to do so, was the factory race-shop foreman, Les Williams. Made redundant when NVT collapsed, he set up a spares business specialising in BSA-Triumph triples and also built a number of replicas of the most famous three-cylinder racing, 'Slippery Sam'.

Les also developed the ultimate street triple: the Legend café racer, which was based on the T160 Trident and first appeared in the early 1980s. The Legend addressed many of the original design's shortcomings, incorporating electronic ignition, modern switch-gear, Lockheed twin front disc brakes, alloy wheel rims, large-capacity fuel tank and a much improved riding position courtesy of rear-set footrests and adjustable handlebars. Hand built, the Legend was produced in small numbers into the early 1990s, one of the limiting factors being the decreasing availability of suitable T160 donor bikes.

It is estimated that only 60 were made and today this ultra-rare 'classic superbike' is highly sought after.

This example comes with L P Williams Ltd's invoice dated December 1989 for its conversion to Legend specification for the then owner, Mr Peter Burgess of London SW3 (the current vendor's father-in-law) whose name is engraved on the top-yoke plaque. In addition to the aforementioned, its specification includes an oil pressure gauge, Bosch indicators, Triumph TSX front mudguard, centre-stand lifting handle, Bonneville front forks and an 18" rear wheel. 'SYG 21R' was given to the vendor in 2000 with only the delivery mileage recorded, having been kept garaged, un-ridden, since the build date.

Since then the Legend has covered 4,750 fair-weather miles and has been on SORN since 2011. MoT'd to July 2016, the machine is described by the vendor as in generally good condition, having benefited from considerable expenditure while in his ownership. Accompanying documentation consists of a V5C document, a quantity of expired MoT certificates and numerous invoices, including one for an 'unleaded' conversion. A workshop manual and parts catalogue are included in the sale.

**£8,000 - 12,000**

**€11,000 - 17,000**

181

## 1990 NORTON 588CC F1

Registration no. FIL 7958

Frame no. P55-050110

Engine no. 05011010

- Rare rotary-engined Norton
- Two owners from new
- Only 6,254 miles recorded



'As an engine it's amazing: like a turbine or an electric motor. It just turns and you feel the beautiful simplicity of it. Though the throttle is a little heavy, it has the revability of a two-stroke but the fat, flat power curve of a big four-stroke... The real goodies are a chassis which feels milled from solid, and delightful steering which is at once strong but remarkably light.'

- *Bike* magazine on the Norton F1, August 1990.

Norton's last valiant attempt to build a roadster around its fabulous rotary engine was easily the best looking. Race-styled and painted in the John Player Specials livery of the works bikes ridden by Steve Spray and Trevor Nation, the F1 made do with 94bhp as opposed to the racer's 150-plus, a figure which put its performance (top speed was around 145mph) on a par with that of contemporary sports 600s from Japan.

In the quality of its equipment though, the F1 was streets ahead of the opposition: Spondon alloy beam frame, White Power 'upside down' forks, White Power rear shock and Brembo brakes all-round with floating discs at the front, gripped by four-pot callipers. Even today there are few road bikes better specified. The downside however, was the F1's cost: a colossal £12,700 (a Honda VFR750 cost £5,799 at the time) but then quality never did come cheaply. Perhaps not surprisingly, few F1s were made before the factory hit yet another financial crisis and production ceased. Today, this last 'proper' Norton has become one of the most sought after British motorcycles of recent times.

This example was purchased new by one Henry Genders of Harrogate, North Yorkshire, passing to the current (second) owner in October 1997. Used sparingly (the odometer reading is only 6,254 miles) the Norton has been kept in dry storage and is described by the private vendor as in excellent, original and unmolested condition. The machine is offered with a V5C registration document.

**£12,000 - 14,000**

**€17,000 - 19,000**

182

Property of John Parker, the 1981 CRMC  
'Classic Race of the Year'-winning

## 1973/1977 TRIUMPH 974CC TRIDENT 'ROB NORTH' RACING MOTORCYCLE

Frame no. 10

Engine no. T150V EH04452

- Built, raced and offered for sale by John Parker
- Winner of the 1981 CRMC 'Race of the Year'
- Kept in storage for the last 33 years



Built and campaigned by John Parker, this machine is typical of the last Triumph Tridents to be raced during the late 1970s in the open class at national and club level, and has an excellent record in over 120 races against fast Japanese opposition. This bike won races outright in 1979 and 1981 and has been first British bike across the line in most of its open class races.

The era of Triumph's works participation in racing had ended circa 1975, though the Triumph and BSA triples were still successful open class racing machines at national and club level up until around 1977. From then onwards, Japanese 750cc four-cylinder two-strokes and large-capacity multi-cylinder four-strokes began to dominate racing.

In 1979 John won a Bemsee open class 501-1,000cc race on this machine and in 1981 won the 'Classic Race of the Year' on it, beating the likes of Dave Degens and John Cowie on similar 1,000cc 'Rob North' Tridents. The T150V engine remains complete and is as it was when it last won that race in 1981. Due to a controversial CRMC rule change, this bike was not eligible to defend the title John won in '81.

The original engine installed in the frame was an ex-Dresda 750cc T150T, brought in December 1977. Some time around late summer 1978, this was swapped for the engine currently installed, 'T150V EH04452', which had been raced very successfully in the production class in the mid-1970s by Brian Griffiths. The Norman Hyde big bore kit was installed during the 1978 season for open class racing.

In addition to the Norman Hyde big bore kit and stroked crankshaft, the Trident's specification includes works TH6 cams, works steel-billet con-rods, lightened timing gears and triple Amal 30mm carburettors, while the valve gear is to works specification. Other noteworthy features of this unique machine include Lucas RITA electronic ignition; Quaife five-speed close-ratio gear cluster; Ceriani forks; Essex Wheels hubs; Borrani alloy wheel rims; Lockheed front brake callipers; and a 3-into-1 exhaust system (115dBA).

This 'Rob North' Trident was raced by its creator between 1977 and 1982, and is an original from that era. It does not claim to be a genuine Rob North or an ex-Triumph factory racing machine.



However, it does have direct connections to those raced by the factory team. The Rob North frame is one of the early frames built under the skilled hand of Mick Pearce by Miles Engineering of Twickenham, which had acquired the rights to the design and the original jigs from Rob. The frame is stamped 'ME0010' and there are receipts on file to prove its date of manufacture. Triumph development engineer Norman Hyde and Triumph works team mechanic Jack Shemans had a direct hand in tuning this motorcycle, and it has been test ridden by former works team riders Paul Smart and Alex George. Motor Cycle News carried an illustrated report on the Smart/George test in its 29th September 1982 edition (copy on file). The history of the Rob North Tridents is well described in the book 'Triumph Experimental' by Mick Duckworth.

Since 1982, the Trident racer has remained in John Parker's ownership, being stored in a garden shed for the last 33 years. Periodically the engine has been turned over with the spark plugs removed until the oil was seen to be returning to the oil tank. New brake hoses and brake repair kits were fitted circa 2005 as the original ones were plastic and had hardened. The carburettors have been 'exercised' and the slides kept lubricated, while the exhaust pipes were removed and sprayed a heat-resistance matt black as they were becoming rusty.

The Trident was started again for the first time on 7th April 2015, the event being captured on video, a copy of which is in the documentation file. Accompanying documentation also includes copies of bills, race results, race programs, newspaper cuttings, video footage from two races at Brands Hatch (taken in 1981) and race photographs. John also kept a rough log/notebook recording changes made, and that too is included in the sale together with his fascinating 70-page history of this machine, which is essential reading for any prospective purchaser. Particular attention should be paid to his advice in the event of an engine rebuild.

This motorcycle is by no means race ready and still has the tyres it last raced on in 1981. The fuel tank has a dent on the left-hand side, the result of the crash while leading the race at the CRMG August 1981 Snetterton meeting. The tank also has had some brake fluid spilt on it, while the swinging arm bears the scars of a home-made paddock stand, which has now been replaced with a commercially available one. The machine would need a careful strip down and through checking would need to be carried out if it was to be considered for parading or racing.

**£8,000 - 12,000**  
**£11,000 - 17,000**



183

**1972 YAMAHA 250CC RACING MOTORCYCLE**

Registration no. MUJ 22K

Frame no. R5 110457

Engine no. R5 110457

The mainstay of 250cc and 350cc racing at national and international level for many years, Yamaha's twin-cylinder two-stroke TD/TR twins well deserve the title of 'privateer's friend'. Nowadays, genuine examples are considered too precious - and valuable - to race in anger, so many competitors have resorted to replicas such as that offered here, which is based on a 350cc YR5 roadster. The machine was in road going trim when purchased by the vendor - a prominent member of the Classic Racing Motorcycle Club - in 2005. Converted to racing specification in 2007, it features Fahren 250cc cylinders and pistons; 36mm Mikuni carburettors; Abcon exhausts; Lockheed front brake calliper; alloy wheel rims; Koni dampers; Scitsu tachometer; Bill Roberts tank and seat; and a Meadspeed fairing. The engine was built by Peter Thorne of ITV4's 'The Motorbike Show'. This machine has been raced and paraded by the owner at Aintree, Cadwell Park, Chimay in Belgium and Billown on the Isle of Man, and was last used at the VMCC's 'Festival of 1000 Bikes' at Mallory Park in 2011. It is ideally suited to British Historic Racing's new class for pre-1982 modified Japanese air-cooled road bikes, and has been exhibited on the Club's stand at Stafford as an example of what can be achieved within the class rules. A sure-fire competitive mount in the right hands, the machine is offered with a V5C registration document.

**£2,000 - 3,000**

**€2,800 - 4,100**



184

**1962 AJS 350CC MODEL 16C TRIALS**

Registration no. XPN 552

Frame no. C10493

Engine no. 16C 2345

The trials world underwent a technical revolution in October 1954 when Bob Manns unexpectedly won the important West of England Trial on a sprung-frame 350cc AJS. Thereafter, AMC introduced rear suspension on all trials models. Other improvements too, already in use by their number one rider, Gordon Jackson, were incorporated into the specification, resulting in heavy demand by traditionally minded competitors, despite the growing popularity of lighter, more nimble 2-strokes. Whilst XPN's early history is unknown it was purchased in 1984 from Ron Stillo by a Hampshire enthusiast working in California, who promptly exported the AJS to his residence in San Diego. A lifelong restorer of interesting machines, he immediately began a nut and bolt refurbishment, the result of which was a beautifully trimmed competition machine in better-than-new condition. (Some 15 years later the same gentleman's quality workmanship saw him win Louis Vuitton's high end Concours event with an exquisite Ariel Square Four engine mounted in a Norton Featherbed frame!). Circa 1990 the AJS was acquired by the vendor's late father; he was in such awe of its condition and appearance that it was used but once a year, simply to obtain the annual MOT Certificate. Needless to say no work was ever required! After ceasing to ride - due to his increasing incapacity - the engine was hand-turned at regular intervals. Offered with V5C and currently Sorn-ed, this exceptional machine warrants very close inspection.

**£6,000 - 8,000**

**€8,300 - 11,000**

185

## C.1959 ARIEL 645CC GRASS-TRACK RACING OUTFIT

Frame no. CAPRI 13533

- Built by Don Wright
- Unique 645cc single-cylinder engine
- In-period race winner



Don Wright, a founding director of scooter and motorcycle specialists St Michael's Motors of Stamford, was a well known off-road charioteer during the late 1950s. Built in 1957, Don's first Ariel grass-track outfit was becoming outclassed by an increasing number of 650cc parallel twin-powered outfits. Rather than take the easy option of installing a 650 Triumph or BSA twin, Don chose to enlarge an Ariel 500 single-cylinder motor to 650cc. Work commenced towards the end of 1959.

Taking advice from well-known Ariel racing preparation specialist Laurence Hartley, he started with a 1934 Red Hunter barrel and piston, and a set of new un-machined flywheels bought from the Ariel factory. A local engineering workshop carried out initial machining of the flywheel blanks, with Hartley's shop completing the task to give the engine a stroke of 110mm, raising the capacity from 498cc to approximately 645cc. The engine employed standard Ariel crankcases and con-rod and a 1936 factory bronze cylinder head intended for the 81.8mm bore 499cc engine. Rather than modify the cylinder head, the piston crown was machined to suit and a Hartley-supplied 2" Jessops inlet valve installed, with the exhaust valve diameter reduced to accommodate it.

A new camshaft was ground from an A.664 Red Hunter part to Hartley's dimensions. The machine as presented has this engine coupled to a Burman BA gearbox fitted into a late 1950s Red Hunter frame developed by Don.

By August 1961 Don was happy enough to finally unleash his new '650' engine, and in his own words it 'went like a rocket'. With friends Ken Fisher driving and the nimble Bill Smith working its ultra-light chair, 'finals' wins at Malden and other venues were soon achieved, the season's best results being recorded at Sleaford: six wins from six starts. Initially named the 'St Michael's Motors Special', Don's 'big banger' was retired after many successful outings, remaining unused until the 1980s when Don took it grass-tracking again in the 'Vintage' class as the 'Don Wright Ariel'. Sadly, Don died over a decade ago.

Earlier this year the outfit was liberated from its wooden garage. With a new rear tyre fitted and after some cursory checks, it bumped-started into life on a methanol/nitro-methane mix. As with any elderly racing machine, the Wright Ariel will benefit with a strip-down, check and race preparation before returning to the grass in anger.

**£3,500 - 4,500**

**£4,800 - 6,200**



186\*<sup>N</sup>

**1955 ARIEL 499CC HS5 MK1 SCRAMBLER**

Registration no. not registered

Frame no. DUS 378

Engine no. LK 421

This 'Mark I' example of one of Ariel's rarest post-war motorcycles was despatched in March 1955 to Johnson Motors Inc of Pasadena, California, USA (see dating certificate on file). In 1969 the machine passed into the ownership of Russell J Erickson of Wolf Point, Montana and in 1990 was imported into the UK by KBH Motorcycles of Trowbridge, Wiltshire. Interestingly, the American paperwork refers to the Ariel as a 'Colt', presumably its model name in that country, which in the UK was only ever applied to one of Ariel's lightweight models. The machine was an 'unfinished project' when purchased by the current owner some years ago. Since acquisition the engine and gearbox have been fully overhauled; the fork stanchions and bushes replaced; and the magneto and carburettor rebuilt. The Ariel has been used twice for quarter-mile sprinting, covering the course in 16 seconds. Presented in beautiful condition, it is said to start easily and perform as well as a BSA Gold Star. The machine is offered with the aforementioned dating letter, sundry restoration invoices, State of Montana Certificate of Title and C&E Form 386. A spare exhaust system is included in the sale.

**£4,500 - 6,500**

**€6,200 - 8,900**

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



187\*<sup>N</sup>

**1950 VELOCETTE 499CC MSS SCRAMBLER**

Frame no. 1097/35

Engine no. MSS 12475S

Much engine development of Velocette's MSS high-camshaft roadster was carried out as part of the scrambles programme, the Hall Green firm having gone 'off road' after withdrawing its road-racing overhead-camshaft models in 1952. Released in 1954, the first production scramblers were handicapped by excess weight and wayward handling, and although these problems were eventually sorted out and the engine developed into one of the best, the small Velocette factory lacked the resources to compete on level terms with the likes of BSA and AMC and production petered out in the mid 1960s. This MSS scrambler exemplifies the model in virtually its ultimate form, with Valiant fuel tank and lighter rear sub-frame, but lacking the cast-iron cylinder barrel of the final version. Restored in 2004, the machine has been owned by the same family for many years and has been modified to compete in classic hill climbs. It holds the Bouley Bay class record and last competed, at Wiscombe Park, in May 2015. Maintained to a high standard, the Velo benefits from a new crank-pin and bearings, new gear cluster, new fork stanchions and an overhauled magneto (2014). There are no documents with this Lot.

**£4,500 - 6,500**

**€6,200 - 8,900**

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



188

## 1960 VELOCETTE VENOM SPORTS 499CC

Registration no. VET 583

Frame no. RS13654

Engine no. VM3696

- Restored in 2007
- Twin leading shoe front brake
- Tachometer
- Alloy rims
- New Amal 10TT9 carburettor



After an initial foray with bicycles, the Goodman family concern produced its first motorcycle under the name of Veloce in 1905. In spite of financial complications thereafter, further machines were manufactured under this name until 1913 when the Velocette name was adopted. In the boom years of the pre-Great War period the company prospered. Their first appearance at the TT in 1913 was inauspicious however, and, interrupted by the great conflict, their initial victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke Model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would be forever linked mainly to four-strokes, and cammy engines in particular.

In 1956, the Viper and Venom Sports models were introduced in 350 and 500 capacities to enliven the model range, which, by 1955 had become somewhat staid in character. This move succeeded in reviving sales a little, and no doubt led to the subsequent introduction of the Clubman models in 1960, and eventually the ultimate overhead valve sports model, the Thruxton, in the hope that Velocette's fortunes could be improved.

VET 583 was acquired by the vendor in 2007 (invoice on file), and at the time of purchase was substantially as seen today, having been restored by a previous owner. The machine is equipped with 12 volt electrics, Morad alloy rims, tachometer, rearset footrests, twin leading shoe front brake, a Thruxton-style petrol tank, and Thruxton type oil tank.

The engine, which features an 'Alfin' alloy cylinder barrel, was rebuilt by Martin Adams of Serco with a new piston and re-bore, new valves, guides and unleaded valve seats. The gearbox was also reconditioned, new fork stanchions fitted, along with new exhaust, silencer, speedo, tachometer, tyres, tubes, chains, brake shoes, and an Alton alternator. The vendor obtained and fitted a new Amal 10TT9 carburettor, together with Falcon classic shock absorbers.

**£6,000 - 7,000**

**€8,300 - 9,600**

## 1938 DKW 250SS SUPERCHARGED RACING MOTORCYCLE

- One of an estimated 110 made
- Previously owned and raced by Roger Slee
- On museum display for the last 40-or-so years

Frame no. 260420

Engine no. 429 378 (see text)

DKW was founded in Zschopau in 1919 by Danish engineer Jorgen Rasmussen and built its first motorcycle power unit, a single-cylinder, clip-on engine for bicycle attachment, in 1921. The initials stand for 'Das Kleine Wunder' - 'The Little Wonder'. Designed by Hugo Ruppe, this 122cc motor was a two-stroke, and DKW would remain faithful to this engine type from then on, becoming world leaders in two-stroke design in the 1930s thanks to the prescient adoption of the Schnuerle loop-scavenge system. The latter used flat-topped pistons rather than the then-conventional deflector-crown type, relying on carefully angled transfer ports to direct the incoming charge around the cylinder.

Back in 1925 DKW had embarked on a racing programme with 175cc and 250cc machines featuring the Bichrone system of supercharging using a 'slave' pumping cylinder, significant success being achieved only after the Hermann Weber-designed split-single cylinder configuration, which enabled better control of port timing, had been adopted. Ear-splittingly noisy, the supercharged split-single 'Deeks' eventually overcame reliability problems to become the dominant force in 250cc racing in the late 1930s, works rider Ewald Kluge making history in 1938 when he became the first German to win an Isle of Man TT race.

From 1935 there were customer versions available - the 250SS and later 350SS - based on the works racers. When the latter switched to an upright pumping cylinder for 1938, the production racers kept the original arrangement but nevertheless were updated with the works bikes' Benelli-style rear suspension, as seen on the example offered here. Although reputedly sold at a loss, the DKW production racers were very expensive, costing the equivalent of £125 when a Norton International could be bought for £95 10s. Not surprisingly, they were sold in limited numbers, estimated at 110 250SS and 25 350SS models between 1935 and 1939 based on engine number records.

It appears that only two found their way to the UK during the 1930s, being linked with speedway ace Frank Varey and road-racer Noel 'Mavro' Mavrogordato, both of whom were noted devotees of the Scott marque. Two blown Deeks were entered in the 1946 Manx Grand Prix, one by Mavrogordato and the other by A J Wilkinson, though the latter did not show up and Mavro was forced to retire from the race when the gearbox seized. Other blown DKWs were raced in the UK by Bonnie Good (who later sold his to collector Bill Body) and future scrambles star Les Archer junior, whose bike was badged as an EMC by its owner Dr Joe Ehrlich. Archer won the 1947 Hutchinson 100 on Ehrlich's bike before the FIM's ban on supercharging rendered it and all its fellows obsolete.





Little is known of the history of this example, which was purchased by the vendor's father in 1976 and is believed to have once belonged to Ehrlich. Ehrlich is believed to have owned two such DKWs. This machine's immediately preceding owner was Roger Slee, who restored it and was pictured in *Motorcycle Sport* riding the Deek at the 'Vintage Race of the Year' meeting at Mallory Park in 1975 (see history file). The bike, though not with its rider, had been pictured at the same meeting in 1974. The Ariel girder forks were already fitted at that time.

Roger Slee's type-written notes concerning the machine's dimensions and specifications are on file, there being a reference therein to 'Erlich' (sic) which would seem to indicate that this machine did indeed once belong to him. Its headstock VIN plate records the frame number as '260 420' and the engine number as '429 363'; however, the machine is currently fitted with engine number '429 378'. '429 363' is currently in another DKW 250SS in the UK, pointing to the conclusion that both these DKWs once belonged to Ehrlich and that the engines were swapped before they were sold on.

The vendor recalls that, when a youngster, he heard the 'very noisy' DKW being run once on the driveway at home. It is currently a non-runner, there being no spark from the flywheel magneto, and has spent the last 40-or-so years on static display in a private museum. One of only 110 made, of which only a small proportion is estimated to survive, this rare DKW 250SS represents a wonderful opportunity to acquire one of the most exotic production racing motorcycles of all time, ripe for sympathetic restoration.

**£40,000 - 50,000**

**€55,000 - 69,000**



190<sup>N</sup>

*The Ex-H G Tyrell-Smith, 1932 Isle of Man TT*

## **1932 RUDGE 350CC WORKS RACING MOTORCYCLE**

Frame no. 48671

Engine no. 424

- 1932 Isle of Man TT works entry
- Ridden to 3rd place in the Junior Race by H G Tyrell-Smith
- This ownership since the 1940s
- Offered for restoration



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, but then in 1930 a trio of 350s appeared at the Isle of Man with radially disposed valves.

This new arrangement emphatically demonstrated its superiority when the Rudge team of Tyrell Smith, Ernie Nott and Graham Walker finished 1st, 2nd and 3rd in the Junior TT. Nott, Walker, Smith and Wal Handley were entered on 500s in the Senior race, Handley finishing 1st at a record speed of 74.24mph with Walker 2nd, Smith 6th and Nott 7th, winning for Rudge the coveted Team Prize.

Although the 350s had demonstrated the effectiveness of the radial four-valve cylinder head, the 500s had kept the old parallel valve layout and were redesigned for the 1931 season with a combination 'semi-radial' arrangement, incorporating radial exhausts and parallel inlets. There was also an all-Rudge racing 250 for the first time (JAP engines had been used hitherto) with 350-style top-end.

The 1931 season started well for Rudge, with outright and 350cc class wins in the North West 200, while the new 250 enjoyed a dream debut at the Isle of Man TT, Graham Walker winning the Lightweight event at record speed with Tyrell-Smith 2nd and Ernie Nott 4th. In the Junior and Senior events however, the works Rudges were stricken by handling problems attributed to altered weight distribution caused by relocating the magnetos behind the cylinders. Ernie Nott was Rudge's top performer with 3rd place in the Junior and 4th in the Senior, both races being dominated by the overhead-camshaft Nortons.

Difficult trading conditions in the early 1930s had seen Rudge sales falling steadily, so for 1932 the works racing effort was cut back to ten machines: three 250s, three 350s and four 500s. Both the 350 and 500 engines reverted to a front-mounted magneto, while the latter benefited from redesigned inlet valves and ports.

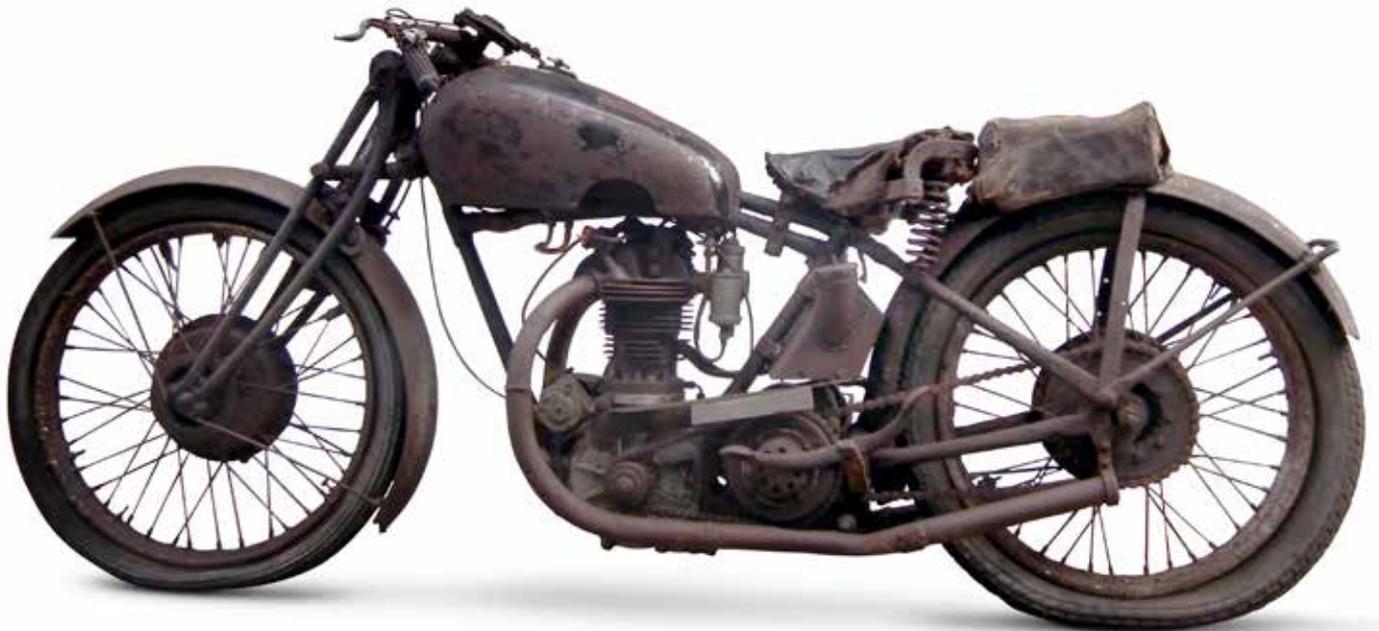
Once again Rudge dominated the North West 200, repeating its 1931 result, but met with further disappointment at the TT. Despite an exceptionally strong four-man team comprising Ernie Nott, Graham Walker, H G Tyrell-Smith and Walter Handley, the best results were Handley's 2nd and Tyrell-Smith's 3rd places in the Junior, though Nott had been leading the Lightweight race when his engine blew up on the final lap.



1932 Junior TT, H G Tyrell-Smith going round Ramsey Hairpin



1932 Junior TT



Bryan Reynolds of the Rudge Enthusiasts Club has confirmed that this ex-works Rudge is the machine ridden by Tyrell-Smith to 3rd place in the 1932 Junior TT. It was also ridden in the 'Dublin 100' by one W B Murphy in 1939. The Rudge was purchased in Ireland by the vendor's late father in the 1940s (H G Tyrell-Smith was Irish, so it is possible that it was him that brought the machine to Ireland).

The vendor remembers riding pillion on the Rudge in the 1960s, and recalls his father taking part in 'vintage' runs and hill climbs with it. The Rudge was last started back in the 1970s, and since then has been kept in dry storage in the basement of the family home. Offered for restoration, it represents a wonderful opportunity to return an historic and long-vanished works TT motorcycle to its former glory.

**£7,000 - 10,000**

**€9,600 - 14,000**



**1937 BROUGH SUPERIOR 990CC SS100**

Registration no. FFC 474

Frame no. M1 1700

Engine no. BS/X2 1016

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

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mk1 of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph.

- *Matching frame and engine numbers*
- *Only three owners from new*
- *Rebuilt by the factory in 1957*

With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Temple, Baragwanath, Fernihough and Pope - did much to burnish the marque's image. When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph.

Brough had entered the 1930s with an entirely JAP-powered range, and then in 1936 the SS100 was redesigned with an engine built by Associated Motor Cycles, in which form it continued until production ceased in 1939.





This Matchless-engined SS100 was displayed on the Brough stand at the 1936 Motorcycle Show at Olympia. The accompanying copy Works Record Card confirms that 'M1 1700' was a 'Show Model' supplied to Laytons of Oxford on 23rd November 1936, following its stint at the show. It was not registered by Laytons, as a motorcycle and sidecar combination, until 3rd September 1937 having presumably been used as a demonstrator or kept on display during the intervening period.

Since the work's completion, the Brough has been ridden extensively by the owner, covering some 2-3,000 miles over the last couple of years, including touring trips around Wales. Additional accompanying documentation consists of a quantity of expired MoT certificates, SORN paperwork and old/current V5/V5C registration documents.

**£210,000 - 240,000**  
**€290,000 - 330,000**

According to the BSC, the Brough was sold new to one C E Haswell, this being Charles Edward Haswell of Whaley Bridge, Stockport who is the sole owner listed in the old-style logbook on file, which was issued in March 1957. 'FFC 474' was still attached to a sidecar at that time. There is also correspondence and various invoices from George Brough Ltd and Associated Motor Cycles on file dating from Mr Haswell's period of ownership, including some relating to an overhaul at the factory in 1957 costing £300, which was considerably more than the Brough was worth at that time. The machine is currently fitted with the gearbox from a Matchless, though of correct type for a Brough, while the fuel tank is from a 1937 SS100.

When Mr Haswell died, 'FFC 474' was purchased from his family by the late Brian Verrall and shortly thereafter was sold to its second private owner, Mike Smith of Alton Hampshire. Mr Smith covered over 70,000 miles on the Brough over the course of the next 20-or-so years before selling it to the current (third) owner in November 2012. The following year the machine underwent extensive cosmetic and mechanical refurbishment, the work being undertaken by renowned marque specialist Sam Lovegrove (see bill for £4,331 on file).



**1938 VINCENT-HRD 998CC SERIES-A RAPIDE**

Registration no. CUP 660  
 Frame no. DV1515 (see text)  
 Engine no. V1038  
 Rear frame no. DV1515

- *Approximately 78 built*
- *Conway Motors rebuild*
- *Staggering performance*



The outbreak of WW2 in 1939 brought production of all Vincent-HRD Series-A models to a halt, and when the company 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. Expert opinion differs with regard to the exact number produced but most authorities favour a total in the high 70s. By way of comparison, production of the rival Brough Superior SS100 ran into the hundreds.

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. 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. Around 50 Series-A Vincent v-twins survive worldwide today, and for one to be offered for sale is an event of exceptional importance.

First registered on 22nd March 1938 to one D McCaughern of Blaydon, County Durham, this ultra-rare Vincent Series-A twin was acquired by the current vendor, an American-born enthusiast and one-time owner of several Vincents, in 1968/69. While in Japan he had purchased a Nikon FTN camera on behalf of a friend, Christopher Hayes, who paid for it with some Vincent parts (see letter on file).

What the vendor got was an engine, a Burman gearbox and a collection of other parts, and over the next half-a-dozen years he gradually acquired the missing components. With most of the required parts obtained, the Vincent's restoration was entrusted to an engineer friend, Frank Dolman. It was Frank who sourced the replica frame sometime in the mid-1980s (see letter on file) having failed to persuade the owner of the original frame for 'V1038' to sell it.

The replica frame was stamped to match the genuine rear frame, 'DV1515', which left the factory fitted with engine number 'V1020' (see copy Works Order Form on file). However, the rebuild had still not been completed some 35 years after it should have started. So in 2011 the Rapide was despatched to renowned marque specialists Conway Motors, who finished the rebuild in April 2015. Now in his mid-seventies, the vendor finds the Series-A too heavy for him and has bought a lighter classic to enjoy. He has not ridden the Vincent, which has covered only 26 shakedown miles since completion. Accompanying documentation consists of the aforementioned WOF and correspondence, a copy of the original registration particulars, Conway Motors invoices, current MoT and a V5C document.

**£60,000 - 80,000**  
**€83,000 - 110,000**



**1938 VINCENT-HRD 500CC SERIES-A COMET PROJECT**

Registration no. EAR 753

Frame no. D1586

Engine no. C895

- *Rare pre-war Series-A single*
- *Off the road for circa 40 years*
- *Offered for restoration*



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 and set about putting his motorcycle design ideas into practice, commencing with an innovative sprung frame that would remain a feature of Vincent motorcycles until production ceased in 1955.

Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own in 1934. An overhead-valve, 500cc single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving who, so legend has it, later 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.

Messrs Vincent and Irving brought fresh thinking to the design of what would become known as the Series-A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them; the sum of all these features resulting in a compact engine with considerable scope for tuning.

The names 'Comet' and 'Meteor' were chosen for the sports and touring versions respectively of the stylish new Vincent-HRD, which had not even been started, let alone ridden, when it was first exhibited at the 1934 Motor Cycle Show at Olympia. Fortunately, during the Show a tester achieved a speed of 90mph on a Comet, a highly respectable figure for a 500cc sports roadster and one that fully justified Philip Vincent's prior performance claims. In the 1935 Isle of Man Senior TT, three of the new Vincent-HRDs finished in 7th, 9th and 12th places, demonstrating that they possessed reliability as well as speed.

Production of all Series-A Vincent-HRDs ceased on the outbreak of WW2, and today the single-cylinder Comet and Meteor – the machines that effectively kick-started the Vincent legend – are highly prized by discerning collectors.

This Vincent-HRD Comet was recently discovered in a hedge by the previous owner's widow when she was clearing the house and garden. Apparently, it had been there since 1975. Representing a rare opportunity to acquire one of the legendary Series-A Vincent-HRD singles, the machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

**£15,000 - 18,000****£21,000 - 25,000**

194

## 1951 VINCENT 998CC BLACK SHADOW

Registration no. LOP 408  
Frame no. RC9359B  
Engine no. F10AB/1B/7459  
Rear frame no. RC/1/6745  
Crankcase mating no. TT45

- *The fastest road vehicle of its day*
- *Matching upper frame, engine and crankcase mating numbers*
- *Current ownership since 1982*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation and engineering excellence. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. With a top speed approaching 120mph and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

Vincent Owners Club records show that Black Shadow 'LOP 408' was despatched from the factory in August 1951. The registration, frame, engine and crankcase mating numbers are all correct; however, the rear frame, 'RC/1/6745', is from a Series-C Comet. This Shadow's original rear frame is currently in a Vincent with upper frame 'RC/1/6745', indicating that these two machines once belonged to the same owner, who switched the rear frames.

The current owner bought the Black Shadow from John Surtees in 1982. Its previous owner was Trojan Vintage, whose proprietor, Peter Agg, would have been well known to Surtees.

The owner found the Shadow difficult to start on its standard magneto and carburettors. Eventually he took the Vincent to marque specialist the late Chas Guy of Conway Motors, then at Whitstable in Kent, who fitted a 6-volt coil ignition system using a FIAT distributor that replaced the magneto. He also fitted Amal Concentric carburettors. This transformed the starting procedure and greatly improved the riding pleasure. Subsequently, the machine was taken to specialist Ron Kemp in Wales, who adjusted the cylinder liners and tuned the carburettors. Later still, the fuel tank was restored and re-sprayed it, and the timing cover and clutch cover powder coated.

More recently new tyres were fitted and the machine fully serviced. It has not been ridden since it was last taxed for the road in 1999. The vendor purchased the Vincent to ride and enjoy, but because of his advancing years feels that it should now be passed to a new owner. 'LOP 408' comes with a substantial history file containing Team Surtees correspondence; old-style continuation logbooks (x2); an old-style V5 registration document; a quantity of expired MoTs and tax discs; sundry invoices and magazines; and an original Rider's Handbook and Spare Parts List. The original magneto and carburettors are included in the sale.

**£50,000 - 60,000**  
**€69,000 - 83,000**

195

## 1933 MATCHLESS 592CC SILVER HAWK

Registration no. DW 8278

Frame no. 940

Engine no. 33/B 1957

- *'Barn find' condition*
- *Last used in 1975*
- *Offered for restoration*



The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia, London witnessed the launch of not one but two four-cylinder models aimed at the very top of the market. The ultimate fates of the two newcomers would turn out to be very different however. Ariel's offering – the Square Four – would enjoy a lengthy production life lasting into the 1950s, whereas the rival Matchless Silver Hawk would be gone within four years.

Matchless had introduced another vee-engined model, the twin-cylinder Silver Arrow, the previous year, and the Silver Hawk's design shared many of the 'Arrow's features, most notably the narrow included angle of the cylinders: 26 degrees. Displacing a total of 592cc, the latter were contained within one casting and topped by a single 'head, just like the Arrow's, but the Hawk was intended to be a luxury sports-tourer and so enjoyed the advantages conferred by overhead-camshaft valve gear.

Drive to the upstairs cam was by shaft and bevel gears, and there was no denying that the v-four Silver Hawk's was one impressive looking motor. The frame and cycle parts followed Silver Arrow lines, incorporating cantilever rear suspension broadly similar to that adopted later by Vincent-HRD. Expensive to make and introduced at the wrong time, the Silver Arrow failed to sell despite its mouth-watering specification and was quietly dropped in 1935.

An older restoration, this 'barn find' Silver Hawk was purchased in the mid-1970s from the Bristol area. The machine was in running condition at that time, participating in the West Wales Vintage Rally and Saundersfoot Run, the latter believed to be its last outing. A tax disc expiring in September 1975 is still attached. Offered for restoration (the engine turns over) this delightful discovery is offered with a V5C registration document. A non-standard gear lever support plate (manufactured by the owner) is the only notified deviation from factory specification.

**£25,000 - 35,000**

**€34,000 - 48,000**

196

### C.1933 MATCHLESS 592CC SILVER HAWK PROJECT

Frame no. 735

The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia, London witnessed the launch of not one but two four-cylinder models aimed at the very top of the market: the Ariel Square Four and Matchless Silver Hawk. Matchless had introduced another vee-engined model, the twin-cylinder Silver Arrow, the previous year, and the Silver Hawk's design shared many of the 'Arrow's' features, most notably the narrow included angle of the cylinders: 26 degrees. Displacing a total of 592cc, the latter were contained within one casting and topped by a single 'head, just like the Arrow's, but the Hawk was intended to be a luxury sports-tourer and so enjoyed the advantages conferred by overhead-camshaft valve gear. Drive to the upstairs cam was by shaft and bevel gears, and there was no denying that the v-four Silver Hawk's was one impressive looking motor. The frame and cycle parts followed Silver Arrow lines, incorporating cantilever rear suspension broadly similar to that adopted later by Vincent-HRD. This Lot consists of a substantial but by no means complete set of parts to assemble one Silver Hawk motorcycle, together with a quantity of additional engine parts and other components. These parts were accumulated over a five-year period, one engine coming from Derbyshire while most of the others items were found in Bristol. There are no documents with this Lot.

£4,000 - 5,000

€5,500 - 6,900

No Reserve



197

### 1925 COVENTRY EAGLE 976CC FLYING EIGHT

Registration no. XX 7441

Frame no. 35057

Engine no. KTC/A 34574

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. With its JAP v-twin engine and muscular good looks, the Flying Eight was a worthy rival for the Brough Superior and a formidable Brooklands racing machine. In 1926 the sidevalve version was joined by a new and even faster overhead-valve engine 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 been in long-term single-family ownership for 40 years prior to its acquisition by the current vendor in 2013. Said to be running well following re-commissioning, the machine benefits from recent (2015) overhauls of the carburettor and BTH magdyno. Other noteworthy features include a reproduction André steering damper to correct pattern and a new Avon rear tyre. The machine is offered with its original logbook, sundry invoices and a V5C document.

£30,000 - 40,000

€41,000 - 55,000



198<sup>N</sup>

## 1931 COVENTRY EAGLE 496CC MODEL G54 'FLYING 500'

Frame no. 50786G

Engine no. DPR.031.CE370

- *Rare Coventry Eagle sports single*
- *Recent restoration*
- *Netherlands registered*



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. In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying Eight, again JAP powered.

Coventry Eagle entered the 1930s with a varied line-up of models powered by Villiers, JAP and Sturmev Archer engines, one of the latter's sloping overhead-valve twin-port units being used to power its top-of-the range single, known as the 'Flying 500'. Complementing the Sturmev-Archer-engined G54 model in the 1931 sports roadster range was a JAP-powered 350, the Model G46, and another 500, the G55, also JAP-powered, the latter costing £2 5s more than the £49 15s asking price of the G54. Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating mainly on bread-and-butter lightweights until it ceased motorcycle production in 1939.

This 'Flying 500' dates from 1931, the final year of the Model 54's production. VMCC correspondence on file, dated 18th August 1997, reveals that this rare Coventry Eagle was in the possession of a Netherlands-based enthusiast at that time and in need of 'major restoration'. Subsequently restored, it is presented today in beautiful condition and offered with old Portuguese and current Netherlands registration documents.

**£8,000 - 12,000**  
**€11,000 - 17,000**

199

Complimentary 2016 VMCC Banbury Run Entrant

## 1929 SCOTT 498CC TT REPLICA

Registration no. VP 4757

Frame no. 2437

Engine no. RZ2402

- Single family ownership from 1948 to 2008
- Extensively overhauled in 2010
- Last used in 2014



This Scott TT Replica was purchased by the current owner from Pembrokeshire Classics in March 2008, having belonged to the Denton family since 1948. According to the Scott Machine Register, frame number '2437' left the factory with engine number 'RZ1615' (described as 'specially tuned') and was sold in December 1928 to the dealer Frank Hallam. The engine currently in this motorcycle left the factory in another Replica (frame number '2694 M') that was sold in June 1929 to Reynolds Bros of Barnsley.

Gradually the clutch and front brake deteriorated, so in 2010 it was decided to address those issues and at the same time carry out a major overhaul. Having completed the works, the vendor had the confidence to take his Replica to the Isle of Man in August 2011 to watch the Manx Grand Prix and ride the course after the races ended. It easily cruised at over 65 mph (clocked by a friend with a more modern bike) and has also been used for touring. Finding that he often needed to carry extra equipment, the vendor designed some panniers and had them specially made. This might horrify the purist, but the supporting frame and boxes are easily removed. The panniers are included in the sale.

The fuel/oil tank had always leaked and eventually it was decided to have a new tank made, painted and fitted. At the same time, new parts for the cylinder-wall oil pump were purchased and assembled; that sub-assembly has not yet been fully commissioned, though this does not affect the ordinary use of the machine.

A bill for the aforementioned parts is on file and the machine also comes with an old-style continuation logbook (1975) and old/current V5C documents.

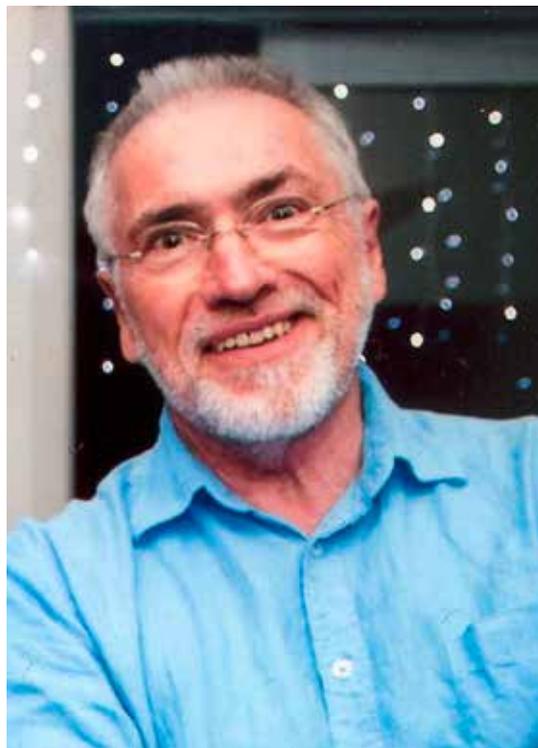
In September 2011, the vendor and his Replica participated in the VMCC's Auld Reekie Section's Scottish Gathering at Gifford in East Lothian. Following three bouts of surgery, the vendor was not fit enough to ride at all between the summer of 2012 and early 2014, but was determined to recover and ride in at least one more rally. Thus he took 'VP 4757' to the Scott Gathering at Abbotsholme in July 2014. A side stand was fitted to make manhandling the bike easier because, as usual, the ride-out was a day-long tour of some of the wilder parts of the Peak District. He enjoyed this ride very much but now feels (at the age of 75) that the time has come for him to give up motorcycling.

The Vintage Motor Cycle Club have very kindly offered the Scott and it's successful purchaser a year's complimentary membership to the club and a complimentary entry to the 2016 Banbury Run although, the lucky purchaser of this machine must ensure they submit their entry on time. For more information, please visit [www.banbury-run.co.uk](http://www.banbury-run.co.uk) or [www.vmcc.net](http://www.vmcc.net). An excellent introduction to the VMCC and vintage motorcycling.

**£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.



# THE GARY ROSS COLLECTION

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Gary's interest in motorcycles began when he was a teenager. A neighbour had a British motorcycle and a couple of relatives owned bikes. His first motorcycle, a DKW, was purchased for personal transport and over the years he owned many for that same purpose, including a 1942 WLA Harley Davidson, a Vincent Comet, a BSA Gold Star (purchased and used in the UK), a Moto Guzzi, various Triumphs and other BSAs, followed by a BMW and finally a (not much loved) 750 Honda.

His passion for Brough Superiors began in the late 1960s, and soon after his marriage in 1970, he and his wife left for England on a working holiday where they became friends with Judy and Dick Knight. Gary had found a kindred spirit in Dick. This time in England was to set the stage for the rest of his life.

Gary's interest in motorcycles went beyond merely riding them. The history of the machines, the people that rode them, and the history of early transport in all its forms was always of great interest to him. During his time in the UK he purchased various photographs from Fox Photos and became acquainted with many other enthusiasts, including the late Dr Joe Bailey. Gary was a very private person, so unfortunately his vast knowledge of Brough Superiors (acquired over 45 years of constant research) was never shared with the wider public.

The machines offered for sale here were purchased both in the UK and Australia, quite often as individual parts of collections thereof. Bonhams would like to thank Brough Superior marque specialist Dave Clark for his help in dealing with the Ross Collection.

200 \* N

## 1926 BROUGH SUPERIOR 981CC SS100 ALPINE GRAND SPORT PROJECT

Frame no. 881

Engine no. KTOR/A 36867

- *The most desirable of Vintage-era motorcycles*
- *Current ownership for many years*
- *Offered for restoration*



Legendary superbike of motorcycling's between-the-wars 'Golden Age', Brough Superior – 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine.

A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

Its copy Works Record Card reveals that frame number '881' originally formed part of an Alpine Grand Sport that left the factory on 9th December 1926 attached to a sidecar. Described as 'fully equipped', it was supplied to one J A Pine, Esquire. The engine, number 'KTOR/A 36867', originally formed part of another SS100, frame number '298', despatched from the factory in April 1925. It is believed that Gary Ross acquired this frame from Dick Knight. Marque specialist Dave Clark is of the opinion that frame number '881' is the first to have the later-type rear brake, the torque stay being fabricated rather than a casting.

**£120,000 - 160,000**  
**€170,000 - 220,000**

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

201 \* N

## 1927 BROUGH SUPERIOR 981CC SS100 ALPINE GRAND SPORT PROJECT

Frame no. 922

Engine no. KTOR/I 68248

- *The most desirable of Vintage-era motorcycles*
- *Current ownership for many years*
- *Offered for restoration*



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

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

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mkl in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine.

A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karlake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.



'YH 1622' at a sprint meeting in 1956



With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Temple, Baragwanath, Fernihough and Pope - did much to burnish the marque's image. When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph.

Brough had entered the 1930s with an entirely JAP-powered range, and then in 1936 the SS100 was redesigned with an engine built by Associated Motor Cycles, in which form it continued until production ceased in 1939.

Its factory record reveals that frame number '992' originally formed part of an Alpine Grand Sport that left the factory on 16th May 1927 attached to a Swallow sidecar. The machine was first registered as 'YH 1622' and was collected from the factory by Reys Ltd. The engine, number 'KTOR/1 68248', originally formed part of another SS100 motorcycle combination, frame number '877A', despatched from the factory on 29th November 1926 and supplied to one G E Tunbridge of Tunbridge Wells, Kent.

Gary Ross bought 'YH 1622' from J W Dawson of Sandling, Kent, a consulting engineer and motor claims assessor. The related receipt (for £57) describes the Brough as 'dismantled' and is undated, though it is known Gary bought the machine in 1970 while he and his wife were in England. The old-style continuation logbook on file, issued 1956, shows that the Brough had already had a change of engine, while there is a period photograph on file, probably taken during the early/mid-1950s, that clearly shows a sidevalve motor installed.

**£120,000 - 160,000**

**€170,000 - 220,000**

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

202 \* N

## 1931 BROUGH SUPERIOR OVERHEAD 680 BLACK ALPINE PROJECT

Registration no. HC 6124

Frame no. H1058

Engine no. GTOY/S 47402/S (see text)

- *More manageable,  
smaller Brough model*
- *Originally a motorcycle combination*
- *Offered for restoration*



Quite what George Brough's father - Nottingham-based motorcycle manufacturer William Edward Brough - thought when his younger son cheekily added the word 'Superior' to the family name when founding his rival marque can only be imagined, but it's thanks to this act of youthful bravado that we have one of the greatest and most-evocative names in motorcycling. W E Brough's machines had been innovative and well-engineered, and his son's continued the family tradition but with an added ingredient - style. J A Prestwich of London and Motosacoche of Geneva supplied v-twin engines for the MkI and MkII Brough Superiors respectively, though within a few years all models would be JAP-powered. Gearboxes were sourced from Sturmeys-Archer and (initially) forks from Montgomery, while frame and accessory manufacture was contracted out to specialists in the British motorcycle industry's Midlands heartland.

With the SS80 and SS100 well established by the mid-1920s, it was decided to add a smaller and cheaper alternative to these two 1-litre models to the range. JAP was already producing a 674cc sidevalve v-twin engine and this unit, redesigned to accommodate overhead valves, went into Brough's new 'Overhead 680'. First shown to the public at the Olympia Motorcycle Show in 1926, the 'Miniature SS100', as George Brough called it, entered production for 1927. The new middleweight Brough was an instant success and for the 1930 season was joined by a version to higher specification.

First seen at the 1929 Motorcycle Show, the newcomer was dubbed 'Black Alpine 680', a reference to the lavishly equipped SS100 Alpine Grand Sports and the fact that the newcomer boasted a distinctive all-black eggshell finish. Principal mechanical difference from the standard Overhead 680 was the adoption of the patented Draper sprung frame.

Its copy Works Record Card reveals that frame number 'H1058' originally formed part of an Overhead 680 Black Alpine motorcycle combination that left the factory on 24th March 1931 and was resold in November 1933 to one D V Thomas. It is noted that the fuel tank was plated, enameled and lined at this time. Its engine, number 'GTOY/S 47402/S', originally formed part of a rigid-framed Overhead 680, frame number 'J877', dispatched from the factory on 24th April 1929 and supplied to Messrs Tozer, Kemsley and Millbourne. It should be noted that the semi-assembled engine shown (on the stand) has the crankcases from a 750cc sidevalve motor, number 'TS/W/79909/2', but no internals. The damaged GTOY cases are shown separately.

The copy of an old-style V5 registration document on file reveals that the Brough was registered to one Brian Hawkes of Great Missenden, Buckinghamshire on 1st February 1984. The machine must have been dismantled soon afterwards, as it was only the frame that Gary Ross bought from Dr Hugh Palmer of Edith Weston, Leicestershire later that same year (shipping invoice on file).

**£15,000 - 20,000**  
**€21,000 - 28,000**

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

Please note that the standard Buyer's Premium on the following 11 lots will adhere to Bonhams group policy, 25% up to £50,000 of the hammer price, 20% from £50,001 to £1,000,000 of the hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. These lots are also subject to 5% import tax on the hammer price.



207

203 \*

**A SELECTION OF BROUGH SUPERIOR SPARES**

comprising front and rear hubs, castle forks, unidentified frame rear section, brake hub, Lucas magneto, unidentified gearbox No SN70155 (incomplete), Amal carburettor, clutch housing, mag dyno cover and other associated spares, close inspection advised.

(Qty)

£800 - 1,200

€1,100 - 1,700

No Reserve

204 \*

**A QUANTITY OF PRE-WAR ENGINE SPARES**

comprising two matching ohv heads and barrels (unknown manufacture); two unidentified ohv heads, one with significant damage; a selection of conrods, valves, pistons and other assorted engine gear; engine plates, Rocker gear and flywheels; New Imperial and Jap Timing Covers/cases, and other associated spares.

(Qty)

£600 - 1,000

€830 - 1,400

No Reserve

205 \*

**A QUANTITY OF NORTON SPARES**

comprising, two unidentified frames believed Norton, frame numbers 15098 and 10298 N4, together with two ohv heads, valve gear, barrel, rear wheel hub, a Scintilla magneto, Lucas type ESB magneto, fuel caps, flywheels, sidecar flyscreen, Lucas M42 headlamp, exhaust silencers, castle fork rockers, gears, sprockets, gearbox spares, several clutch housings and four pairs of forks; including two believed Norton girders and two believed Druids.

(Qty)

£400 - 600

€550 - 830

No Reserve

206 \*

**A STURMEY ARCHER GEARBOX**

No. HW164537B (completeness unknown), together with a Sturmey Archer gearbox cover plate No. 44374, a selection of Sturmey Archer shafts and gear sets, sprockets (front and rear), clutch housings, bearings and other associated spares.

(Qty)

£400 - 600

€550 - 830

No Reserve



203

206A \*

**A QUANTITY OF PRE-WAR MOTORCYCLE SPARES**

comprising an Amal 27/013 twin float carburettor incomplete, a selection of hand control levers, New Imperial chaincase, three magnetos including a Bosch FF1LS43, BTH Type KD1-E4 Thompson-Bennett shell, a speedo drive, a rear brake hub, castle fork brackets believed to be Brough Superior, saddle bases, friction dampers, new old stock cables, throttle bodies, steering head cups, sight oil feed, filler caps and other associated spares, inspection advised.

(Qty)

£400 - 600

€550 - 830

No Reserve

207 \*

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

5 inch dial, with mounting bracket. We are advised by Dennis Quinlan (KTT Services) that this Smiths speedometers' odometer and trip functions work, as does the speed "with a steady pointer".

£400 - 600

€550 - 830

No Reserve

208 \*

**A SELECTION OF PILGRIM PUMPS**

including single and double types, together with associated spares, varying condition, inspection advised.

(Qty)

£600 - 1,000

€830 - 1,400

No Reserve

209 \*

**A QUANTITY OF CARBURETTOR SPARES**

various manufacturers and models including twin float type, together with associated floats, gaskets, caps and springs.

£200 - 400

€280 - 550

No Reserve

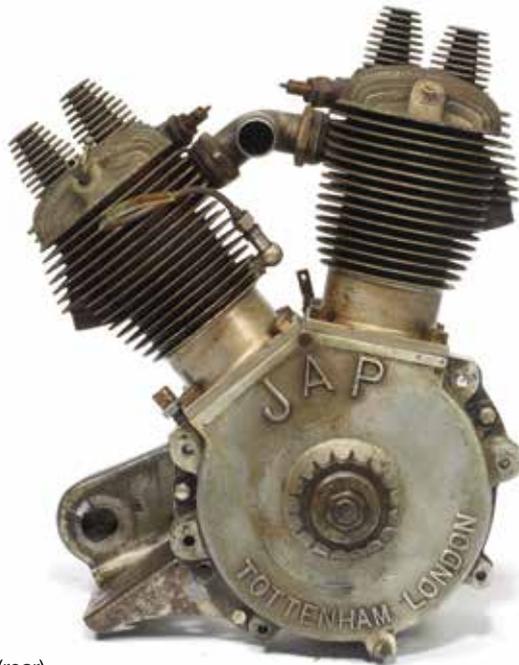
210 \*

### 1923 BROUGH SUPERIOR JAP 981CC FOUR-CAM RACING ENGINE

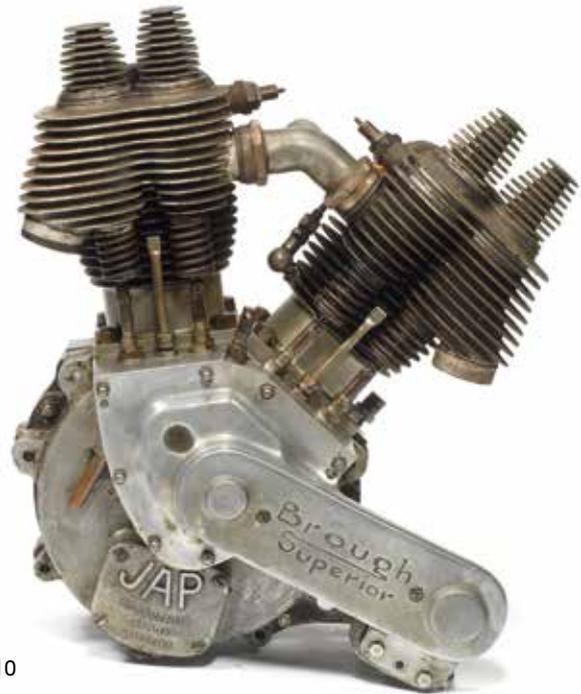
Engine no. KTR/U 14071



KTR/U 14071 installed in Harry Beanhams' hybrid,  
26 July 1928



210 (rear)



210

For 1923 the Brough Superior SS80 was upgraded with a new 8/30hp engine supplied by J A Prestwich. Designed as a racing engine by Val Page and developed by Bert le Vack, it used four separate cams and represented pretty much the state of the art for a sidevalve competition motor at this time. Maximum output was 30bhp, around five horsepower more than the preceding model. It should not be forgotten that, models fitted with the optional JAP '90 bore' engine notwithstanding, the SS80 was Brough's top-of-the-range sports roadster at this time, the overhead-valve SS100 being still some two years away. The four-cam engine's designation was 'KTR', this example's 'U' suffix identifying it as manufactured in 1923.

Its copy Works Record Card reveals that this engine originally formed part of a Brough Superior SS80, frame number '649', that was despatched from the factory in August 1923 to Allen Bennett & Co in Croydon, Surrey. By 1927 this SS80 was in Australia, and was purchased in September of that year by the late Harry Beanham - millionaire, Brough enthusiast and collector - who would keep it for the rest of his life. In 1933 Harry put the 'KTR' in an SS100 (frame number '992'), noting of the engine that it was 'exactly thirty years since it was last used'. Harry's notes (on file) show that he tinkered with his SS100/80 hybrid for many years, the last entry dating from 1985. There are also numerous charming black-and-white period photographs of Harry's Brough hybrid in the history file.

When Harry died, many of the machines from his collection were sold at auction (in March 1998), the SS100/80 being purchased by Gary Ross on behalf of Brough Superior Club member Doug Young. Gary then bought the KTR engine from Doug (receipt on file) and the SS100 was then restored using a suitable overhead-valve engine. It appears that Gary did nothing with the KTR engine, which is estimated to have only some 12,000 miles on its bores. We are advised that '14071' is the second oldest Brough Superior KTR engine known, the oldest being in the famous works SS80 known as 'Old Bill'.

£20,000 - 30,000  
€28,000 - 41,000

211 \*

### 1928 ZENITH 998CC JTOR RACING ENGINE

Engine no. JTOR/C 1795

Incomplete but including crankcase, barrels, heads, pushrods, crankshaft and other associated spares. Prospective bidders should satisfy themselves as to the completeness of this engine prior to bidding.

£20,000 - 30,000  
€28,000 - 41,000



211 (rear)



211



212 (rear)



212



212 \*

**1924 MATCHLESS JAP 980C KTCY ENGINE**

Engine no. KTCY/M 19651/S4 Cam  
Incomplete but including crankcases, heads and barrels, pistons, flywheels, conrods, cams and other associated spares. Prospective bidders should satisfy themselves as to the completeness of this engine prior to bidding.

£10,000 - 14,000

€14,000 - 19,000

213 \*

**C.1923 MAG 1,000CC IOE ENGINE**

Engine no. 2C9A 64335  
Believed suitable for use in a light aeroplane, comprising crankcase, barrel and head which appear complete with internals, close inspection advised. Prospective bidders should satisfy themselves as to the completeness of this engine prior to bidding.

£8,000 - 12,000

€11,000 - 17,000



213 (rear)



213

**1934 INDIAN 750CC SPORT SCOUT**

Registration no. 920 XUR

Frame no. 541454

Engine no. HD0279

- Formerly the property of Steve McQueen
- Current ownership since 2006
- Last run in May 2015

A marque at the very forefront of motorcycle design and technology in the opening decades of the 20th Century, Indian nowadays is remembered mainly for its powerful, large-capacity v-twins, the first of which appeared in 1907. Chain drive had been one of Indian's advanced features right from the start, when Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to build the first prototype in 1901.

The Springfield firm's first twin of 1907 was based on its highly successful 'F-head' (inlet-over-exhaust) single-cylinder model, and this type of engine would continue to power the road-going 'Iron Redskins' for the next nine years. In 1911 Indian broke new ground yet again with their OHV four-valves-per-cylinder racers, and then in 1916 a new 61ci (1,000cc) 'flat head' (sidevalve) v-twin - the Powerplus - was introduced to replace the original 'F-head' type. A smaller v-twin model, the 37ci (600cc) Scout, joined the Powerplus in 1920, and then two years later the range was extended to encompass a new, Scout-based 1,000cc model - the Chief - the first of a line that would endure until 1953.

The Scout soon gaining a deserved reputation for durability; so much so that 'You can't wear out an Indian Scout' became its advertising slogan. Contributing to this longevity was the use of gears for the primary drive rather than the customary chain, and this unusual feature would endure until 1933. A 45ci (750cc) variant was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame.

This sporting machine would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. Lighter and faster than its immediate predecessor, the Sport Scout was just what enthusiasts and racers had been crying out for.





Indian was actor Steve McQueen's most favoured marque and, as a serious collector of motorcycles, he could not be without an example of one of Indian's most successful models of the 1930s: the Sport Scout. This example previously formed part of Steve's collection and was purchased by the current vendor at Bonhams' McQueen Sale in San Francisco in November 2006 (Lot 176). Since acquisition, the Scout has been registered in the UK and ridden occasionally but most of the time has been kept on display at the owner's office.

Last run in May 2015, it was in good condition when purchased and remains the same today, finished a striking colour scheme of ivory and black. The machine is offered with a UK V5C registration document and a copy State of Idaho Certificate of Title signed by Steve McQueen.

**£55,000 - 65,000**  
**€76,000 - 89,000**



215<sup>N</sup>

## 1922 MARTINSYDE 500CC MODEL C SPORTS SOLO

Frame no. 22217

Engine no. AC 2219

- *Aircraft-quality, sporting vintage British v-twin*
- *Previously unknown to Martinsyde collectors*
- *Sympathetic restoration retaining original patina*



Famous for the manufacture of Martinsyde aircraft during the First World War, the Woking, Surrey-based Martin and Handasyde factory needed to diversify to survive in peacetime. Himself a motorcyclist, company director Paul Martin no doubt influenced the decision to produce a high-quality motor cycle sidecar combination - sidecar manufacture being an ideal sidestep for the works' airframe builders.

At a time when most new manufacturers relied heavily on proprietary component makers, the Martinsyde was an in-house production. Licences were purchased to manufacture their own copies of AJS gearboxes and Brampton front forks and, eschewing the popular JAP vee twin as a power unit, Martinsyde produced their own unique 680cc exhaust-over-inlet vee-twin engine.

The design had been purchased at great expense from Howard Newman of 'The Ivy' concern, the unusual exhaust-over-inlet configuration being chosen to isolate the hot exhaust valve from the cylinder where it typically led to distortion and 'heat fade'. A drop forged steel crank running on three roller bearings provided a similarly strong bottom end. The complete machines reached the market late in 1920 and favourable reports in the press assisted sales.

For 1922 an expanded range reflected increasing interest in Martinsyde machines, not least due to competition successes in the Brooklands 500 mile race and in road trials, including the Scottish Six Days. Gone was the old box tank, now replaced by a sleek cylindrical drum, while a gearbox re-design permitted a shorter wheelbase for improved solo handling. Overall the bikes were much more sporty looking and the range had been extended to include a 500cc model.



However, despite good sales through the year, the company was suffering financial problems that the introduction of a Brooklands 750cc model and a 350cc single failed to resolve. Production ceased and the motorcycle side of the business was sold to BAT of Penge in 1924.

With such a short production run, few Martinsydes survive today - probably around forty machines, according to the Martinsyde Register, an informal owner's group started by enthusiasts in 1969. This 500cc Model C Solo Sports has spent recent years in a significant private collection in Italy and is particularly exciting being hitherto unknown to the Martinsyde Register, suggesting it has been abroad for at least fifty years and perhaps even since new. Sympathetically restored by its previous owner sometime in the 1990s and carefully stored since, it will require re-commissioning and safety checks before being returned to the road. Lot 215 represents a rare opportunity to acquire an example of one of these high-quality and unusual vintage v-twins. Offered Without Documents.

**£19,000 - 25,000**

**€26,000 - 34,000**



216<sup>N</sup>

## C.1913 MATCHLESS 3½HP TT MODEL

Frame no. A264 TT  
Engine no. 2349

- *Rare early Matchless v-twin*
- *Restored in the 1980s*
- *Offered from a significant Italian private collection*



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business. The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother, and both Colliers would be on the start line for the inaugural Isle of Man TT race in 1907, Charlie winning the event's single-cylinder class.

A production version of the race-winning machine was added to the catalogue for the following year. To make up for the disappointments of the 1908 TT, when Charlie could only manage 2nd place, he made an attempt at the 'One Hour' record, setting a new mark of almost 69 miles at Brooklands in September of that year. From then onwards the Matchless-mounted Colliers were unstoppable, with Harry winning the loM TT in 1909 and Charlie the following year, while the brothers were equally successful at Brooklands.

Matchless's dominance at the Isle of Man TT was overturned in 1911 when Indian achieved their famous 1, 2, 3 clean sweep of the podium positions, Charlie having been disqualified following an illegal fuel stop. After a series of 'match races' at Brooklands against Indian's star rider Jake de Posier had proved inconclusive, Charlie Collier emphatically re-established his and Matchless's reputation by demolishing the American's recent flying mile and kilometre records, leaving the former at 91.31 mph, the first occasion that a British motorcycle had been timed officially at over 90mph.

For 1912 the loM TT regulations changed, the two classes being the Junior, for machines up to 350cc, and the Senior, with an upper capacity limit of 500cc. 1912 would turn out to be Scott's year on the Island, Frank Applebee winning the Senior race convincingly on the Yorkshire-built two-stroke while the best that Matchless could manage was Harry Collier's 3rd place.



Those early Matchlesses 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. By 1913 there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. These included twin-cylinder 8hp models, one of which was fitted with a Matchless engine (the 7B) and the other a proprietary MAG. The latter was typed '8B' and later would form the basis for the legendary Model H motorcycle combination.

For the 1913 TT, Matchless switched to Swiss-made Motosacoche v-twin engines, which were notable for their inclined overhead valves and detachable cylinder heads. 1913 also seems to have been the first year of a new frame, distinguished by a 'swan's neck' top tube curving down from the steering head, which was used by all of the firm's TT entries. Senior-race retirements for both Harry and Charlie would make it one of their more forgettable TTs and it would be a similar story at the following year's event, the last before the outbreak of WWI brought motorcycle racing to a halt.

With three Isle of Man TT victories to its credit, plus countless other race wins and speed records, Matchless could look back on its first decade with considerable satisfaction. Sadly, in road racing the marque would never enjoy such a high profile again.

Finished in the distinctive grey/green finish that Matchless first adopted in 1911, the fascinating machine offered here has the 1913 TT-type frame but is fitted with a JAP v-twin engine. It is not known whether it is a factory-built 'special' or a TT Model that has subsequently been re-engined with a JAP motor. Whatever the case, the Matchless was already in this form when it was restored by the late owner in the 1980s. It has been kept in dry storage since then and is offered from a significant Italian private collection. Offered without documents.

**£28,000 - 36,000**  
**€39,000 - 50,000**

**1913 SCOTT 532CC TWO-SPEED STANDARD MODEL**

Registration no. OA 4379

Frame no. 23603

Engine no. 1849

- *Rare Veteran-era Scott*
- *Only two owners since the 1950s*
- *Extensively restored in 2010/2011*



The vendor has known of this veteran-era Scott since around 2000, and in December 2009 was able to buy it from its owner, Stan Turner of Hampton, Middlesex, who was by then elderly and in failing health. Stan's note recording how he found the bike in the 1950s - dismantled in Goodmayes, Essex - and his restoration of it and subsequent ownership, including annual participation in the Pioneer Run and Graham Walker Run, is on file. This note indicates that the engine has a capacity of 532cc, which is correct for a Standard, but the three registration documents all give the capacity as 596cc, which would be correct for much later models.

In July 2010 the vendor commended the Scott's restoration. Research was undertaken on several existing Scotts of that era, including a 1914 Standard owned by Glyn Chambers and another owned by Erick Alderson. Because of the hazardous inefficiency of the original braking system, Erick had fitted a contracting-band-type rear brake and supplied drawings thereof. Research revealed that such a device was offered by the Weldonia Motor Engineering Company of Bradford in the 1920s and so the owner decided to fit such a device.

The engine and gearbox were rebuilt, with repairs where necessary, and the forks stripped and overhauled. The frame, forks, mudguards and wheel rims were then cleaned and powder-coated, and the contracting-band brake made and fitted. To achieve the highest quality, the parts to be re-nickled were consigned to Derby Plating Services.

Both of the original radiators were unserviceable and so a new one was obtained from Graham Moag, the Scott Owners' Club's specialist (the two leaky radiators and the original Scott carburettor are included in the sale). New leg-shields were made, according to the pattern of a pair on another of the vendor's Scotts, and painted. The bike was then commissioned but has covered only a negligible mileage since then and is currently on SORN. The bill for the restoration works, totalling £6,165, is on file and the machine also comes with V5C registration document.

**£18,000 - 22,000**

**€25,000 - 30,000**

218

## 1903 AVONDALE 239CC LIGHTWEIGHT MOTORCYCLE

Registration no. to be advised

Frame no. AV1

Engine no. SM245

- *The only survivor of two made*
- *Three owners from new*
- *Many-times Pioneer Run and Banbury Run participant*



This unique Veteran motorcycle is one of two constructed in 1903 by the Avon Vale Cycle Company of Evesham, Worcestershire, a bicycle manufacturer, and was first owned by a Mr Andrews from Evesham. Like many such, Avon Vale decided to branch out into motorcycle manufacture by the simple expedient of fitting a proprietary engine into one of their bicycle frames. The engine they chose was made by E Buchet, a French manufacturer, and two machines were built, although this is the only one that actually took to the road.

Displacing 239cc, the motor is of the four-stroke type, with 'atmospheric' inlet valve and mechanical (side) exhaust valve. It also boasts a float-type carburettor by Longuemare, one of the earliest known applications of this innovative device to a motorcycle engine. Transmission is by the simplest means imaginable, belt drive directly from the crankshaft, the engine being started by pedalling and stopped by switching off the ignition. Trembler coil ignition would have been fitted originally but has been replaced by a more modern coil ignition set up, powered by a total-loss battery. Lubrication is by means of a hand operated plunger pump.

Acquired by the vendor in 1975, the Avondale has been ridden by him on various events including the VMCC's International Rally and Cotswold Road Trial, winning the James Flood Cup for the best single-gear entry in the latter. The Avondale has also been a regular participant in the Banbury Run and Pioneer Run since 1952.

It was last ridden in 2014 and is pictured on the front cover of the VMCC Cotswold Section's Newsletter (Issue 95, April 2014) being ridden by the late Arthur Mortimer (copy on file). The electrics are working, although a new battery is required, and it should be noted that the crankcases currently fitted (numbered 'SM245') are from the other Avondale. The original repaired crankcases ('SM261') are included in the sale. This unique Veteran motorcycle is offered with a Pioneer Certificate and old/current V5/V5C registration documents.

**£10,000 - 14,000**

**€14,000 - 19,000**

**C.1903 P&M/HUMBER (SEE TEXT)**

Registration no. BS 8206  
 Frame no. 846  
 Engine no. B46

- Rare early Veteran motorcycle
- An older restoration
- Acquired by the late owner in 1993



Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. Joah C Phelon, partner with Harry Rayner in a small engineering business in the town, had built his first prototype motorcycle in 1900, the rights to which were later licensed to the Humber company. Following Rayner's untimely death in 1903, Phelon entered into a fresh partnership with Richard Moore. Phelon's first designs had incorporated engines with inclined cylinders forming part of the frame, and this trademark arrangement was continued by the newly formed P&M.

A firm with its roots in the Victorian bicycle industry, Humber began experimenting with powered transport in the closing years of the 19th Century. Humber's bicycles had quickly gained a reputation for their fine quality, and the resulting increased demand led to the firm's relocation in 1878 to larger premises in neighbouring Beeston. Thomas Humber was in partnership with Fred Cooper and Thomas Marriott at that time, and the latter pair continued to market cycles using the 'Humber' name after the partnership dissolved a few years later. To differentiate his products from those of his erstwhile partners, Thomas Humber called them 'Genuine Humber' or 'Beeston Humber'. By this time there were Humber factories operating in Wolverhampton and Coventry, and the firm - already one of Britain's largest cycle makers - continued to use the term 'Beeston Humber' to signify top-of-the-range models.

This policy would also be applied to its motorcycles, the first of which, a built-under-license P&M of 2hp, appeared in 1902. Thus the 2hp Beeston came with Humber's own twin-tube 'anti-vibration' front fork and cost £60, while the alternative Standard Special was £10 cheaper. For 1903, as well as chain-driven P&M-patented models of 1¾hp and 2¾hp, Humber also offered a smaller belt-driven Minerva-powered model of 1½hp, the Beeston version of the latter again being the more expensive of the two on offer.

Although previously identified as an MMC, this machine has since been re-evaluated and the consensus of expert opinion is that it is either a P&M or a Humber, the latter being essentially the former built under license. The current vendor's father acquired the machine in 1993 and the vendor recalls seeing him riding it, although for most of the last 20-or-so years it has been kept under cover in his workshop. Accompanying documentation consists of a V5C document. Prospective purchasers should satisfy themselves with regard to this motorcycle's origins and date of manufacture prior to bidding.

**£6,000 - 10,000**  
**€8,300 - 14,000**

220

### 1902 CENTURY 220CC SOLO

Registration no. BS 8568

Frame no. 52268

Engine no. 23

Active between 1902 and 1905, the short-lived Century Engineering and Motor Company was based at Willesden Junction in North London. Its principal product was the heavyweight 'Tandem' forecar, which featured fore-and-aft seating for two. The firm is believed to have used Minerva, MMC and, from 1904, Aster engines. The increasing popularity of the cycle-car brought about the firm's demise. Believed the sole survivor of its type, this Century power plant is mounted in a contemporary frame acquired from the National Cycle Museum, Llandrindod Wells. This machine was created in 2012 as a feasible Pioneer-era motorcycle using period photographs as a guide. Newly fabricated components include the fuel tank, control levers, nameplate, belt rim, stand, ignition coil and jockey pulley. We are advised that the quantity of new parts used has resulted in the refusal of a Pioneer Certificate (declined December 2014). Nevertheless, the machine is eligible for the VMCC's Banbury Run. This unique Century would make a wonderful addition to a private collection or museum as an illustration of British manufacturers' ingenuity and innovation in the early years of the 20th Century. Recently running, the machine is offered with V5C Registration Certificate.

£4,000 - 6,000

€5,500 - 8,300



221<sup>N</sup>

### 1917 SMITH 118CC MOTOR WHEEL

Engine no. 3941

A self-contained power unit designed for attachment to a bicycle, the Smith Motor wheel was manufactured by the A O Smith Company of Milwaukee, one of the USA's largest producers of bicycle components, which had also built chassis frames for Henry Ford and claimed to be the world's largest manufacturer of automobile parts. Some sources claim that Smith's was a built-under-license version of the British-made Wall Autowheel while others state that it was an in-house design. Whatever the case, Smith's incorporated many improvements over Wall's version. Many thousands of Smith Motor Wheels were sold during the period 1914 to 1919, with various improvements being made over the years. The Motor Wheel was also used to power a curious vehicle called the 'Smith Flyer', a crude buckboard that mounted the power unit as a fifth wheel behind the rear axle. In May 1919 the manufacturing rights to the Smith Motor Wheel and Flyer automobile were purchased by the Briggs & Stratton Corporation of Milwaukee. They made a number of major design changes and continued production till 1924. This Smith Motor Wheel is attached to a Henderson bicycle manufactured by Arnold Schwinn & Co. An older restoration, this colourful and technically interesting machine will need re-commissioning and the usual safety checks before returning to the road.

£3,000 - 4,000

€4,100 - 5,500





222

**1929 AJS 349CC MODEL M6 'BIG PORT'**

Frame no. M104570

Engine no. M6 104570

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, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve 350 AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. 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 matching-numbers twin-port M6 was purchased at Bonhams' sale of the Professor Fritz Ehn Collection at the RAF Museum, Hendon in June 2008 (Lot 218) and since then has been completely renovated. Works carried out include replacing the main bearings, gearbox bearings and wheel bearings; re-spoking the original wheels; overhauling the carburettor and speedometer; replacing the oil feed pipes and exhaust locking nuts; and fitting two new silencers. In use this summer, the machine is offered with restoration invoices and a V5C registration document.

**£6,000 - 7,000**

**€8,300 - 9,600**



223

**1929 LEVIS 247CC '6 PORT'**

Registration no. BF 5880

Frame no. 20593

Engine no. 24817

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921.

This Vintage-era Levis two-stroke lightweight is 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 a 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 immediately preceding owner (a relative) acquired the Levis in 2014 and rode it on several occasions, though only over short distances. Since the vendor's purchase earlier this year, the machine has been thoroughly checked over, cleaned and polished. The two-stroke enthusiast's ideal 'Banbury' mount, this beautiful little Levis is offered with sundry restoration invoices and photographs, old-style logbook, expired MoT (2012) and V5C registration document.

**£5,300 - 6,000**

**€7,300 - 8,300**



224

## 1939 ZENITH-JAP 1,096CC CP MODEL

Registration no. LMK 140  
Frame no. 13155  
Engine no. LTZ/Z32645/SD

- *Rare top-of-the-range model*
- *Bronze cylinder heads*
- *Un-restored condition*



Zenith motorcycles were manufactured from 1904 until 1950, in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was Chief Engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Although the expensive Gradua system gave way to a more conventional Sturmey-Archer countershaft gearbox in the 1920s, Zenith continued to pursue its racing and record breaking activities with enthusiasm. Fred Barnes himself enjoyed considerable success at Brooklands, where in 1922 Zenith rider Bert Le Vack became the first man to lap at over 100mph on a motorcycle – in the rain. In 1928 a Zenith-JAP ridden by Oliver Baldwin established a world motorcycle speed record of 124.62mph at Arpajon in France, while Joe Wright later raised the record to 150.736mph using his supercharged Zenith-JAP 'reserve bike'. Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the 1930s; after a succession of closures and changes of ownership it re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years.

The largest model of the Zenith range, this JAP-engined CP is believed to have been destined for exhibition at the 1939 Earls Court Motor Cycle Show, an event cancelled following the outbreak of war. A letter written by a former owner, Mr Alan J Dunn, (Zenith Registrar and Founder and Honorary Secretary of the Brooklands Section), states that he was told by the preceding owner, firmly and at length, that this machine was built for exhibition at the 1939 show. We are advised that its sidevalve JAP engine (dating from 1933) was intended for a Brough Superior '11-50' but was returned and fitted at great cost with bronze cylinder heads. The machine was first registered on 1st October 1943, a receipt documenting it as a 1939 machine previously used 'for test and experimental use only'. During the war years, certain materials were hard to come by and chroming of parts became a rarity, hence the wheel rims are painted black. The Zenith was fitted with Brampton front forks and a sidecar, as seen in a photograph taken during the 1960s. The VMCC's Register of Machines 3rd edition lists this machine as the only Zenith 1100 sidevalve (copy extract on file). The machine is offered with a 1939 Zenith brochure (copy) and a V5C registration document.

**£15,000 - 16,000**  
**€21,000 - 22,000**

225

## 1930 AJS 998CC MODEL R2 MOTORCYCLE COMBINATION

Registration no. to be advised  
Frame no. 50941  
Engine no. 50941

- Matching frame and engine numbers
- Attached to a Swallow 'launch' sidecar
- Last run in 2013



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The brothers' first machine was a 292cc (2½hp) single equipped with either direct belt drive (Model A) or a two-speed countershaft gearbox with all-chain drive (Model B), this latter combination being advanced in its day, especially for a lightweight.

A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the two-speed gearbox. The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was re-designed along 'A' lines and further enlarged to 748cc.

Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the v-twin 'A-J' was one of the most effective and popular sidecar tugs of its day. The model remained a fixture of the range into the early 1930s, latterly with a 998cc engine.

Manufactured in 1930, this R2 motorcycle combination has the 998cc engine first introduced for the 1929 season. The machine was previously owned by ex-VMCC President, Trevor Wooton, and has been rallied in England, Scotland, Wales, Republic of Ireland, France and Belgium. We are advised that the gearbox was overhauled in 2012 and a new ash frame made for the Swallow sidecar, the original external panels being retained. The outfit was last run in 2013 and should require little by way of re-commissioning before returning to the road. Conversion to 12-volt electrics is the only notified deviation to factory specification, though it should be noted that a new battery is required. Offered with old/current V5/V5C documents.

**£10,000 - 14,000**  
**€14,000 - 19,000**

226

## 1935 BSA 348CC BLUE STAR MOTORCYCLE COMBINATION

Registration no. BXM 584

Frame no. 140

Engine no. B6 125

- *Desirable Blue Star sports model*
- *Single family ownership since 1970*
- *In storage for the last 39 years*



During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. Its contemporary advertising slogan: 'One in Four is a BSA', reflected the Birmingham-based company's status as the world's largest motorcycle manufacturer. In 1927 BSA had introduced the influential 'Sloper' - so called because its inclined cylinder - starting a trend that saw many of its rivals launch similar machines. Nevertheless, models with vertical cylinders continued to form part of BSA's extensive range, outliving the Sloper when the fashion for inclined cylinders faded.

The Depression of the early 1930s forced a cut back in the number of models, just ten being offered for 1932. Among these though, were three new 500s, one a sidevalve and two with overhead valves, all of which shared a common bottom end and the 85x88mm bore/stroke dimensions that would characterise all BSA's 500cc singles, including the legendary Gold Star, right up to the beginning of the unitary construction era in the 1960s. The sports version was given the name 'Blue Star', a title that was also applied to the equivalent 250 and 350 models.

All featured engines having vertical cylinders and magneto ignition carried in conventional cycle parts with rigid frames and girder front forks. The Blue Star models came with a tuned engine incorporating a high-compression piston and 'hotter' cams, twin-port cylinder head and a four-speed foot-change gearbox. Originally an optional extra, a full electric lighting system became standard equipment for 1934.

This Blue Star combination has been in single family ownership since 1970, having been purchased from one Phillip Manning of Ewell, Surrey, who had acquired it in 1939. Last MoT'd in 1976, the BSA has been in dry storage since then and will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of an old-style continuation logbook (1951), the 1970 purchase receipt, two expired MoTs, a quantity of old tax discs and a V5C registration document. The machine also comes with instruction manuals and a 1936 range brochure.

**£6,000 - 8,000**

**£8,300 - 11,000**



227

**1931 ARIEL 557CC MODEL A**

Registration no. UD 4754

Frame no. 991

Engine no. 1930

This Ariel Model A comes with its original old-style logbook recording the first owner as Frederick Willers of Sarsden, Oxfordshire. In 1968 the Ariel was acquired by the vendor's father, proprietor of RCA Motors Ltd of Bristol and an enthusiastic collector of motorcycles, and in 1974 was registered to his firm. A letter on file dated April 1968 relates the machine's previous history, stating that it had been acquired from a widow and supposedly had covered only a handful of miles from new. Indeed, we are advised that the estimated mileage covered to date is less than 1,000. When the vendor's father died in 2000, a sidecar and chassis was attached and fitted with a platform to carry his coffin to the crematorium. The single-seater sports sidecar was reinstated later, and in this form the Ariel was featured in *Classic Bike Guide* in 2001 (November edition) in an article by Dave Minton (copy on file). Since then, 'UD 4754' has taken part in two Ludlow 100 Miles events and covered a further 300 trouble-free miles. The sidecar was removed at a later date to become once again a solo machine but is offered in this sale. This delightful 'time warp' Ariel is offered with the aforementioned documentation and a V5C registration document.

**£4,500 - 5,500**

**€6,200 - 7,600**



228

*Property of a deceased's estate*

**1939 ARIEL 601CC MODEL 4F SQUARE FOUR**

Registration no. 823 YUB

Frame no. AX164

Engine no. EE241

Although launched as a '500', the Edward Turner-designed Square Four was soon enlarged to 601cc with an eye on the important sidecar market, this bigger Model 4F version being made available for the 1932 model year. In 1937 it was joined by the totally redesigned Model 4G, with 996cc overhead-valve engine. Anstey-link plunger rear suspension became an option in 1939, and is fitted to this machine.

This 601cc Square Four - frame number 'AX164', engine number 'EE241' - comes with a VMCC extract from the works records showing that it was despatched new to Titan AG in Switzerland. Also on file are detailed invoices relating to extensive restoration undertaken by a Swiss specialist in 1981, these bills being made out to a resident of Mönchengladbach, Germany. The deceased owner purchased the machine via the Dutch dealership Yesterdays in October 2009 (receipt on file) at which time it was described as an 'older restoration... running fine'. There are also invoices for various re-commissioning works carried out in May 2010. Last MoT'd to October 2012, the machine has been garage stored for the last few years and will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of the aforementioned VMCC document and purchase receipt, two expired MoT certificates and a V5C registration document. There is also a quantity of photocopied literature in the file.

**£10,000 - 14,000**

**€14,000 - 19,000**

229\*<sup>N</sup>

**1938 VELOCETTE 348CC KSS MKII**

Registration no. J2037 (Jersey)

Frame no. MS 5353

Engine no. KSS 8749

By the end of the 1920s Veloce's range of overhead-camshaft K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS. Restored at date unknown, this KSS has been owned by the same family for the last 11 years and since acquisition has been used only for the very occasional Sunday morning run, covering a mere 200 miles in that period. Regularly serviced and maintained, it benefits from a recently rebuilt magneto and is said to start and run well, with everything working correctly. Previously registered 'DDD 304' in the UK, the machine is offered with a Jersey registration document. The provision of an 'anti-sumping' tap in the oil feed pipe is the only notified deviation from factory specification.

**£7,500 - 11,500**

**€10,000 - 16,000**

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



230

**1948 ARIEL 995CC MODEL 4G SQUARE FOUR**

Registration no. JOC 299

Frame no. XP2072

Engine no. CJ675

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. Previously attached to a sidecar, this particular 4G has been the subject of a total restoration undertaken over a five-year period and only completed in 2014. The engine has been rebuilt with new bearings, pistons/rings and valves/guides/springs, while the cylinder head has been converted to unleaded compatibility by SRM Engineering and a Morgo high-capacity oil pump and canister filter installed. The gearbox has been overhauled with all new bearings and bushes, and the wheels rebuilt using new rims. The brakes drums have been skimmed and new shoes fitted. All invoices relating to the restoration will be found in the history file, and the machine also comes with an old-style continuation logbook (1955), Ariel OC dating letter and old/current V5C registration documents.

**£10,000 - 14,000**

**€14,000 - 19,000**



**1962 BSA 646CC ROCKET GOLD STAR REPLICA**

Registration no. 668 VMB

Frame no. GA10 245

Engine no. DA10R 7195

- *RRT2 gearbox*
- *Alloy rims*
- *190mm Front brake*
- *Iconic styling*
- *Lucas Competition magneto*



Although there were bicycle-related creations dating back several years before, BSA are considered to have started motorcycle production in 1910, for the 1911 model year. Destined never to have the racing pedigree of contemporaries prior to World War II, they nevertheless garnered a well-deserved reputation as a solid, dependable means of transport for many enthusiasts. After the Second World War, building on the strength of their war work, they improved their performances both on the racetrack, and in off-road events. Much of this sporting success can be attributed to one model – the Gold Star. Introduced shortly prior to the Second World War, its existence was cut short by the hostilities, and did not reappear again until 1949.

From its resurrection it built its reputation as a competent all-rounder in sporting events of all types. It continued throughout the nineteen fifties, almost without rival except for (much more expensive) factory exotica. The secret of its success was not only its all-round performance, but also its accessibility to the average man.

By 1961 its popularity was starting to wane, but there was still to be one last hurrah. The Rocket Gold Star was introduced in 1962, running through only to 1963, which was also to be the final year for the A10 and the Goldie single.

Accounts vary as to the genesis of the model, and range from a suggestion to the factory by Eddie Dow, to it being a 'parts bin special' intended to use up stocks of Gold Star and A10 parts. Whatever the truth, the model only sold around 1,500 examples before it was discontinued. Thereafter, perhaps due to its rarity, it captured the imagination of many, and became a regular feature on collectors' wish lists, which, in turn led to it being copied many more times than it had ever been made.

Little is known of the history of 668 VMB, except that the previous owner owned it from at least 1988 before it was purchased by the vendor's deceased spouse in 1995, but it certainly has all the hallmark looks of the RGS model. It has not been run, or used on the road, in the present ownership, only being taken to occasional shows, and will therefore require re-commissioning and safety checks before returning to the road with a new owner.

Documentation consists of a current V5C document, together with a quantity of receipts/invoices, various letters and articles relating to the model, an old MoT certificate, and sundry papers.

**£6,000 - 8,000****£8,300 - 11,000**

232

### 1960 BSA 497CC A7

Registration no. WSY 493

Frame no. GA7 9115

Engine no. GA7G 7604

Announced in September 1946, the A7 was BSA's first production parallel twin. The engine was extensively revised for 1951 along the lines of the newly introduced Bert Hopwood-designed A10 650, and then in 1954 BSA's twins range was greatly expanded with the arrival of four new models featuring swinging-arm rear suspension. The introduction of the new duplex frame meant that the original A7's bolted-up gearbox had to go, but otherwise the engine remained much as before, though the new sports 500 - the A7 Shooting Star - featured an alloy cylinder head and detachable inlet manifold. With 32bhp on tap, the A7SS was good for a top speed in excess of 90mph. Production of all A7 models ceased with the introduction of the unitary construction A50 in 1962.

The current vendor bought this A7 earlier this year having seen it advertised in his shop window! The BSA had been the subject of a 'last nut and bolt' restoration carried out the previous year (2014) but there are no related bills with it. Presented in generally very good condition, the machine is offered with a V5C registration document. Radial tyres and a gel battery are the only notified deviations from factory specification.

**£3,700 - 4,600**

**€5,100 - 6,300**



233<sup>N</sup>

### 1955 ARIEL 500CC RED HUNTER

Frame no. DU 7413

Engine no. DU 2204 (see text)

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and, under Page's successor Edward Turner, developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range, and the Red Hunters continued in this form until production of Ariel four-strokes ceased in 1959. This beautifully restored Red Hunter is offered with Danish registration papers. It should be noted that the engine number has been re-stamped.

**£2,800 - 3,500**

**€3,900 - 4,800**





234

**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! The Arrow was the sports derivative of the Leader, which sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated steel beam instead of tubes, and a trailing-link front fork. Detachable enclosure panels extended forwards to meet leg shields and screen, and the rear chain was fully enclosed.

Announced in 1959, the Arrow dispensed with its predecessor's bodywork while remaining mechanically virtually identical. It 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 by the preceding owner 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. Wanting for nothing, this pristine machine is offered with an old-style logbook and old/current V5/V5C registration documents.

**£5,300 - 6,000**

**€7,300 - 8,300**



235

**1967 TRIUMPH 350CC 3TA MILITARY MOTORCYCLE**

Registration no. HDC 95E

Frame no. H49312

Engine no. H49312

Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One, its arrival ushering in Triumph's unitary construction era. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 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. 'One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption,' declared the 'Green 'Un'. This Triumph 3TA was previously owned and operated by the Dutch Army. It is one of an estimated 1,100 supplied to the Netherlands modified for military use, complete with 'km/h' speedometer, solo seat and siamesed exhaust system. The machine was imported into the UK in 2006 and is presented in unmolested condition, benefiting from a new oil pump, new battery and the installation of Pazon electronic ignition (bill on file). Additional documentation consists of Dutch export paperwork, sales receipt, MoT to September 2016 and a V5C registration document.

**£2,000 - 3,000**

**€2,800 - 4,100**



# THE JOHN KEELEY COLLECTION

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John Keeley was born in Knowl Hill near Maidehead, Berkshire. From a young age he developed a love of old machinery and started his working life in the village garage, before running a greengrocery business as a registered potato merchant supplying fish & chip shops. With his friend, Geoff Ward, John took up motorcycle scrambling at the Bagshot and Hungry Hill courses, riding against many of the great names of that era.

John was a keen member of the South Reading MCC and was always looking for motorcycles to buy, his efforts reflected in the collection today. John was also a member of the Historic Commercial Vehicle Society, regularly entering a couple of lorries from his collection into the London to Brighton Run; typically, one was always steam driven. Aside from this spectacular collection of motorcycles, John also collected Vintage tractors, lorries, traction engines, ploughing engines, a Burrell showman's engine and a fairground organ.

“John had a great sense of humour which we all miss.” - Percy Austen

In storage for over 25 years in many cases, all machines from the collection will require restoration to a greater or lesser extent and are therefore sold strictly as viewed.





236

**C.1911 TRIUMPH 3½HP**

Registration no. XC 733

Frame no. illegible

Engine no. 13065

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm building its own power units. 'Triumph' soon became a byword for reliability. 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 2nd 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 British and Allied forces. The 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 4hp model in 1914. 'XC 733' was acquired for the collection in 1993 and is offered for either restoration or 'oily rag' re-commissioning. The accompanying V5C registration document records the date of original registration as 19th March 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

**£6,000 - 7,000**

**€8,300 - 9,600**



237

**1918 DOUGLAS 4HP**

Registration no. not registered

Frame no. 7945

Engine no. 6955

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second, and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of machines for military use. Among the latter was the 4hp model, which was intended primarily for sidecar pulling. First introduced in 1915, this sidevalve-engined machine employed over-square bore/stroke dimensions of 74.5mm x 68mm for a capacity of 593cc, and like its smaller siblings used the new three-speed gearbox. Re-designated 'B-20' soon after The Great War, the 4hp Douglas cost £110 as a solo, with the optional sidecar an extra £35. There are no documents with this incomplete 4hp Douglas, which is offered for restoration. This machine is listed in the Douglas Register with registration number 'EE 79'.

**£3,800 - 4,500**

**€5,200 - 6,200**

238

**1921 DOUGLAS 2½HP WD/21 PROJECT**

Registration no. not registered

Frame no. 51567

Engine no. 50061

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second, and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of military machines. This distressed and incomplete Vintage-era Douglas has a 350cc sidevalve engine of the fixed head type with outside flywheel and EIC magneto ignition. The transmission comprises chain primary drive to a two-speed gearbox with belt final drive. The front fork is of the side-spring type with stirrup front brake, while rear wheel retardation is achieved by a v-block belt-rim brake. Two detached mudguards come with the machine and it should be noted that the engine is only loosely fitted in the frame. There are no documents with this Lot, which is offered for restoration.

**£4,000 - 5,000**

**€5,500 - 6,900**



239

**1924 NEW IMPERIAL 347CC**

Registration no. AT 8848

Frame no. not located

Engine no. I/M18884/P2

Builder of the last British-made machine to win the Lightweight 250 TT (in 1936) New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. This sidevalve New Imperial's accompanying old-style logbook (issued 1947) lists several owners up to the mid-1970s, all in the North East of England. It is not known when it was acquired for the collection. An older restoration, the machine will require re-commissioning before returning to the road.

**£4,000 - 5,000**

**€5,500 - 6,900**



240

## 1921 BSA 4¼HP MODEL H

Registration no. NX 6423

Frame no. K240

Engine no. 523 (2435)

- Desirable 'all chain' model
- Un-restored condition
- Ideal 'Banbury' bike



Originally established in 1861 as an armaments manufacturer, The Birmingham Small Arms Company switched to making components for the bicycle industry in 1878 following a Government-induced downturn in the arms market. BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. Displayed at that year's Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, built initially with single-speed, belt-drive transmission and later on with a three-speed countershaft gearbox. Well engineered and equally well made, this first BSA proved an enormous success and changed little over the next few years, though for 1912 a two-speed hub gear was available together with an all chain drive model suitable for sidecar work. For 1914 the range was augmented with a 557cc (4¼hp) long-stroke version featuring a strengthened frame and the new three-speed gearbox, which was designated Model K if fitted with chain-cum-belt transmission or Model H with fully enclosed all-chain drive.

BSAs of the early 1920s were essentially developments of pre-war models. The Motor Cycle's celebrated correspondent, Ixion, tested a 4¼hp model in 1920 and wrote: 'I did not know that a single-cylinder could develop so much power. I never unearthed a gradient that could bring her down to first, using that gear only for starting off. And talk about substantial! The BSA is built like a tank and is fundamentally incapable of fracturing anything, whilst she creates the pleasant impression that nothing will ever wear out.'

This delightful un-restored Model H appears substantially complete, retaining the all important primary and final drive chain enclosures. It also carries a tax disc that expired July 1967. The BSA was acquired for the collection in 1993. Accompanying documentation consists of an old-style continuation logbook, 1997 tax disc, old V5 and V5C registration documents.

**£4,800 - 5,500**  
**€6,600 - 7,600**

241

## 1929 TRIUMPH 494CC MODEL P

Registration no. KX 1790

Frame no. 1010534

Engine no. 255719

- *Acquired 1993*
- *Believed un-restored*
- *Offered for restoration*



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 downtube' 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 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 British and Allied forces. The 3.5hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914.

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

Acquired for the collection in 1993, this delightful Model P is believed un-restored (there are traces of an original decal on the front mudguard) and is offered for restoration. Accompanying documentation consists of two old-style logbooks and a V5C registration document.

**£4,000 - 5,000**

**€5,500 - 6,900**

**1921 DOUGLAS 2¾HP W/20**

Registration no. AH 4394

Frame no. not located

Engine no. 44587

- *Early Vintage-era Douglas*
- *Capable 'Banbury' machine*
- *'Barn find' for restoration*



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. In its publicity announcing the 1924 models the company claimed that 'well over 75,000 Douglas 2¾hp machines are giving satisfaction every day to their owners.' No need was seen for major changes: 'For many years now it has not been found necessary to alter the main design, which incorporated the vibrationless twin-cylinder engine, because, as a mount world famous for economy, ease of control and great comfort, it had withstood the buffeting and battering of every clime since 1908, under all conditions, in the hands of riders of both sexes and all ages.' It would be another two years before a wholesale revision by Chief Designer Cyril Pullin saw the new EW model emerge.

Its accompanying V5C registration document shows that this Vintage-era Douglas was acquired for the collection in 1986 having previously been registered to one Jack Montague Smith of Stowlangtoft, Bury St Edmunds. First registered in Norfolk, 'AH 4394' has a 350cc sidevalve engine of the fixed head type with outside flywheel and BTH magneto ignition. The transmission comprises chain primary drive to a two-speed gearbox with belt final drive. The front fork is of the side-spring type with stirrup front brake, while rear wheel retardation is achieved by a v-block belt-rim brake. Apparently substantially original and compete, this delightful 'barn find' should be relatively straightforward to restore.

**£3,800 - 4,500****€5,200 - 6,200**

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.



243



245



244



246

243

#### **C.1920 DOUGLAS PROJECT**

Registration no. not registered Frame no. D2324 Engine no. H2221  
The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of military machines. Fitted with BSA Bantam forks and wheels, this incomplete Douglas is offered for restoration. The engine capacity is not known, though 350cc seems most likely.

**£1,800 - 2,500**

**€2,500 - 3,400**

**No Reserve**

244

#### **C.1921 DOUGLAS 4HP PROJECT**

Registration no. AP 6418 Frame no. K15759 Engine no. 13107  
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 machines for military use. Among the latter was the 4hp model, which was intended primarily for sidecar pulling. First introduced in 1915, this sidevalve-engined machine employed over-square bore/stroke dimensions of 74.5mm x 68mm for a capacity of 593cc, and like its smaller siblings used the new three-speed gearbox. Re-designated 'B-20' soon after The Great War, the 4hp Douglas cost £110 as a solo, with the optional sidecar an extra £35. Acquired for the collection in 1987 and offered with V5C document, this 4hp Douglas consists of a frame, engine and fuel tank only.

**£1,000 - 1,500**

**€1,400 - 2,100**

**No Reserve**

245

#### **C.1924 LEVIS 211CC MODEL T PROJECT**

Registration no. not registered Frame no. not legible  
Engine no. not legible

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. More sophisticated versions with countershaft gearboxes and chain-cum-belt drive were introduced after The Great War, commencing in 1921 with the Model S. This distressed and incomplete two-stroke Levis lightweight is an example of the chain-cum-belt Model T, which was available as the T2, with two-speed Burman gearbox or T3, with similar three-speed 'box. There are no documents with this Lot, which is offered for restoration.

**£400 - 600**

**€550 - 830**

**No Reserve**

246

#### **1931 FRANCIS-BARNETT 148CC LAPWING PROJECT**

Registration no. UB 8376 Frame no. B24489 Engine no. KZS3055  
The downturn in the motorcycle market in the early 1920s prompted Francis-Barnett to switch from producing expensive, high quality machines to the more utilitarian. First seen in 1923, the first of these was the triangulated, pin-jointed, straight-tube frame models whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. With the exception of a pair of Blackburne-engined four-strokes introduced in 1935, Francis-Barnett used Villiers two-stroke engines exclusively throughout the 1930s. Powered by a long stroke (53x67mm) Villiers engine, the 148cc Lapwing debuted in 1932 as the Model 25 and remained a feature of the range into 1936, while the similarly-engined Plover continued in production up to 1940. Though far from complete, this particular Lapwing comes with its fuel and oil tanks and is offered for restoration. There are no documents with this Lot.

**£500 - 700**

**€700 - 840**

**No Reserve**



247

**1931 COVENTRY EAGLE 147CC SILENT SUPERB**

Registration no. HY 3440

Frame no. not located (15302 in logbook)

Engine no. not located (49502 in logbook)

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. The early-1930s Depression forced Coventry-Eagle to abandon its larger models and concentrate on producing bread-and-butter lightweights. Before then, a landmark development had been the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year, remaining a characteristic of the marque until motorcycle production ceased. One of the most significant introductions was the Silent Superb, a well-specified 147cc lightweight that first appeared in 1931 alongside a less well-equipped and cheaper version. Produced initially with Coventry Eagle's own engine, the range was updated with 148cc Villiers engines in 1933 and continued in this form until 1940. This Silent Superb is offered for restoration and comes with an old-style RF60 logbook. It should be noted that the registration 'HY 3440' does not appear on the HPI database.

**£1,000 - 1,400**

**€1,400 - 1,900**

**No Reserve**



248

**1933 ARIEL 500CC PROJECT**

Registration no. US 6044 (see text)

Frame no. Y2242

Engine no. CA1299

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range, and the Red Hunters continued in this form until production of Ariel four-strokes ceased in 1959. There are no documents with this Ariel 500, which is offered for restoration. It should be noted that the registration 'US 6044' does not appear on the HPI database.

**£3,400 - 4,500**

**€4,700 - 6,200**

249

### C.1942 BSA 500CC M20 MILITARY MOTORCYCLE

Registration no. see text

Frame no. over-painted (WM20/74479 in logbook)

Engine no. WM20/95638

The creation of one of the British motorcycle industry's most prolific and talented designers - Val Page - BSA's new single-cylinder range debuted in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. The duo were regularly updated, important developments prior to WW2 including the adoption of a foot-change gearbox and, in the M21's case, a change to a longer-stroke engine and a capacity of 591cc. Production of the M20 ceased in 1955 while the M21 lasted until the end of 1958, though it remained available to special order until 1963. This military-specification M20 appears complete and should not require too much re-commissioning. The machine is offered with an old-style logbook, though the registration number is indistinct.

**£2,000 - 3,000**

**€2,800 - 4,100**



250

### 1951 BMW 494CC R51/2

Registration no. LXJ 39

Frame no. 520601

Engine no. 520601

An important step forward in the development of BMW's long-running flat-twin occurred in 1936 with the introduction of the 494cc R5. Prior to that the BMW engine had been recognisably related to the first of its type, the 1923 R32, and like those of its (500cc) predecessors, the R5's engine dimensions were 'square' at 68x68mm bore/stroke. However, the overhead-valve R5 engine broke new ground by adopting two chain-driven camshafts, a move that permitted shorter pushrods and higher revs. In 1938 the model was up-dated as the R51, gaining a telescopic front fork and plunger rear suspension, and continued in production until 1940. BMW recommenced motorcycle production in December 1948 with the R24 single but it would be another 12 months before a twin-cylinder model became available again. This was the R51/2 based, as its designation suggests, on the pre-war R51. Improvements included a two-way damped front fork, gearbox main-shaft damper and strengthened frame. In truth, the R51/2 was only a stop-gap model to get production under way while BMW worked on something more modern, which arrived in February 1951 in the shape of the R51/3. This R51/2 was last taxed for the road in October 1976 and was acquired for the collection in March 1987 (purchase receipt on file). Offered for re-commissioning or more wide-reaching restoration, the machine comes with an old-style continuation logbook, (copy) old V5 and a V5C registration document.

**£3,800 - 4,500**

**€5,200 - 6,200**



251

## 1925 ZENITH-JAP 678CC MODEL 6-80 PROJECT

Registration no. PP 5026

Frame no. 9650

Engine no. GT/T 49110

- *Rare Vintage-era Zenith v-twin*
- *Off the road for many years*
- *Offered for restoration*



Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was Chief Engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Worked by a hand-wheel or crank handle, the Gradua mechanism varied the diameter of the engine pulley while simultaneously sliding the rear wheel back and forth in the fork slots, thus maintaining correct belt tension. Its advantages showed most effectively in speed hill climbs, and in pre-WW1 days Zenith machines gained many successes as the Zenith rider could change gear during the ascent while the other competitors had to make do with a single choice of ratio. Rival riders and manufacturers thought that this was an unfair advantage so many leading clubs excluded Zeniths from their hill climbs. Zenith was quick to recognise the publicity value and took the word 'Barred' as their trademark.

Although the expensive Gradua system gave way to a more conventional Sturmey-Archer countershaft gearbox in the 1920s, Zenith continued to pursue its racing and record breaking activities with enthusiasm. Fred Barnes himself enjoyed considerable success at Brooklands, where in 1922 Zenith rider Bert Le Vack became the first man to lap at over 100mph on a motorcycle – in the rain. In 1928 a Zenith-JAP ridden by Oliver Baldwin established a world motorcycle speed record of 124.62mph at Arpajon in France, while Joe Wright later raised the record to 150.736mph using his supercharged Zenith-JAP 'reserve bike', his favoured OEC having succumbed to mechanical problems. Significantly, when Wright's record was set in 1930 the company was temporarily out of business.

Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the early '30s. After a succession of closures and changes of ownership it re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years.



Dating from Zenith's Vintage-era heyday and finished in the marque's distinctive purple and black livery, this JAP sidevalve-engined Zenith 6-80 appears un-restored and almost certainly has not been touched for some considerable time. The attached tax disc expired in June 1942 and the accompanying old-style continuation logbook (issued that same year) records licensing up to 31st December 1943. A 1926 model, the Zenith was first registered in Buckinghamshire in October 1925. Acquired for the collection in 1991, this wonderful 'barn find' appears to be totally original and complete, and should, despite its somewhat distressed condition, be a relatively straightforward restoration for the experienced practitioner. Noteworthy features include an acetylene lighting set, leather-fronted panniers and a Cowey '60mph' speedometer. The machine is offered with the aforementioned old-style logbook, copy old V5 and a V5C registration document. A most exciting and rewarding project.

**£14,000 - 18,000**

**€19,000 - 25,000**



**1934 BROUGH SUPERIOR 1,096CC 11-50HP PROJECT**

Registration no. ATO 521

Frame no. 8/1427

Engine no. LDZ/D 40539/SE

- *The largest series-produced Brough Superior*
- *Off the road for many years*
- *Offered for restoration*
- *Matching-numbers*



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.



This 11-50 has the rigid frame and Castle front fork, the latter being an extra cost option. It left the Nottingham works on 21st July 1934 despatched to Brookes Brothers, and in addition to the Castle forks was equipped with John Bull foot boards and rectangular toolboxes, which are still fitted. Brough Superior Club records confirm that the frame, engine and gearbox numbers match the despatch records. The 'ATO' registration was issued by Nottinghamshire County Council from 1934, while the tax disc still in place expired on 31st December 1958, which is almost certainly the last occasion the Brough was on the road.

Acquired for the collection in 1991, this wonderful 'barn find' appears to be totally original and complete, and should, despite its somewhat distressed condition, be a relatively straightforward restoration for the experienced practitioner. A most exciting and rewarding project, the machine is offered with an old-style continuation logbook (issued 1957), copy old V5 and a V5C registration document.

**£30,000 - 50,000**

**€41,000 - 69,000**



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.



253



255



254



256

253

**1933 BSA 249CC MODEL B33-1**

Registration no. not registered Frame no. A1861 Engine no. A1470  
During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. The Depression of the decade's early years had forced BSA to reduce its range of models, but by 1933 this had increased to 13. That year there were three B-series machines in the 250 class: one sidevalve and one overhead-valve, plus an OHV Blue Star. 'No frills' models to suit the difficult times, the first two featured engines having vertical cylinders, total loss lubrication and Maglita ignition carried in conventional cycle parts with rigid frames and girder front forks, while the gearbox was a three-speed unit with hand 'change. There are no documents with this incomplete B33-1, which is offered for restoration.

**£800 - 1,200**  
**€1,100 - 1,700**  
**No Reserve**

254

**1937 BSA 249CC B21 SPORTS PROJECT**

Registration no. EGJ 533 Frame no. HB20 7515 Engine no. HB21 2431  
During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. When BSA's single-cylinder range was redesigned by Val Page for 1937, the engines took on many of the characteristics they would retain in the post-war era, most notably dry-sump lubrication and gear drive to a rear-mounted magneto. There were three new offerings in the 250 class: the sidevalve B20 and overhead-valve B21 and Empire Star models, the latter featuring foot change as standard on the four-speed gearbox shared with the others. Production of the popular B-Series 250s continued to the decade's end when the range was superseded by the new C-Series quarter-litre models: the C10 and C11. Last taxed in 1961, this incomplete B21 is offered for restoration and comes with a V5C document. It appears to have been acquired for the collection in 1993.

**£1,200 - 1,600**  
**€1,700 - 2,200**  
**No Reserve**

255

**1949 ARIEL 346CC NG PROJECT**

Registration no. not registered Frame no. RF4592 Engine no. DJ2511X  
By 1930 the engine of Ariel's Val Page-designed single-cylinder range had gained a rear-mounted magneto and its distinctive timing cover, and this basic design - frequently revised - would last well into the post-war era, finally disappearing when production of all Ariel's four-stroke models ceased in 1959. For the 1936 season the Standard models were dropped and two new overhead-valve De Luxe models introduced: the 250cc LG and 350cc NG, complementing the sporting Red Hunters. The 350cc NG produced 13bhp at 5,000rpm and, in common with the rest of the range, received a four-speed foot-change Burman gearbox for 1937 and a telescopic front fork in 1947. There are no documents with this incomplete NG, which is offered for restoration.

**£1,200 - 1,800**  
**€1,700 - 2,500**  
**No Reserve**

256

**1962 ROYAL ENFIELD 495CC METEOR MINOR**

Registration no. BBM 648A Frame no. 1056 Engine no. EA35389  
Launched in 1948, Royal Enfield's 500 Twin was progressively updated, gaining a double-sided front brake for 1955 and crankshaft-mounted alternator for 1957, before undergoing a more radical revision in 1958. Dubbed the Meteor Minor, the new twin featured shorter-stroke engine dimensions, replaceable big-end shells, 17" wheels and bigger brakes, and was built in standard, De-luxe and Sports variants, the latter being equipped with a different inlet camshaft that boosted peak power to 33bhp at 6,500rpm, a 3bhp/250rpm improvement over the standard/De-luxe models. An older restoration acquired for the collection in 1990, this Meteor Minor has been fitted with twin Amal Concentric carburettors and a non-standard exhaust system. The machine is offered for re-commissioning and comes with a V5C registration document.

**£1,000 - 1,500**  
**€1,400 - 2,100**  
**No Reserve**

257

### 1937 FRANCIS-BARNETT 249CC CRUISER

Registration no. DEL 503

Frame no. GB 33655

Engine no. obscured (BYF3040 on V5C)

Founded by Gordon Francis and Arthur Barnett, Francis-Barnett set up shop in the old Excelsior works in Coventry in 1919. The downturn in the motorcycle market in the early 1920s prompted F-B to switch from producing expensive, high quality machines to the more utilitarian. First seen in 1923, the first of these was the triangulated, pin-jointed, straight-tube frame models whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. Experience in the production of pressed-steel car components resulted in yet another innovative model the following decade - the partially enclosed Cruiser produced between 1933 and 1940. The frame combined a forged 'down tube' beam with channel-section pressings and pressed-steel bladed forks, while other notable features included built-in leg shields, deeply valanced mudguards and detachable engine/gearbox covers. Although of modest performance - top speed was barely more than 50mph - the Cruiser provided better than average weather protection for those who enjoyed touring at a relaxed pace. Acquired for the collection in 1988, this Cruiser is offered for restoration and comes with V5C registration document.

**£1,200 - 1,500**

**€1,700 - 2,100**

**No Reserve**



258

### 1949 BSA 348CC B31

Registration no. DUD 601

Frame no. ZB31 2614

Engine no. ZB31 1983

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days. Produced initially with rigid frame and telescopic front fork, the B31 gained (optional) plunger rear suspension in 1949 and an all-new swinging-arm frame in '54. A good all-round performer by the standards of its time, the B31 could cruise comfortably all day at 60mph while returning 75-plus miles per gallon, virtues that endeared it to private owners and police forces alike. Acquired for the collection in 1989, this 'rigid' B31 was first registered in Oxfordshire in April 1949 and seems to have remained in that county until at least the 1970s, as evidenced by the old-style continuation logbook on file (issued 1955). The BSA's previous registered keeper is the only one listed therein, Sidney Cain of Henley-on-Thames, who acquired it in 1955. Offered for restoration, the machine also comes with a V5C registration document. A total of 37,533 miles is displayed on the odometer.

**£1,800 - 2,200**

**€2,500 - 3,000**

**No Reserve**



259

## 1936 VELOCETTE 349CC KTS MKII

Registration no. CXF 684

Frame no. MS 2153

Engine no. KSS 7168

- *Classic post-Vintage 'cammy' Velocette*
- *Acquired circa 1993*
- *Last taxed in 1997*



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

By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS.

Apparently acquired for the collection in 1993 and last taxed in 1997, this KTS should require only minimal restoration before further use. The machine currently displays a total of 8,607 miles on the odometer and is offered with a V5C registration document.

**£6,000 - 7,000**

**€8,300 - 9,600**

260

### C.1939 VELOCETTE 495CC MSS

Registration no. not registered

Frame no. MS 5958

Engine no. MSS 4113

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke 350cc version - the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head'. In this, its final form, the MSS continued alongside the sporting Viper and Venom models until production ceased in 1970, though by then sales has slowed to a trickle. It is not known when this incomplete pre-war MSS was acquired for the collection. There are no documents with this Lot, which is offered for restoration.

£4,000 - 5,000

€5,500 - 6,900



261

### 1959 VELOCETTE 349CC MAC

Registration no. TJB 409

Frame no. RS 12643

Engine no. MAC 25518

In 1933 Veloce Limited augmented its established range of overhead-valve models with an overhead-valve 250 - the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head' for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. This Velocette MAC was acquired for the collection from previous owner A J Keitch of Reading in February 1983 and comes with the purchase receipt. Nicely presented, it displays a total of 25,358 miles to the odometer and should only require minimal restoration. The machine is offered with a V5C registration document, expired MoT certificate (1996) and a tax 2002 disc.

£3,000 - 4,000

€4,100 - 5,500



**1951 ARIEL 995CC 'SQUARE FOUR' 4G MARK 1**

Registration no. UMM 491

Frame no. SC 1376

Engine no. RD 1378

- *Believed 1 mile since last restoration*
- *Offered for re-commissioning*
- *No documents*



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. 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. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel 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, the revised model, now capable of 90mph-plus, being known as the 'Mark 1'. Introduced in 1953, the 'four pipe' Mark 2 with its 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. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

This Mark 1 Square Four is offered for re-commissioning/restoration. The odometer reading is 1 mile, which is presumed to be the distance travelled since the machine's last restoration. There are no documents with this Lot.

**£6,000 - 8,000**  
**€8,300 - 11,000**

263

## 1953 BMW 594CC R67/2 MOTORCYCLE COMBINATION

Registration no. 7210 H

Frame no. 614911

Engine no. 614911

- *An older restoration*
- *Acquired 1987*
- *Last taxed 1997*



An important step forward in the development of BMW's long-running flat-twin occurred in 1936 with the introduction of the 494cc R5. Prior to that the BMW engine had been recognisably related to the first of its type, the 1923 R32, and like those of its (500cc) predecessors, the R5's engine dimensions were 'square' at 68x68mm bore/stroke. However, the overhead-valve R5 engine broke new ground by adopting two chain-driven camshafts, a move that permitted shorter pushrods and higher revs. In 1938 the model was up-dated as the R51, gaining a telescopic front fork and plunger rear suspension, and continued in production until 1940.

BMW recommenced production in December 1948 with the R24 single, but it would be another 12 months before a twin-cylinder model became available again. This was the R51/2 based, as its designation suggests, on the pre-war R51. Improvements incorporated into the R51/2 included a two-way damped front fork, gearbox main-shaft damper and strengthened frame. In truth, the R51/2 was only a stopgap model to get production under way while BMW worked on something more modern.

Its replacement, the R51/3 – arrived in February 1951, and despite the similarity in designation had an entirely new and much neater looking engine incorporating a single gear-driven camshaft and crankshaft-mounted generator among a host of other advances. There was also a 600cc R67 version, intended primarily for sidecar duty, which was swiftly superseded by the more powerful R67/2 for 1952.

An older restoration, this R67/2 motorcycle combination was acquired for the collection in 1987 and last taxed for the road in 1997. An expired MoT on file (issued February '87) records the mileage then as 53,795 while the current odometer reading is 53,799 miles. The machine is offered with old/current V5/V5C registration documents, the latter stating that it has had two former keepers.

**£6,000 - 8,000**

**€8,300 - 11,000**



264

**1953 NORTON 500CC MODEL 7 DOMINATOR**

Registration no. FJD 609

Frame no. J12 53686

Engine no. 53686 J12

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. The Model 7 continued as a cheaper alternative to the '88', its first major revision arriving in 1953 in the form of a new swinging-arm frame. The model was dropped at the end of 1955 but the same basic cycle parts were used for a 600cc successor, the Model 77, which continued in production until the autumn of 1958. A 1954 model first registered in October 1953, this example of a relatively rare post-war Norton model is an older restoration that still presents well. The machine was acquired for the collection circa July 1991 and last taxed for the road in 1997. Accompanying paperwork consists of the 1997 tax disc and a V5C registration document. A total of 27,234 miles is displayed on the odometer.

**£3,800 - 4,500**

**€5,200 - 6,200**



265

**1954 BSA 348CC B31**

Registration no. PPX 715

Frame no. BB31S 4724

Engine no. BB31 4515

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days. Produced initially with rigid frame and telescopic front fork, the B31 gained (optional) plunger rear suspension in 1949 and an all-new swinging-arm frame in '54. A good all-round performer by the standards of its time, the B31 had a top speed in excess of 70mph and could cruise comfortably all day at 60mph while returning 75-plus miles per gallon, virtues that endeared it to private owners and police forces alike. First registered on 25th March 1954, this plunger suspended B31 comes with its original old-style logbook recording only two owners (both in the Chichester area) and continuous licensing into 1966. The attached tax disc expired in May of that same year. Apparently original and complete, the machine has suffered some superficial fire damage and is offered for restoration, which should be relatively straightforward.

**£2,000 - 2,500**

**€2,800 - 3,400**

266

### 1956 SUNBEAM 487CC S7 DE LUXE

Registration no. not registered

Frame no. S7 7473

Engine no. S8 13272

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The S8's front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation, while the S7 - now renamed 'de luxe' - got the standard fork legs in special yokes. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This late S7 is offered for re-commissioning or light restoration. A total of only 7 miles is displayed on the odometer, which may be the distance travelled since an earlier restoration. The machine is offered with 1986 Customs clearance documents.

**£3,000 - 4,000**

**€4,100 - 5,500**



267

### 1954 NORTON 490CC ES2 PROJECT

Registration no. KTH 510 (see text)

Frame no. J4 59862

Engine no. J4 59862

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 Landsdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of an alloy cylinder head (1955), alternator electrics (1959) and the slim-line version of the race-developed Featherbed frame, which was introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless. This matching-numbers Norton ES2 comes with its original old-style RF60 logbook showing that it was first registered by Eddie Stephens Motors in Carmarthen. Offered for restoration, the machine appears substantially complete, albeit finished in a rather unusual colour scheme for a Norton. It should be noted that the registration does not appear on the HPI database, having lapsed.

**£2,000 - 2,500**

**€2,800 - 3,400**





268

**1973 BMW 599CC R60/5**

Registration no. RME 902L

Frame no. 2946085

Engine no. 2946085

The long-awaited replacements for BMW's long-running Earles-forked flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame, innovations first seen on the Bavarian company's ISDT machines.

The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '5' models came in three capacities, the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R60/5 produced a claimed 46bhp, which was good enough to propel the 419lbs machine to a top speed of 103mph. This apparently original and un-restored R60/5 was acquired for the collection in 1987 and displays a total of 30,826 miles on the odometer, as recorded on the expired MoT certificate on file (expired July 1987). Offered requiring re-commissioning, the machine comes with a V5C registration document.

**£1,600 - 2,200**

**€2,200 - 3,000**

**No Reserve**



269

**C.1939 VELOCETTE 349CC MAC COMPETITION SPECIAL**

Registration no. not registered

Frame no. MD 9121

Engine no. MAC 5344

In 1933 Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250 - the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. This pre-war Velocette MAC has been modified for competition, most likely hill climbs, boasting a telescopic front fork, ventilated front brake, close-fitting mudguards, narrow handlebars and a dual seat. It is not known when the Velo was acquired for the collection or when it was last used. There are no documents with this Lot.

**£2,500 - 3,000**

**€3,400 - 4,100**



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.



270



272



271



273

270

**1958 GREEVES 197CC 20TA 'SCOTTISH' TRIALS**

Registration no. CYD 120A Frame no. 8200/TA Engine no. 580B 1261  
Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products that really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event. Acquired for the collection in 1990, this Scottish is offered with a V5C registration document.

£600 - 1,000

€830 - 1,400

No Reserve

271

**1959 GREEVES 197CC 20TA 'SCOTTISH' TRIALS**

Registration no. not registered Frame no. 59/1147  
Engine no. 770B 6508  
Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear subframe and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event. There are no documents with this Scottish, which is offered for restoration.

£600 - 1,000

€830 - 1,400

No Reserve

272

**1966 GREEVES 246CC CHALLENGER MX3**

Registration no. see text Frame no. 24MX3A1272  
Engine no. GPA5-1093

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 Southend-based company concentrated on its successful off-road competition models. The first all-Greeves model was the Challenger scrambler introduced in 1964. Built in 246cc and (later) 362cc capacities, the Challenger engine 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. Offered for restoration, this Challenger has the optional Ceriani forks and would be ideal for classic 'twin-shock' competitions. The attached tax disc is for the registration 'VVD 1S' but this does not appear on the HPI database and may not pertain to this machine.

£1,000 - 1,400

€1,400 - 1,960

No Reserve

273

**C.1953 EXCELSIOR 243CC TALISMAN SPORTS TWIN**

Registration no. OAR 209A Frame no. XT5/5308 Engine no. 5326  
Villiers' introduction of the 2T 250cc twin-cylinder engine in 1956 gave many independent manufacturers the opportunity to add a sporting '250' to the range. Before then though, Excelsior had gone down the same route with their Talisman twin, a new introduction for 1950, which was joined by a twin-carburettor Sports version in 1952. The early Talisman used a plunger-suspended frame before a more modern swinging-arm version arrived for 1954. An unusual feature of the Talisman was its dual seat, which featured downward extensions at the forward end that acted as passenger knee grips, as seen on this example. An older restoration, the machine is offered for re-commissioning or possibly more extensive renovation. 'OAR 209A' comes with a V5C registration document, though it should be noted that the registration number does not appear on the HPI database.

£1,200 - 1,800

€1,700 - 2,500

No Reserve

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274



276



275



277

274  
**1967 TRIUMPH 200CC TIGER CUB**

Registration no. JKN 52E Frame no. over painted (T20 2116 on V5C)  
Engine no. T20 64256  
'This four-stroke lightweight is game for a genuine 64-65mph; and it will return fuel consumption figures little short of remarkable, whatever the throttle openings used.' - Motor Cycling. With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version, the 200cc Tiger Cub, that offered 60mph-plus performance and 100mpg. A huge success, particularly with learners and younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts before being dropped in 1970. Offered for re-commissioning, this Tiger Cub was last taxed and MoT'd in 1990 and comes with a V5C registration document and the purchase receipt (1991).  
**£700 - 1,000**  
**€960 - 1,400**  
**No Reserve**

275  
**1965 BSA 172CC D7 BANTAM SUPER**

Registration no. JBH 295C Frame no. obscured (D7 46999 on V5C)  
Engine no. FD7 6369  
Many a now 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 up-swept handlebars. Acquired in 1985, this Bantam Super comes with its original logbook and a V5C registration document, and is offered for re-commissioning.  
**£500 - 700**  
**€690 - 960**  
**No Reserve**

276  
**C.1938 RAYNAL 98CC AUTO**

Registration no. not registered Frame no. not located  
Engine no. XX4622  
Hailed as 'a completely new make of motorcycle', Raynal arrived in 1937, its first offering being the 'Auto', an auticycle powered by the 98cc Villiers Junior engine commonly found in such machines. The latter went into an open ladies-style frame equipped with sprung, bicycle-type front fork and hub brakes. A maximum speed of 30mph and fuel economy averaging 140 miles per gallon were claimed. A cheaper 'Popular' model with un-sprung fork was added for 1939, the original Auto being renamed 'De Luxe'. An older restoration seemingly completed some time ago, the Raynal Auto offered here would benefit from further extensive refurbishment. It should be noted that the engine is seized. There are no documents with this Lot.  
**£200 - 400**  
**€280 - 550**  
**No Reserve**

277  
**C.1967 VÉLOSOLEX 49CC 3800 MOPED**

Registration no. not registered Frame no. 03841837  
Engine no. 4145820  
Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame, but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. The VéloSolex was also assembled in the UK using a combination of British and French components but was nowhere near as successful here where it was subject to the same licensing requirements as a motorcycle. Pressure from rival manufacturers eventually forced the introduction of more conventional models, but the original remained an immutable fixture of the range. This un-restored example is believed to be a 3800 model dating from the mid/late 1960s. Offered without documents.  
**£150 - 200**  
**€210 - 280**  
**No Reserve**

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278



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281

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#### **1965 VELOCETTE 192CC LE**

Registration no. CYM 560C Frame no. 7056/34 Engine no. 7056/3  
Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. This example comes with an old-style continuation logbook (issued 1976) recording one R V Palmer of London E16 as the last owner, and carries a tax disc that expired on 30th September 1980, which is almost certainly when it was last used. Offered for restoration, the machine also comes with an expired MoT.

**£500 - 800**

**€690 - 1,100**

**No Reserve**

279

#### **C.1969 VELOCETTE 192CC LE**

Registration no. TTK 35H Frame no. 8935/34 Engine no. 8935/3  
Launched in 1948 as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. It was however, a big success with police forces, for whom its attributes were more important than its appearance, gaining the sobriquet 'Noddy Bike' as a result. Apparently complete, this ex-police LE was registered in Kent so presumably served with Kent Constabulary. There are no documents with this Lot, which is offered for restoration.

**£500 - 800**

**€690 - 1,100**

**No Reserve**

280

#### **1965 VELOCETTE 192CC LE**

Registration no. CKR 37C Frame no. 6532/34 (see text)  
Engine no. 6532/3 (see text)

Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. This incomplete LE is missing the plaque recording the engine and frame numbers, which are given above as they appear on the accompanying V5C registration document. Offered for restoration, the machine comes with a small selection of spares including leg shields and an oil tank.

**£400 - 600**

**€550 - 830**

**No Reserve**

281

#### **1948 JAMES 98CC SUPERLUX AUTOCYCLE**

Registration no. ERX 470 Frame no. J14797 Engine no. 439/17289  
Autocycles were immensely popular in the years immediately following WW2, offering the prospect of affordable two-wheeled transport in a period of severe austerity. Like the mopeds of the 1950s and the definitive machine of this type - the Honda 50 - autocycles were aimed at a non-enthusiast mass market, offering simplicity of operation and, often, a degree of weather protection not enjoyed by larger and more powerful machines. A rigid-framed machine fitted with tubular girder forks, the James Superlux autocycle was powered by a 98cc Villiers Junior de Luxe engine enclosed by pressed-steel panels. The model received the new Villiers 2F unit for 1950 and continued in production in this form until 1954. Offered for restoration, this James autocycle comes with its original old-style logbook, an owner's handbook and a V5C registration document.

**£200 - 400**

**€280 - 550**

**No Reserve**

## THE DECEMBER SALE

Collectors' Motorcycles and Motor Cars

Thursday 10 December 2015

RAF Museum, Hendon

ENTRIES NOW INVITED

1926 AJS 349CC

'BIG PORT'

£7,000 - 10,000

1934 SCOTT 596CC

FLYING SQUIRREL

£4,000 - 5,000

ENQUIRIES

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# Bonhams

## THE BOND STREET SALE

Sunday 6 December 2015  
New Bond Street, London

**ENTRIES NOW INVITED**

*Offered directly from 50 years in the ownership of former Gentleman  
Racing Driver and Mercedes-Benz connoisseur John Young*

**1955 MERCEDES-BENZ 300SL GULLWING COUPÉ**  
£1,000,000 - 1,300,000

Hand-picked to be the centrepiece of the sculpture celebrating  
the marque at the 2001 Goodwood Festival of Speed.

### ENQUIRIES

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# Bonhams

LONDON

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## THE DEFENDER 2,000,000 SALE

Wednesday 16 December 2015  
New Bond Street, London

### THE LAND ROVER DEFENDER

Land Rover have selected Bonhams to join them in celebrating 67 years of iconic Land Rover production by auctioning a unique vehicle that was built to commemorate the UK production of the two-millionth Series Land Rover and Defender.

To be sold without reserve

### VIEWING

15 - 16 December 2015  
Bonhams, 101 New Bond Street

### ENQUIRIES

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ABOVE & BEYOND



# Bonhams

LONDON

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Beaulieu



# THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 7  
Bally's Las Vegas Hotel and Casino

**CONSIGNMENTS NOW INVITED**

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information, please contact  
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[motorcycles.us@bonhams.com](mailto:motorcycles.us@bonhams.com)



1955 VINCENT BLACK PRINCE



1924 SUNBEAM MODEL 5



1948 VINCENT SERIES 'B' RAPIDE

# Bonhams

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

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**THE MIKE SEAL COLLECTION**



**1956 BSA GOLD STAR**



**1954 AJS MODEL 18**



**1959 AJS MODEL 31CS**



**C.1964 MATCHLESS G12CSR**



**1961 TRIUMPH TR6C**



**1974 HONDA CB750 FOUR**



**1951 HARLEY-DAVIDSON FL**



**1939 HARLEY-DAVIDSON EL KNUCKLEHEAD**



**1951 HARLEY-DAVIDSON FL**

LES GRANDES MARQUES  
DU MONDE

AU

# GRAND PALAIS

## Important Collectors' Motorcycles, Motor Cars and Automobilia

Thursday 4 February 2016  
Paris, France

### ENTRIES NOW INVITED

Bonhams is proud to offer a selection of 17 Italian machines from the world renowned MC Collection in Sweden. The museum was founded in 1999 by enthusiast Christer R. Christensson who, together with motorcycle historian Ove Johansson, has assembled a world-class collection of motorcycle masterpieces.



**1948 GILERA SATURNO**  
€11,000 - 16,000



**1949 MONDIAL 125CC SPORT**  
€7,000 - 10,000



**1956 PARILLA 175CC**  
€5,600 - 7,000



THE  
**MC**  
COLLECTION

---

Left  
**1954 MV AGUSTA DISCO VOLANTE**  
€11,000 - 17,000

Right  
**1980 BIMOTA SB2**  
€21,000 - 25,000

**ENQUIRIES**  
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**1972 DUCATI SCRAMBLER 450**  
€9,800 - 14,000



**1976 BENELLI 750CC SEI**  
€14,000 - 19,000



**1983 DUCATI 900 S2**  
€7,000 - 9,700



# Bonhams

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

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

### 1. OUR ROLE

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

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

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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 equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

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

## Bidding in person

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

## Bidding by telephone

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*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this Sale and for the opportunity to bid for the *Lot* at the Sale.

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.

**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.

**China UnionPay (CUP) debit cards:** No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a *Buyer* in any Sale; a 2% surcharge will be made on the balance over £100,000.

## 10. COLLECTION AND STORAGE

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

## 11. SHIPPING

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

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licencing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's

rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *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.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

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

### 5 RISK, PROPERTY AND TITLE

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

### 6 PAYMENT

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

### 7 COLLECTION OF THE LOT

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

8	<b>FAILURE TO PAY FOR THE LOT</b>			<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 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	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):	behalf in respect of the <i>Lot</i> , after the payment of all 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.	10.2	
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;			10.3
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;			10.4
8.1.3	to retain possession of the <i>Lot</i> ;			10.5
8.1.4	to remove and store the <i>Lot</i> at your expense;			10.6
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;			10.7
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;			10.8
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;			10.9
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.10
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and			10.11
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.			10.12
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.			
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his			
<b>9 THE SELLER'S LIABILITY</b>				
9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .			
9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.			
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,			
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;			
9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;			
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.			
9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.			
<b>10 MISCELLANEOUS</b>				
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .			

## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

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

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

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

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

### 3 PAYMENT

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

### 4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
  - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
  - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
  - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
  - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
  - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
  - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>		
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:	9.4	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> .
7.1.6	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	9.5	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> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
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	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
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	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	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> .
7.1.10	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	The discretion referred to in paragraph 8.1:		
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> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	<b>10</b>	<b>OUR LIABILITY</b>
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

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

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

## GLOSSARY

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

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

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

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

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I will collect the purchases myself   
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<b>Sale title:</b> The Lonati Sale / The Autumn Stafford Sale	<b>Sale date:</b> 17 - 18 October 2015												
<b>Sale no.</b> 23333 & 22727	<b>Sale venue:</b> Stafford												
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>		£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
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222	1929	AJS 349cc Model M6 'Big Port'	109	1964	Cotton 250cc Trials
225	1930	AJS 998cc Model R2 Motorcycle Combination	197	1925	Coventry Eagle 976cc Flying Eight
184	1962	AJS 350cc Model 16C Trials	247	1931	Coventry Eagle 147cc Silent Superb
227	1931	Ariel 557cc Model A	198	1931	Coventry Eagle 496cc Model G54 'Flying 500'
248	1933	Ariel 500cc Project	189	1938	DKW 250SS Supercharged Racing Motorcycle
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