

THE SPRING STAFFORD SALE

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

Saturday 23 & Sunday 24 April 2016

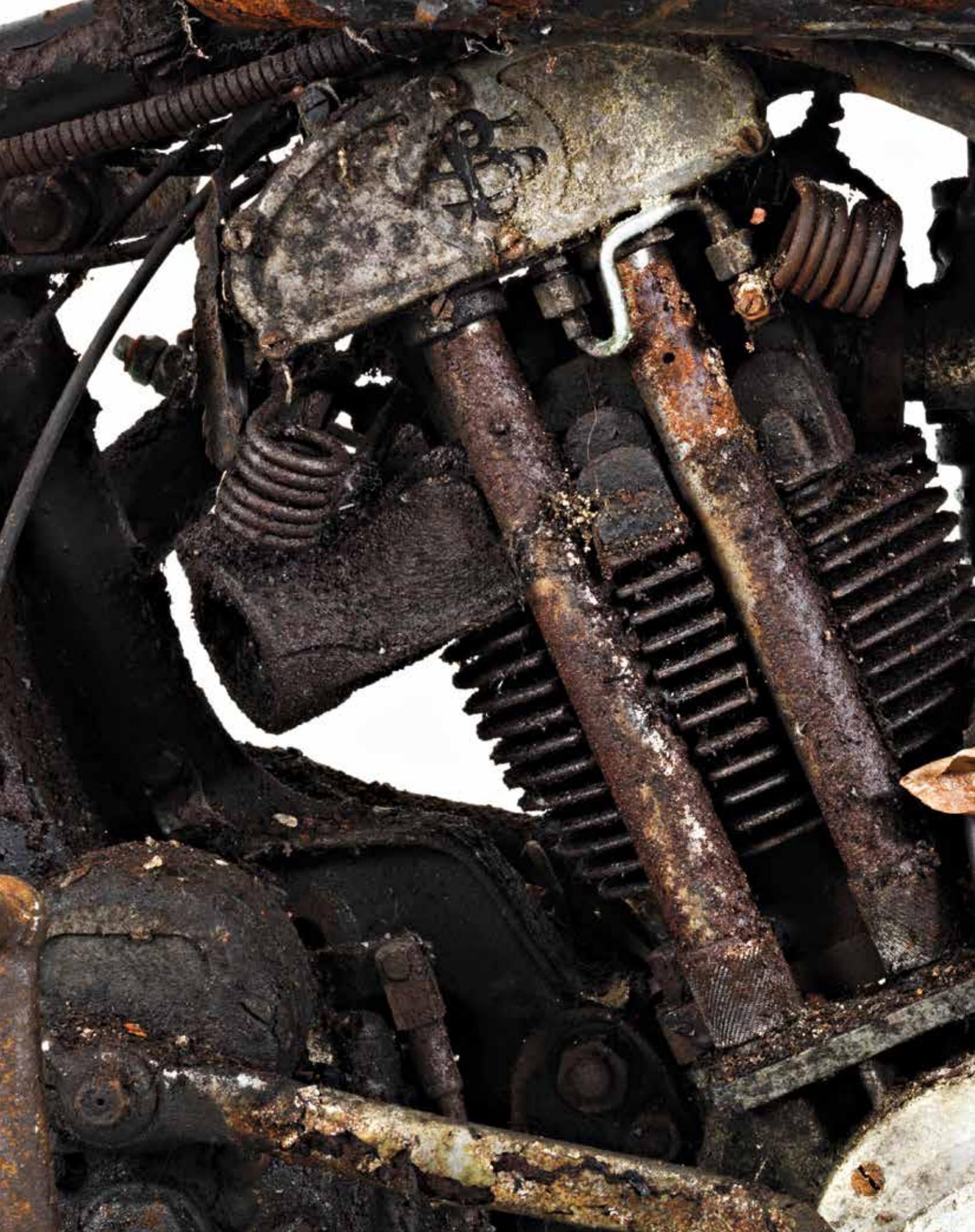
The International Classic MotorCycle Show

Sandylands Centre

Staffordshire County Showground



Bonhams





The Classic MOTORCYCLE



The Bonhams auction is an important and integral part of the annual Stafford shows, with this, the April sale, a hugely anticipated event, attracting enthusiasts and enthusiasm from around the world. As ever, the machines offered are from right across the spectrum of classic motorcycling and reflect the diversity and breadth of the motorcycles which we, involved in the classic scene, are fortunate to be associated with.

Interest in motorcycling history remains strong, with the machines offered in this sale all adding to that rich mixture which makes up the tapestry of our two-wheeled past. The beauty of our interest is that there really is something for everyone and this sale continually reflects that – whether it's a Veteran, a potent Vintage v-twin, a 1950s café racer, a 1980s Grand Prix racing machine, or pretty much anything in between, there's bound to be something to sate that appetite, and perhaps fulfil a dream.

Motorcycling history remains something to be enjoyed and celebrated, while ownership of a machine, bought from a sale such as this, means that we can become part of that story, a story which can be continually added to. A classic motorcycle is a fabulous thing to become custodian of, not only for the pleasure to be gained from riding it, but because it also opens up a whole world, with the possibilities of events and friendships around the globe all part of the appeal. Bonhams' sale is an integral part of that world, crucial to maintaining the momentum which enables the movement to flourish and progress.

James Robinson
Editor
The Classic MotorCylce

THE SPRING STAFFORD SALE

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

Saturday 23 April 2016 at 13:00
& Sunday 24 April 2016 at 11:00
The International Classic MotorCycle Show
Sandylands Centre
Staffordshire County Showground

VIEWING

Saturday 23 April
10:00 to 17:00

Sunday 24 April
from 09:00

SALE TIMES

Saturday 23 April
Memorabilia 13:00

Sunday 24 April
Motorcycles 11:00

CATALOGUE £25.00 + P&P

(admits two)

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

LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

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

Please note that bids should be submitted no later than 16:00 on Friday 22 April. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or bids@bonhams.com

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

CASH LIMIT ACCEPTANCE

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

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ENQUIRIES ON VIEW AND SALE DAYS

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CUSTOMER SERVICES

Monday to Friday 08:30 - 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

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

IMPORTANT INFORMATION

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

Bonhams 1793 Limited

Registered No. 4326560
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Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, James Knight,
Caroline Oliphant.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Jonathan Badddeley, Antony Bennett, Matthew Bradbury, Lucinda Bredin, Simon Cottle, Andrew Currie, Paul Davidson, Jean Ghika, Charles Graham-Campbell, Miranda Leslie, Richard Harvey, Robin Hereford, Asaph Hyman, David Johnson, Charles Lanning,

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

General Information

Admission

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

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For **Motor Cars and Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

Cash Limit Acceptance

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 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

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

How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 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. Buyer's Premium on all **Spares & Memorabilia** lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For **Motor Cars and Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

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

Can someone deliver the motorcycle for me?

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

Can someone arrange insurance for me?

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

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

Are there any warranties offered with the motorcycles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the motorcycle. It is also advised that the motorcycle is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with the said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every motorcycle's file available for inspection during the view.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

Keys and Documents

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

Important V5/V5C Information

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.

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 2014, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

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

For more information, please visit: www.gov.uk/government/news/vehicle-tax-changes

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

Your contacts for this sale

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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

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 6pm Sunday 24 April. Lots will be available for collection until 6pm Saturday 23 April and from 9am Sunday 24 April.

All un-collected purchased lots shall then be removed to Bonhams storage facility at:

Unit 1 Sovereign Park,
Coronation Road,
Park Royal
London,
NW10 7QP

Lots will be available for collection from 10am Wednesday 27 April 2016 by appointment only.

To arrange collection please contact the Motorcycle Department +44 (0) 20 8963 2817 or ukmotorcycles@bonhams.com to make an appointment.

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

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

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

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Please contact the Motorcycle Department for detailed information in advance of bidding. Failure to contact the department may result in your purchased lot(s) being uplifted to an offsite store at your expense.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at the buyers risk from the fall of the hammer.

Motorcycles

Vehicles must be collected from the sale venue by 7pm on the day of the sale. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to local store in Stoke-on-Trent at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store in Stoke-on-Trent. Please contact Polygon Transport to make arrangements for the collection/delivery of your lot:

Polygon Transport

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

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

Lots will be available for collection from local store in Stoke-on-Trent from 12pm Tuesday 26 April, by appointment with Polygon Transport.

Vehicle Removal charges to local store

£75 + VAT per motorcycle
£120 + VAT per motorcycle combination

Storage charges

£9.00 + 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

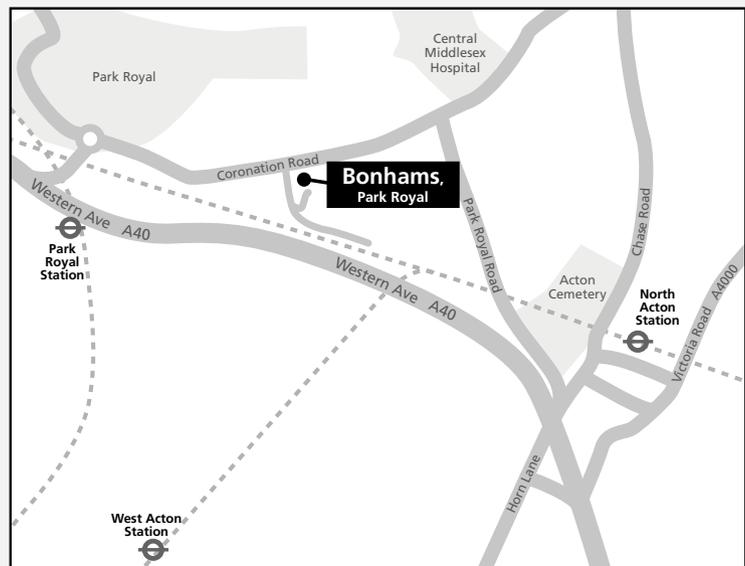
£100 + VAT per motorcycle
£150 + VAT per motorcycle combination

Storage charges

£9.00 + VAT per day per motorcycle
£15.00 + VAT per day per motorcycle combination

Transport and Shipping

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



MOTORCYCLE SPARES AND MEMORABILIA

Session 1:
Saturday 23 April at 13.00

Lots 1 - 185
Images of each lot can be found at:
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B.S.A. MOTOR CYCLES

WILLIAMS' LIM
287-290, Castlereagh St. - 5

ACME Auto-Cycle

OF ACHIEVEMENT

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1930

HARLEY-DAVIDSON

1930 HARLEY-DAVIDSON

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PEOPLE recognize us as PRACTICAL means of TRAVEL

In lightness, ease handling, smooth operation, smart style, cleanliness and economy appeal to all

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The Perfect Representing Motor

Spend 1930 'BEAMING!'

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TRIUMPH

TRIUMPH

The OVERHEAD CAMSHAFT

Velocette

MOTOR CYCLES 1927

1930 SINCER

The following Lots 1-78 are offered for sale from a deceased estate.

1⁰⁰

AN EARLY VINTAGE SCOTT PROJECT, comprising oil-in-frame type frame (no number visible) with part oil pump and a tall biscuit barrel type petrol tank; crankcase No. 6585 (1923, distressed); a barrel (air cooled head type); a flywheel with cranks; two crankcase doors; a carburettor induction stub; a Two-Speed gear (incomplete); a pair of pistons; a twin-cylinder E.I.C magneto; a radiator (distressed) and a selection of mid-Vintage Two-Speed type fork components (varying condition); a set of handlebars and a rear wheel, believed Scott.

(Qty)

£800 - 1,200

€1,000 - 1,500

2⁰⁰

AN EARLY-MID VINTAGE SCOTT PROJECT,

comprising frame No. 3433 (oil in frame type) with oiler (incomplete); biscuit barrel petrol tank; handlebars; a set of early Vintage Scott forks (for stirrup type brakes) affixed to steering head No. 1396; sundry fork components; engine No 6678 (1923, incomplete, condition unknown); a two-speed gear (incomplete); a radiator (distressed); an E.I.C magneto; unidentified mudguards (front and rear), rear with rear subframe (condition poor/damaged); together with a Scott triangulated sidecar chassis; sidecar type wheel and various fittings.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

3⁰⁰

A SCOTT PROJECT,

comprising a duplex type frame No. 2833M (c.1929) with steering head for Webb type forks; crankcase with no factory stamped numbers however, nearside crudely stamped TT3; a set of Webb girder fork (complete with links and dampers); a late Vintage Flying Squirrel petrol tank; a radiator (distressed); a radiator honeycomb core with detached/cut part header tank; a cylinder block (believed longstroke); a gearbox No. 3515CM (condition unknown); a gearbox undertray; a magneto platform; a pair of cranks; two crankcase doors (with straps); a pilgrim pump with reduction gear; a Howarth type silencer (corroded); a carburettor (incomplete) type 9/121; a pair of pistons; an aluminium gear cover; a final drive sprocket (and outrigger bracket); a clutch; a Webb type rear wheel complete with sprocket and brake plate; a front mudguard; and a rear stand (in need of repair).

(Qty)

£800 - 1,200

€1,000 - 1,500

4⁰⁰

A SCOTT PROJECT,

comprising duplex type frame No. 3362M (c.1930); crankcase No. DPZ4498 (with evidence of re-stamping to nearside) with flywheel and cranks; two longstroke barrels (one with waterdome); a pair of pistons; a pair of crankcase of door straps and one crankcase door; a pair of transfer port casting (unfinished); a pair of cranks; a Pilgrim pump; two carburettors including 6/151 (complete with float chamber); the other 206/151 (incomplete); a gearbox No. W662; a gearbox undertray; a final drive sprocket (without rigger bracket); a magneto platform; a kickstart lever; a rear brake pedal; a gear change gate and lever; an Enfield type rear brake plate; an Enfield type hub with sprocket and another unfinished sprocket casting; a front mudguard; a set of girder forks, substantially complete requiring work; and two radiators (distressed).

(Qty)

£600 - 800

€770 - 1,000

5⁰⁰

AN UNIDENTIFIED PROJECT,

possibly Motosacoche, comprising frame (appears unnumbered); engine No. 2CIV26406; rear stand, handle bar, lightweight v-twin engine bottom end, carburettor, petrol/oil tank and silencer box.

(Qty)

£400 - 600

€520 - 770

6⁰⁰

AN UNIDENTIFIED PROJECT,

possibly Motosacoche, comprising frame No. 3128; engine No. 2CIV27823; forks and petrol/oil tank.

(Qty)

£600 - 800

€770 - 1,000

7⁰⁰

A C.1923 AJ'S 350CC PROJECT,

comprising frame No. 332149; engine No. 31671; forks; petrol tank; gearbox No. 6119; engine parts; carburettor and rear wheel with sprocket.

(Qty)

£250 - 350

€320 - 450

8⁰⁰

A BELIEVED AJ'S PROJECT,

comprising frame (unnumbered); forks; two cylinder barrels; oil/petrol tank; inner/outer timing covers; handlebars; silencer box; primary chain case; gear lever and rear wheel.

(Qty)

£250 - 350

€320 - 450

9⁰⁰

A C.1925 BELIEVED AJ'S 350CC MODEL E6 PROJECT,

comprising frame No. 41351; engine No. 47993; gearbox No. 57565; forks; front hub; rear wheel with sprocket; rear mudguard; chainguard; rear stand; saddle; rear carrier; handlebars; petrol/oil tank; Lucas magneto and silencer.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

10⁰⁰

A C.1925 AJ'S BELIEVED 350CC MODEL G4 PROJECT,

comprising frame No. 54274; engine (appears unnumbered); gearbox; rear mudguard; rear carrier; rear wheel and sprocket; rear stand; saddle pan; front forks; Lucas magneto and chain guard.

(Qty)

£700 - 900

€900 - 1,200

11⁰⁰

A C.1916 DOUGLAS 2¾HP PROJECT,

comprising frame No. 31990; Engine No. 16065 (believed 1914); forks; rear carrier; saddle frame; engine; two-speed gearbox; handlebars; front wheel; rear wheel; silencer box (reproduction); carburettor; E.I.C. magneto and petrol/oil tank.

(Qty)

£400 - 600

€520 - 770

12⁰⁰

A C.1919 DOUGLAS 2¾HP PROJECT,

comprising frame No. 42137; engine No. 41650 (with E.I.C. magneto); two-speed gearbox; fork blades (distressed); front wheel; rear wheel; belt rim; saddle; silencer box and petrol/oil tank.

(Qty)

£400 - 600

€520 - 770

13⁰⁰

A C.1920 DOUGLAS 2¾HP PROJECT,

comprising frame No. 47442; engine No. 47070, partially dismantled with E.I.C. magneto; detached cylinders; two-speed gearbox; front forks; saddle; front wheel; rear wheel; belt rim; rear stand; rear carrier; silencer box; toolbox; carburettor with manifold and petrol/oil tank.

(Qty)

£600 - 800

€770 - 1,000

14⁰⁰

A C.1923 DOUGLAS 2¾HP PROJECT,

comprising frame No. 58216 (damaged) with replacement frame section for repair; engine No. 58418; three-speed gearbox No. G3/4099; Bosch magneto; incomplete carburettor with manifold; front hub; belt rim; petrol/oil tank and handlebars.

(Qty)

£400 - 600

€520 - 770

15⁰⁰

A C.1919 DOUGLAS 2¾HP PROJECT,

comprising frame No. 41538 (damaged); engine No. 41300; two-speed gearbox; E.I.C. magneto; saddle frame and pan; fork blades; fork links; petrol/oil tank (distressed); rear hub; front hub and belt rim.

(Qty)

£250 - 350

€320 - 450

16⁰⁰

A C.1925 DOUGLAS 2½HP PROJECT,
comprising frame No. 78495; engine No.76192;
three-speed gearbox; fork blades; silencer box;
Bosch magneto; rear wheel; front hub; rear stand;
rear carrier with toolbox; saddle; carburettor with
manifold and petrol/oil tank.

(Qty)
£400 - 600
€520 - 770

17⁰⁰

A C.1919 DOUGLAS 4HP PROJECT,
comprising frame No. 8603; engine No. 5169;
three-speed gearbox; forks; saddle frame;
carburettor with manifold; Bosch magneto; front
hub; rear hub; handlebars and petrol/oil tank.

(Qty)
£250 - 350
€320 - 450

18⁰⁰

A C.1908/1910 TRIUMPH PROJECT,
comprising frame No. 107894; engine No. 1833
with magneto; front wheel; rear wheel; brake
pedal; rear frame section; forks; handlebars;
saddle; carburettor; front/rear mudguards; rear
carrier; pedals and handlebar grips.

(Qty)
£1,000 - 2,000
€1,300 - 2,600

19⁰⁰

A C.1913 TRIUMPH PROJECT,
comprising frame No. 218014; engine No. 29334;
front wheel; rear wheel; front/rear mudguards;
rear carrier; saddle; rear stand; two toolboxes;
petrol/oil tank; handlebars; front forks; carburettor;
magneto; silencer box; pedals and sundry spares.

(Qty)
£1,000 - 2,000
€1,300 - 2,600

20⁰⁰

A C.1923 TRIUMPH PROJECT,
comprising frame No. 328082; forks; engine
No. 94261; Sturmey Archer gearbox; front/rear
wheels; timing covers; rear stand; rear frame
section; rear carrier; front/rear mudguards;
magneto; petrol/oil tank and carburettor.

(Qty)
£900 - 1,200
€1,200 - 1,500

21⁰⁰

A C.1911 TRIUMPH PROJECT,
comprising frame section No. 174735; engine
No. 13773 (dismantled/incomplete); front forks;
handlebars; saddle; rear wheel; front hub; front/
rear mudguards; petrol/oil tank and magneto with
silencer box.

(Qty)
£700 - 900
€900 - 1,200

22⁰⁰

BELIEVED BRADBURY SPARES,
comprising frame with integral crankcase
No. 2377; spare crankcase No. 5514; spare
crankcase (unnumbered); hub shell; piston;
believed reproduction crankcase side; three
petrol/oil tanks and sundry spares.

(Qty)
£250 - 350
€320 - 450

23⁰

A C.1924 AJS 350CC OHV ENGINE,
believed Model B3, incomplete, with Binks
carburettor.

£300 - 500
€390 - 640

24⁰

**A BELIEVED VETERAN AJS 350CC
SV ENGINE,**
No. 2561, incomplete, with damage.

£300 - 500
€390 - 640

25⁰

A C.1926 AJS OHV ENGINE,
No. G84033, believed 350cc.

£300 - 500
€390 - 640

26⁰

A C.1926 AJS 350CC OHV ENGINE,
No. G84090, partially dismantled, incomplete;
with Lucas magneto.

(Qty)
£250 - 350
€320 - 450

27⁰

A C.1926 AJS 250CC OHV ENGINE,
No. G83165, incomplete; part dismantled.

£250 - 350
€320 - 450

28⁰⁰

**A LARGE QUANTITY OF AJS ENGINE
SPARES,**
including sv/ohv type, comprising c.1929 AJS
500cc Model 9 cutaway engine No. M9/131992,
part dismantled, damaged, incomplete; c.1929
crankcases (unnumbered); three sets of bare
crankcases; bottom end; timing covers; heads
and barrels and sundry spares.

(Qty)
£600 - 1,000
€770 - 1,300

29⁰

A SELECTION OF AJS SPARES,
including six petrol/oil tanks (varying states of
condition) and sundry spares.

(Qty)
£250 - 350
€320 - 450

30⁰

SIX GEARBOXES AND SUNDRY SPARES,
believed suitable for AJS.

(Qty)
£400 - 600
€520 - 770

31⁰⁰

TWO TRIUMPH ENGINES,
No. 89298 believed c.1923, and No. 110659
believed c.1927; incomplete with damage.

(2)
£400 - 600
€520 - 770

32⁰⁰

A QUANTITY OF TRIUMPH ENGINE PARTS,
including crankcases; cylinder barrels; timing
covers (varying conditions), some damaged.

(Qty)
£300 - 500
€390 - 640

33⁰

**A SELECTION OF VINTAGE TRIUMPH
SPARES,**
comprising engine No. 19658 (incomplete/
damaged); two frames, No. 174680, the
other indecipherable (one damaged); two
Sturmey Archer gearboxes, No. CS6781, the
other unnumbered; fork components and
miscellaneous spares.

(Qty)
£400 - 600
€520 - 770

34⁰

**A MOTO-REVE LIGHTWEIGHT V-TWIN
ENGINE,**

No. 4593; with magneto and carburettor.

(Qty)
£400 - 600
€520 - 770

35⁰

**A MOTO-REVE "THE MOUNTAINEER"
LIGHTWEIGHT V-TWIN ENGINE,**

No. 621; with carburettor; together with spare
timing cover; spare barrel; two pistons and
conrod.

(Qty)
£300 - 500
€390 - 640

36⁰

A MAG LIGHTWEIGHT V-TWIN ENGINE,

No. 2CVII30032; partially dismantled; with two
spare cylinders; together with a MAG crankcase
halve No. 2CVII30300.

(Qty)
£250 - 350
€320 - 450

37⁰

**A BELIEVED VETERAN CLIP-ON
TWO-STROKE ENGINE,**

No. LM1419, incomplete.
£250 - 350
€320 - 450

38⁰⁰

A SELECTION OF SCOTT PARTS,
comprising crankcase No. Z8471 (1926),
crankcase No. FZ8507 (1926) poor condition,
both two-speed type; a Scott Super Squirrel
barrel; a radiator (well used); two pairs of used
pistons (size unknown); pair of cranks; a biscuit
barrel petrol tank (with cap); a distressed oil tank
with cap; a flywheel of unknown vintage (with
cranks); and a front brake with brake plate (7
inch).

(Qty)
£250 - 350
€320 - 450

39⁰⁰

A SELECTION OF MID TO LATE VINTAGE SCOTT PARTS,

comprising two-speed crankcase No. Z7972 (1925) with localised repairs; two-speed crankcase No. Z94288 (1926) slightly distressed; two Super Squirrel barrels, one with water dome for cylinder head (distressed); one pair of pistons; one crankcase door (distressed); one carburettor (with modified Scott flange); one biscuit barrel petrol tank (with cap and slight dent); one oil tank (with cap, evidence of repair); and a Scott two-speed type radiator core (newly manufactured, incomplete and unfinished) with two end caps for header tank.

(Qty)

£250 - 350

€320 - 450

40⁰⁰

A SELECTION OF SCOTT PARTS,

comprising a Vintage Flying Squirrel petrol tank (with one cap); crankcase (distressed, no numbers visible) for a duplex frame model; three believed short-stroke barrels for late Vintage Flying Squirrel; two pairs of pistons (used); two detachable heads (one distressed); two pairs of cranks; two gearbox shells (one with cover and cap); a carburettor (incomplete type 6/151); a brakeplate (with shoes for Webb rear hub); two Scott kite fork stems, top crowns and associated spares; a gearbox under tray and sundry spares.

(Qty)

£250 - 350

€320 - 450

41⁰

A NEWLY MANUFACTURED HEAVYWEIGHT SCOTT HONEYCOMB RADIATOR,

with Bakelite cap.

£500 - 800

€640 - 1,000

42⁰⁰

A SELECTION OF SCOTT PARTS,

comprising crankcase No. 4683 (1920, with evidence of repairs); crankcase No. 4756 (1920); three barrels of similar vintage (some distressed/damaged, one with pistons); a Binks float chamber; a two-speed gear (incomplete); a new casting for gear lever; a Bosch ZA2 twin-cylinder magneto; two oilers (for oil-in-frame models, incomplete); a distressed Pendleton type Vintage style radiator (with square tubes); and sundry components for Two-Speed forks.

(Qty)

£250 - 350

€320 - 450

43⁰

TWO SCOTT TANKS,

including a late vintage Flying Squirrel type with pump for cylinder wall oiling; the other TT Replica type also with pump for cylinder wall oiling, with original alloy wing type tank caps; two pairs of NOS pistons believed longstroke 498cc (one set +20.oto", one set +30.oto"), four used pistons and a Scott crankcase numbered RZ2816.

(Qty)

£400 - 600

€520 - 770

44⁰⁰

A SELECTION OF SCOTT PARTS,

comprising two mudguards, three wheels, five assorted rims; crankcase; five blocks; handlebars (corroded); a two-speed gear; two cast iron pistons with rods; two numberplate blanks; 21 tooth final drive sprocket; an Enfield rear sprocket; a Webb rear brake plate; two old cranks; eight assorted con rods; three magnetos; an early oil in frame oil pump; two kickstart springs; three saddles; a hub with brake; an oil tank; a chain oiling tank; a quick thread for a two speed gear; two four speed gear lugs; two carburettors; an Andre' damper nob; a rear reflector; a gear lever; four drip feeds; two inverted handlebar levers; three rusty Bowden levers; a magneto platform; two transfer port covers; three horns; an oiler; acetelyne headlamp; two acetylene rear lamps; two Amac handlebar levers and a radiator.

(Qty)

£600 - 800

€770 - 1,000

45⁰

A QUANTITY OF SPARES,

comprising believed Scott (including some taps and oil drip feed parts) and other sundry parts.

(Qty)

£250 - 350

€320 - 450

46⁰

A SELECTION OF PILGRIM PUMPS,

believed suitable for Scott, mostly incomplete and some damaged.

(Qty)

£250 - 350

€320 - 450

47⁰

A STURMEY ARCHER THREE SPEED HUB,

with wheel/belt rims; condition unknown; together with another (manufacture unknown).

(2)

£300 - 500

€390 - 640

48⁰

ASSORTED CARBURETTORS,

including Amal; Amac and others, all in varying conditions.

(Qty)

£250 - 350

€320 - 450

49⁰

ASSORTED CARBURETTORS,

including B&B; Triumph; Amac and others, all in varying conditions.

(Qty)

£250 - 350

€320 - 450

50⁰⁰

A SELECTION OF SINGLE CYLINDER MAGNETOS,

including Bosch; Lucas; E.I.C., all in varying conditions.

(Qty)

£400 - 600

€520 - 770

51⁰⁰

A SELECTION OF SINGLE CYLINDER MAGNETOS,

including Lucas; Bosch; E.I.C., all in varying conditions.

(Qty)

£300 - 500

€390 - 640

52⁰⁰

A SELECTION OF MAGNETOS,

comprising mainly twin cylinder varieties, including BTH; Bosch; E.I.C.; Splitdorf; a Fellows four cylinder magneto and sundry parts, all in varying conditions.

(Qty)

£400 - 600

€520 - 770

53⁰⁰

A SELECTION OF TWIN CYLINDER MAGNETOS,

including Bosch; Thompson; BTH; Splitdorf, all in varying conditions.

(Qty)

£400 - 600

€520 - 770

54⁰⁰

A SELECTION OF DOUGLAS SPARES,

comprising two frames, one unnumbered, the other unnumbered/indcipherable; heavyweight forks and miscellaneous parts and frame sections.

(Qty)

£250 - 350

€320 - 450

55⁰⁰

A QUANTITY OF MAINLY DOUGLAS SPARES,

including five cylinder barrels; four petrol tanks; four gearboxes (two dismantled and incomplete); carburettor; Douglas 4hp engine incomplete and part dismantled and other sundry parts.

(Qty)

£250 - 350

€320 - 450

56⁰

A SET OF WEBB TYPE GIRDER FORKS,

including steering stem and handlebar clamps, condition unknown.

£250 - 350

€320 - 450

57⁰

THREE DRUID FORKS,

varying conditions, two with wheels, mudguards and handlebars.

(Qty)

£300 - 500

€390 - 640

58⁰

A SELECTION OF FORKS/FORK COMPONENTS,

varying states of condition.

(Qty)

£300 - 500

€390 - 640



64



65



66

59⁰⁰

A LARGE QUANTITY OF WHEELS, WHEEL RIMS, AND BELT RIMS,

some beaded edge, varying states of condition.
(Qty)

£250 - 350
€320 - 450

60⁰

FOUR TRIUMPH PETROL TANKS,

varying states of condition, one newly painted.
(4)

£300 - 500
€390 - 640

61⁰

FOUR TRIUMPH PETROL TANKS,

varying states of condition, one repainted.
(Qty)

£300 - 500
€390 - 640

62⁰

A SELECTION OF PILGRIM PUMPS,

all in varying states of condition, together with sundry spares.
(Qty)

£250 - 350
€320 - 450

63⁰

AN ASSORTMENT OF MAINLY VINTAGE/VETERAN CONTROL LEVERS,

all in varying conditions.
(Qty)

£250 - 350
€320 - 450

64

A BONNIKSEN 100MPH TIME & SPEED METER BY ROTHERHAMS OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, numbered C3709 to rear, with mileometer, condition unknown.

£600 - 800
€770 - 1,000

65

A BONNIKSEN 50MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, numbered A709 to rear, with mileometer, with mounting bracket, condition unknown.

£400 - 600
€520 - 770

66

A BONNIKSEN 50MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY,

featuring subsidiary time and trip dials, patent No. 2052/12, numbered BB1191 to rear, with mileometer, condition unknown.

£400 - 600
€520 - 770

67⁰

FOUR COWEY SPEEDOMETERS,

including three 60mph and one 70mph, varying states of condition; mechanical condition unknown.
(4)

£400 - 600
€520 - 770

68⁰

THREE SPEEDOMETERS,

including two Stewart; one Cooper Stewart (with drive cable and gearbox); a spare drive gearbox; together with a Smiths clock; mechanical condition unknown.
(Qty)

£300 - 500
€390 - 640

69⁰

VINTAGE/VETERAN LIGHTING EQUIPMENT,

comprising a Lucas 'King of the Road' No. 420 headlamp; a P&H headlamp; a Lucas lightweight headlamp; two generators and a spare reflector, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

70⁰

VINTAGE/VETERAN LIGHTING EQUIPMENT,

comprising a Miller headlamp; two P&H headlamps; a new old stock Miller No.54 sidecar lamp with original box (distressed); a generator and sundry generator parts, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

71⁰

VINTAGE/VETERAN LIGHTING EQUIPMENT,

comprising four Lucas headlamps; a P&H headlamp; a Powell and Hammer lightweight headlamp; a rear lamp; a sidecar lamp and two generators, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

72⁰

VINTAGE/VETERAN LIGHTING EQUIPMENT,

comprising two Lucas headlamps; two unidentified headlamps, one possibly reconditioned; one Lucas lightweight 'Calcia Major' headlamp; two P&H rear lamp; a P&H sidecar lamp; three generators together with associated generator parts and other sundry parts, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

73⁰

VINTAGE/VETERAN LIGHTING EQUIPMENT,

comprising a Bob Jon headlamp; a P&H headlamp; a lightweight Lucas 'Calcia major' headlamp; three generators and sundry mounting brackets, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

74⁰⁰

AN AUTOJUMBLER'S LOT,

comprising assorted sprockets/drums; mudguards; vintage and veteran handlebars; rear and front stands; rear carriers; control levers and other sundry parts, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

75⁰⁰

AN AUTOJUMBLER'S LOT,

comprising saddles; belt pulleys; crankshafts; three Albion gearboxes numbered MPP336, RDE533, MRV156; a quantity of valves; silencer; toolbox; oil tank (distressed) and other sundry parts, all in varying conditions.
(Qty)

£250 - 350
€320 - 450

76⁰⁰

AN AUTOJUMBLER'S LOT,

comprising horns; Vintage silencer boxes and fork springs (believed Triumph); saddle springs; pump and other sundry parts, all in varying conditions.

(Qty)

£250 - 350

€320 - 450

77⁰⁰

AN AUTOJUMBLER'S LOT,

comprising speedometer drive gears; four speedometer drive gearboxes; oil tank (distressed); oil pumps; two unidentified new cylinder liners; hubs; fork springs and sundry parts, all in varying conditions.

(Qty)

£250 - 350

€320 - 450

78⁰⁰

AN AUTOJUMBLER'S LOT,

comprising fork stems and links; Veteran, Vintage and post-Vintage hubs; sprockets; peddles; clutch parts and two-speed drives (possibly Royal Enfield), all in varying conditions.

(Qty)

£300 - 500

€390 - 640

The following Lots 79-118 are offered for sale from a deceased estate.

79⁰

A 1951 VINCENT RAPIDE SERIES-C RFM

numbered RC9941/C, sold strictly as viewed.

£600 - 800

€770 - 1,000

80⁰

A 1950 VINCENT COMET SERIES-C RFM

numbered RC/1/5934, sold strictly as viewed.

£400 - 600

€520 - 770

81⁰

A VINCENT COMET SERIES-C RFM

frame number indistinguishable, partly reads (28), sold strictly as viewed.

£400 - 600

€520 - 770

82⁰

A 1950 VINCENT COMET UFM

numbered RC/1/6418, in primer, sold strictly as viewed.

£400 - 600

€520 - 770

83⁰

A VINCENT TYPE REPLICA UFM

unnumbered, condition and manufacture unknown.

£400 - 600

€520 - 770

84⁰

A VINCENT-HRD TYPE REPLICA UFM

unnumbered, manufacture and construction unknown, close inspection advised, sold strictly as viewed.

£300 - 500

€390 - 640

85⁰

A 1949 VINCENT 998CC SERIES-B RAPIDE ENGINE

numbered F10AB/1/1974, mismatched crankcase mating numbers Q82/Q99, modified with sawn off gearbox, completeness and condition unknown, close inspection advised.

£800 - 1,200

€1,000 - 1,500

86⁰

A 1951 VINCENT 499CC COMET DISMANTLED ENGINE PROJECT,

numbered F5AB/2A/6046 and matching crankcase mating numbers 54/U; comprising crankcases, magneto cowl, timing cover, chaincase, chaincase cover, barrel, head and liner. Completeness and condition unknown, close inspection advised.

(Qty)

£500 - 700

€640 - 900

87⁰

AN INCOMPLETE 1952 VINCENT 499CC COMET ENGINE PROJECT,

numbered F5AB/2A/9075 and matching crankcase mating numbers 38/11; comprising crankcases, timing cover, magneto cowl, chaincase, chaincase cover and barrel.

Completeness and condition unknown, close inspection advised.

(Qty)

£400 - 600

€520 - 770

88⁰

A 1951 VINCENT 499CC COMET ENGINE PROJECT,

numbered F5AB/2A/7279 and matching crankcase mating numbers 68/BB; comprising crankcases (repaired), timing cover, chaincase, chaincase cover. Completeness and condition unknown, close inspection advised.

(Qty)

£300 - 500

€390 - 640

89⁰

A PAIR OF VINCENT HEADS,

(Part Number BA 70798) believed reconditioned, close inspection advised, sold as seen.

£400 - 600

€520 - 770

90⁰

A SET OF BRAMPTON TYPE FORKS,

appears cosmetically sound, mechanical condition unknown.

£800 - 1,200

€1,000 - 1,500

91⁰

A SET OF GIDRAULIC FORKS,

completeness and condition unknown; close inspection advised.

£800 - 1,200

€1,000 - 1,500

92⁰

A SET OF GIDRAULIC FORKS,

completeness and condition unknown; close inspection advised.

£500 - 700

€640 - 900

93⁰

A SET OF BRAMPTON TYPE FORKS,

condition unknown; close inspection advised.

£500 - 700

€640 - 900

94⁰

A SET OF BRAMPTON TYPE FORKS,

condition unknown; close inspection advised.

£400 - 600

€520 - 770

95⁰

TWO VINCENT GIDRAULIC TYPE FORK LEGS,

part number C385S, repainted, together with a third, damaged, close inspection advised.

(3)

£300 - 500

€390 - 640

96⁰

A QUANTITY OF FORK COMPONENTS, BELIEVED TO INCLUDE VINCENT,

comprising yokes, fork links, headclips and related items; together with tie-frames, gearbox links and various suspension related items.

(Qty)

£400 - 600

€520 - 770

97⁰

A SET OF NORTON GIRDER FORKS,

completeness and condition unknown.

£400 - 600

€520 - 770

98⁰

FOUR VINCENT TYPE UNDER SADDLE TOOL TRAYS,

together with a Series 'A' type tool box shell, manufacture unknown.

(5)

£300 - 400

€390 - 520

99⁰

A PAIR OF BELIEVED VINCENT SERIES C PETROL TANKS,

varying states of condition; close inspection advised.

£400 - 600

€520 - 770

100⁰

A QUANTITY OF BRAKE PLATES INCLUDING VINCENT,

together with sundry spares; close inspection advised.

(Qty)

£400 - 600

€520 - 770

101^o

A QUANTITY OF CHAINCASES, BELIEVED TO INCLUDE VINCENT,

including inners and outers, road and racing types.

(Qty)

£300 - 400

€390 - 520

102^{oo}

A QUANTITY OF BRACKETRY AND FOOT LEVERS, BELIEVED TO INCLUDE VINCENT,

comprising mudguard stays, rear stands, foot pegs, linkages and sundry spares.

(Qty)

£300 - 400

€390 - 520

103^{oo}

A QUANTITY OF TINWARE, BELIEVED TO INCLUDE VINCENT,

including mudguards, chaincases, headlamp shells, shrouds, toolbox and sundry items.

(Qty)

£300 - 500

€390 - 640

104^o

A NORTON FEATHERBED TYPE SWINGING ARM FRAME,

unnumbered, close inspection advised.

Prospective bidders should satisfy themselves as to the condition and manufacture prior to bidding.

£200 - 300

€260 - 390

105^o

A C.1932 NORTON 490CC CS1 ENGINE PROJECT,

numbered CS 53205, comprising crankcases; barrel (with damage to fins) and a Norton type head (model unknown). Prospective bidders should satisfy themselves as to the suitability and condition of the components prior to bidding.

(Qty)

£200 - 300

€260 - 390

106^{oo}

A VELOCETTE PROJECT,

comprising frame numbered RS4540 with several signs of repairs; KSS engine numbered KSS 8857 believed incomplete; gearbox 12-7836 completeness unknown; rear wheel hub and sprocket; petrol tank; head with AMAL carb; timing case and Lucas K1F magneto. Completeness and condition unknown, close inspection advised.

(Qty)

£800 - 1,200

€1,000 - 1,500

107^o

AN UNIDENTIFIED MOTORCYCLE FRAME,

unnumbered, single downtube type, close inspection advised.

£200 - 300

€260 - 390

108^o

A TRIUMPH 498CC 5T ENGINE,

Numbered 9 5T 19803, with MN2 Lucas Type R03 magdyno. Completeness and condition unknown, close inspection advised.

£200 - 300

€260 - 390

109^o

FOUR PETROL TANKS FOR RESTORATIO

including BSA and Norton; together with a selection of seat units including dual Vincent type. Close inspection advised.

(Qty)

£80 - 120

€100 - 160

110^o

A SELECTION OF SMITHS SPEEDOMETERS,

including 120mph and 80mph types (various states of condition); together with Smiths Speedo drives; a Pilgrim pump; Vincent FT145 flap hinges; Vincent type oil caps; miscellaneous throttle controls and a selection of handlebar levers.

(Qty)

£300 - 500

€390 - 640

111^o

A SELECTION OF SILENCERS AND EXHAUSTS,

believed Vincent, varying condition.

(Qty)

£250 - 350

€320 - 450

112^o

AN AMAL T10TT CARBURETTOR,

together with a large quantity of carburettor spares, mostly Amal manufacture including monobloc and concentric type.

(Qty)

£400 - 600

€520 - 770

113^{oo}

A SELECTION OF ENGINE SPARES,

believed to include Vincent, comprising pistons, sprockets, valve gear, crank pins, and other associated items.

(Qty)

£200 - 300

€260 - 390

114^{oo}

A QUANTITY OF MISCELLANEOUS ENGINE AND GEARBOX SPARES,

a Vincent magneto cowl; an unidentified gearbox number TE-19520; an outer Norton gearbox casing; a selection of unidentified heads; together with a selection of unidentified flywheels and clutch plates believed to include Vincent. Close inspection advised.

(Qty)

£200 - 300

€260 - 390



119

115^{oo}

A LARGE QUANTITY OF GEARBOX COMPONENTS,

believed to include Vincent and Norton type, numbers M12865, BAPH30872, SN61453, M18378, XLBAPDH5156, XBPH49967 and other sundry components, close inspection advised.

(Qty)

£400 - 500

€520 - 640

116^{oo}

A LARGE QUANTITY OF ENGINE AND GEARBOX BRACKETS,

believed to include Vincent, together with footrest brackets, battery box bases and sundry spares, varying states of condition, close inspection advised.

(Qty)

£300 - 400

€390 - 520

117^{oo}

A LARGE QUANTITY OF MAGNETO SPARES,

dynamo spares and headlamp shells.

(Qty)

£200 - 300

€260 - 390

118^{oo}

A SELECTION OF UNIDENTIFIED WHEELS,

believed to include Vincent, for restoration. Close inspection advised.

(7)

£150 - 200

€190 - 260

119^o

A SMITHS CHRONOMETRIC REV-COUNTER,

5" Black Shadow type, mechanical condition unknown, mounting bracket and gearbox present, close inspection advised.

£600 - 800

€770 - 1,000

120^o

A VELOCETTE FRAME,

numbered RS5660, together with a quantity of associated spares and accessories; close inspection advised.

(Qty)

£500 - 700

€640 - 900

- 121[◊]
A VELOCETTE MAC ENGINE,
 close inspection advised.
£250 - 350
€320 - 450
- 122[◊]
A VELOCETTE KSS ENGINE,
 incomplete and numbered KSS 7148; close inspection advised.
£250 - 350
€320 - 450
- 123[◊]
A VELOCETTE MAC ENGINE,
 incomplete and numbered MAC25139.
£250 - 350
€320 - 450
- 124[◊]
A VELOCETTE MAC ENGINE,
 incomplete and numbered MAC16363.
£250 - 350
€320 - 450
- 125^{◊◊}
A LARGE SELECTION OF VELOCETTE CRANK CASES AND ENGINE PARTS,
 comprising engine cases for MOV, MAC, MSS and Viper; a large quantity of Velocette related engine parts and spares.
 (Qty)
£1,000 - 1,500
€1,300 - 1,900
- 126^{◊◊}
A BSA A65 MOTORCYCLE FRAME,
 numbered A65607; together with associated sundry spares and accessories.
 (Qty)
£250 - 350
€320 - 450
- 127^{◊◊}
A BSA B33 FRAME,
 numbered CB331154; together with associated sundry spares and accessories.
 (Qty)
£250 - 350
€320 - 450
- 128[◊]
A BSA B31 ENGINE,
 incomplete and numbered BB3124158.
£250 - 350
€320 - 450
- 129[◊]
AN ARIEL NH 350CC ENGINE,
 incomplete and numbered AMA3543.
£250 - 350
€320 - 450
- 130[◊]
A BELIEVED MID 1930S NEW IMPERIAL 148CC MODEL 23 OHV ENGINE,
 numbered 92/26059/23 for restoration, complete with pilgrim pump.
£300 - 400
€390 - 520
- 131[◊]
A 1934 JAP 550CC SIDEVALVE MOTORCYCLE ENGINE,
 numbered LY/D36346/MS for restoration, complete with pilgrim pump.
£250 - 350
€320 - 450
- 132[◊]
A PAIR OF GIRDER FORKS,
 note affixed reads: "possibly for a 1938 BSA Empire star M23 or Gold Star M24".
£250 - 350
€320 - 450
- 133[◊]
AN AMAL 109TT CARBURETTOR,
 suitable for a Velocette or similar.
£250 - 350
€320 - 450
- 134^{◊◊}
A LARGE QUANTITY OF MOTORCYCLE CARBURETTORS,
 including Amal and other manufactures, some clip fitting examples.
 (Qty)
£400 - 600
€520 - 770
- 135^{◊◊}
A LARGE QUANTITY OF MOTORCYCLE MAGDYNO UNITS,
 including Lucas and BTH, majority for restoration, some suitable for Velocette singles; close inspection advised.
 (Qty)
£500 - 700
€640 - 900
- 136^{◊◊}
A QUANTITY OF VINTAGE MOTORCYCLE GEARBOXES,
 including Burman G1-5 and other British examples, internal conditions unknown.
 (Qty)
£600 - 800
€770 - 1,000
- 137[◊]
A RARE LUCAS MODEL SS49 HEADLAMP FOR RESTORATION, LATE 1920S,
 comprising shell; reflector; ammeter and switch with mounting brackets, together with a selection of carbide motorcycle headlamps; generators and associated parts, including examples by P&H and Miller, all for restoration.
 (Qty)
£500 - 600
€640 - 770
- 138[◊]
A SUNBEAM S7 HEADLAMP AND SPEEDO UNIT,
 together with a petrol tank and sundry spares.
 (Qty)
£250 - 350
€320 - 450
- 139[◊]
A SELECTION OF HEADLAMP UNITS AND RIMS,
 including a Velocette Nacelle, Miller headlamp and others for restoration.
 (Qty)
£250 - 350
€320 - 450
- 140[◊]
A NICKEL PLATED PETROL TANK HAND PUMP SIGHT FEED,
 together with another sight feed and a nickel plated rear lamp.
£250 - 350
€320 - 450
- 141[◊]
TWO SMITHS 120MPH SPEEDOMETERS,
 together with a Miller Ammeter.
 (3)
£250 - 350
€320 - 450
- 142[◊]
A PAIR OF JAP V-TWIN OHV CRANKCASES AND HEAD FOR MORGAN,
 numbered LTOWC/C 98547, some weld repairs to crankcases, believed to suit a water-cooled Morgan three-wheeler, close inspection advised.
 (3)
£250 - 350
€320 - 450
- 143[◊]
A C.1926 BSA 493CC S26 ENGINE,
 No. M14547; believed mostly complete including gearbox and clutch. Sold strictly as seen, close inspection advised.
£600 - 800
€770 - 1,000
- 144[◊]
A C.1926 DOUGLAS 348CC EW ENGINE,
 No. 80566. Believed c.85% complete, with EIC magneto. Sold strictly as viewed, close inspection advised.
£400 - 600
€520 - 770
- 145[◊]
A C.1938 RUDGE 499CC ENGINE,
 No. S5676, for restoration. Sold strictly as seen, close inspection advised.
£600 - 800
€770 - 1,000
- 146[◊]
A ROYAL ENFIELD 350CC BULLET ENGINE,
 no: G2/32720 together with gearbox, transmission and primary chaincases, stripped and rebuilt in 2005.
£500 - 600
€640 - 770
- 147[◊]
TWO SUZUKI GT750 EXHAUST SECTIONS,
 in used condition; close inspection advised.
 (2)
£250 - 350
€320 - 450

148⁰⁰

A QUANTITY OF MOTORCYCLE SPARES BELIEVED TO INCLUDE MATCHLESS,

comprising rear stands, oil tank, tinware, windshields, petrol tank, carburettor spares, mudguard, wheel, girder forks, sprockets, levers, magneto spares, bracketry, headlamp, cables and other sundry items.

(Qty)

£250 - 350

€320 - 450



156

149⁰

A NORTON 'WIDELINE' FEATHERBED FRAME,

complete with Roadholder front forks, swinging arm, shock absorbers and seat, together with two glassfibre fuel tanks with integral oil compartments, and a set of engine plates (suit Nor-Vin).

(Qty)

£500 - 700

€640 - 900

150⁰

A C.1947 VELOCETTE KSS MARK II ENGINE,

incomplete with gearbox and mounting plates, close inspection advised.

£250 - 300

€320 - 390



157

151⁰⁰

A QUANTITY OF BSA AND TRIUMPH SPARES,

comprising BSA Bantam D7 engine parts to include two sets of crankcases, crankshaft, cylinder, and inner/outer covers; Amal Monobloc 375/59 carburettor c/w air filter/choke; two BSA Bantam side panels; Triumph Tiger Cub parts to include a frame complete with front forks, swinging arm, centre stand, headlamp shell and speedometer; rear mudguard and number plate support c/w rear light; spare swinging arm and forks, fuel tank, exhaust pipe and silencer.

(Qty)

£250 - 300

€320 - 390

152⁰⁰

A QUANTITY OF MOTORCYCLE SPARE PARTS,

including a BSA-Triumph conical hub rear wheel complete with brake plate; AJS Stormer rear wheel c/w alloy rim; Norton 'pear shaped' silencer circa 1953; 'Moto Guzzi' type glassfibre fairing c/w supporting sub-frame (possibly for V50 family). Close inspection advised.

(Qty)

£250 - 280

€320 - 360

153⁰

A GRIMECA 4-LEADING-SHOE FRONT BRAKE,

unused 'new-old-stock', close inspection advised.

£250 - 300

€320 - 390

154⁰

A NORTON STYLE ALLOY PETROL TANK,

unused believed to suit a twin, close inspection advised.

£250 - 350

€320 - 450

155⁰⁰

A SELECTION OF NORTON SPARES,

comprising a Mag dyno; two camshafts; alloy conrod; ML Magneto; mudguards; front wheel with single sided brake and other assorted items.

(Qty)

£500 - 700

€640 - 900

156⁰⁰⁰

A VINTAGE ERA SIDECAR,

comprising BSA chassis and believed Triumph body. Restored and upholstered. Offered with tonneau cover and 1936 insurance document (located within the old trim) placing the machine in Penrith.

£1,000 - 1,500

€1,300 - 1,900

157⁰⁰⁰

A C.1964 WATSONIAN NEW MONARCH SIDECAR,

It was re-styled for the 1960s as the 'New Monarch', gaining the then fashionable small wheel, which was set in a streamlined wing, replacing original blade-type mudguard. The vendor acquired this example intending to attach it to his Featherbed-framed Norton ES2 (also included in the sale) but never got around to it. Kept in dry storage since acquisition and offered for restoration, the chair comes complete with a set of Featherbed-suitable attachments and its canvas hood.

£250 - 350

€320 - 450

Watsonian, Britain's foremost sidecar manufacturer for many decades, produced 'chairs' of all shapes and sizes to suit every kind of sidecarist. Introduced in 1945 and popular throughout the 1950s, the Monarch was described by its maker as 'designed to meet the needs of the above-average sized person, this is the roomiest single seater produced today'.



159



163

164

OTHER PROPERTIES

158•
FOUR 1920S ISLE OF MAN TT OFFICIAL RACE PROGRAMMES,
 comprising 1923 Senior, and 1927 Lightweight, Junior and Senior, offered together with assorted 1920s issues of The MotorCycle.
 (Qty)
£250 - 350
€320 - 450

159•
A QUANTITY OF ASSORTED PRE-WAR MOTORCYCLE SALES BROCHURES,
 majority dated 1927-1931, 45 sales brochures and pamphlets relating to mainly British marques comprising AJS, Ariel, ACME, BSA, 1928 Douglas, 1928 & 1930 Dunelt, Excelsior, Harley-Davidson, Indian News August 1929 and Indian Scout/Super Scout, 1928 James, 1927 Levis, 1929 'Black & White' Matchless, Neracar, 1927 New Imperial, 1931 'Unapproachable Norton', 1930 Panther, 1930 Raleigh, 1930 Scott, 1930 Singer Junior, 1930 Sunbeam, Triumph, 1927 Overhead Camshaft Velocette, and 1928 Zenith, together with three Harley-Davidson Rider's Handbooks for Twin models 1926 to 1929 and an Indian Riders' Instruction book, various conditions, some export editions for the Australian market.
 (49)
£500 - 700
€640 - 900

160•
EIGHT MOTORCYCLE SALES BROCHURES,
 comprising 1907 NSU, 1910 REX, 1911-12, 1914 and 1915 BSA, 1911 New-Hudson, 1912 Rudge and 1912 Premier, (covers soiled but pages in good condition).
 (8)
£250 - 350
€320 - 450

161•
SEVEN MOTORCYCLE SALES BROCHURES,
 comprising 1908 "Vindec Special", 1911 and 1912 Phelon & Moore, 1910 and 1911 REX, 1909 Scott, and 1911 Bradbury & Co, (covers soiled some pages fine others oil stained) together with a Bradbury advertising flyer with text extracted from the August 4 1911 The Cycle Trader & Review and a 1912 Continental Tyre booklet "The History of the Motor Cycle"
 (Qty)
£250 - 350
€320 - 450

162•
FIVE TRIUMPH SALES BROCHURES,
 comprising 1910, 1912, 1913, 1915 and 1915, (covers garage soiled but pages clean), together with a Triumph 1913 Repairs & Parts Catalogue, a small format publication titled 'Triumph Hints & Tips for Motor Cyclists', circa 1912, a Triumph 'Motors with Free Engines' leaflet, and a 1902 Imperial Triumph bicycle parts list (folded).
 (9)
£300 - 400
€390 - 520

163•
A VINCENT RIDER'S HANDBOOK, BROCHURE AND SALES PAMPHLET,
 the pamphlet covering the series 'C' Shadow, Lightning, Comet and series 'B' Rapide, the fold-out brochure covering the series 'B' Rapide and the handbook covering the series 'B' and 'C' Black Lightning, Black Shadow, Standard Rapide and series 'B' and 'C' Meteor and Comet.
 (3)
£250 - 350
€320 - 450

164•
A RARE VINCENT HRD SALES BROCHURE, 1936, AND ACCOMPANYING 'VINCENT HRD' COMPANY LETTER,
 the brochure covering the 'TT model, the Meteor and Comet models and Comet Special model, illustrated and in good condition.
 (2)
£250 - 350
€320 - 450

165•
A RARE 1946 HRD SALES BROCHURE,
 24pp, covering the series 'B' Meteor, series 'C' Comet, series 'B' Rapide, series 'C' Rapide export model, series 'C' Black Shadow, series 'C' Black Lightning, specifications and racing successes.
£250 - 350
€320 - 450



165



166

166

TWO 'SPEEDWAY' SCRAP BOOKS,

a comprehensive speedway archive contained in two albums (over 150 pages), one dating from 1929-1947, the other 1936-1949, comprising publicity images, postcards, photographs of riders and teams, includes original autographs of Putt Mossman, Bo Lisman and Alec Statham, some of the others with facsimile signatures, together with a small selection of press cuttings 1929-1972 in a third album.

(3)

£400 - 800

€520 - 1,000

The collection is being put up for auction to raise funds for the Speedway Riders Benefit Fund.

The collection of photographs were put together by the late William (Tommy) Gutteridge of Slough. An avid fan of Speedway, putting his bicycle on the train to Paddington he would attend Wembley, New Cross, Hamley and Wimbledon before returning to Paddington. He and his late wife were Wembley Supporters club members for many years.

167

AN INDIAN SCOUT 'CENTENARY' LEATHER JACKET, 2001,

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

(7)

£250 - 300

€320 - 390



168



169

168

A 1934 GERMAN GRAND PRIX WINNER'S PRESENTATION SILVER AND CUT GLASS PITCHER, AWARDED TO JIMMY SIMPSON ON NORTON,

decorative heavy cut glass tapered body, with hallmarked German silver wide band, hinged lid, spout and handle, with internal glass ice cooling cylinder, the band inscribed 'Großer Preis v. Deutschland für Motorräder 1934', to one side and with maker's inscription 'Ehrenpreis der Firma "Rogo" Robert Gotze Oberlungwitz' to the other, 33cm high, together with a set of six accompanying similarly decorative cut glass drinking cups with handles, presented to Simpson for victory on the Works Norton in the 350cc Class in the 1934 German Grand Prix at the Sachsenring circuit.

(7)

£600 - 800

€770 - 1,000



169

169

A GOLD GLYCINE POCKET WATCH PRESENTED TO JIMMY SIMPSON FOR VICTORY ON AJS AT THE 1927 SWISS GRAND PRIX,

14 karat gold case, Swiss movement, gold dial with Arabic numerals and subsidiary seconds dial, the inside rear of the case engraved 'Grand Prix Suisse 1927 La Motocycllette Berne', contained within original case, presented to Simpson for victory in the 350cc Class on the AJS at the 1927 Swiss Grand Prix at the Meyrin circuit, Geneva.

(2)

£500 - 700

€640 - 900



170



172



171

Lots 170 - 180 are the property of a gentleman collector.

**170
A 1910 MCC EXETER TRAIL GOLD FINISHER'S MEDAL, AWARDED TO ARTHUR J MOORHOUSE,**

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

£250 - 300
€320 - 390

**171
A 1960 BMCRD DUNLOP TROPHY AWARDED TO MIKE HAILWOOD,**

sterling silver twin handled trophy with later hallmarked lid and base, engraved 'B.M.C.R.C. The Dunlop Trophy 1960 S.M.B. Hailwood', 16cm high overall.

£400 - 600
€520 - 770

**172
A FINE PAIR OF GEORGE V SILVER NAPKIN RINGS AWARDED FOR 2ND PLACE ON DOUGLAS AT THE 1925 WELSH TT,**

each hallmarked sterling silver 1925, by the Birmingham Medal Co, and applied with plaque with racing motorcycle design in relief, both engraved 'Neath Motor Club - Welsh T.T. 1925 - 50 Mile 350cc + First Trade - V.Anstice.', each 4cm wide, awarded to Vic Anstice for 2nd place behind Percy Rogers on the Sunbeam, offered together with an edition of Lynn Hughes: Pendine Races; containing a brief account of the race and featuring a period image of the winning rider alongside the trophy table displaying the napkin rings offered here (see pages 111-112).

(3)
£300 - 500
€390 - 640

**173
SIX DUNLOP PODIUM CAPS SIGNED BY RIDERS AT THE 2000 ISLE OF MAN TT FESTIVAL,**

yellow caps with black embroidered logos, individually signed in black marker to the peak by six participating riders including the top five riders in the Formula One event, comprising Joey Dunlop (winner of the Formula One, 250 Lightweight and 125 Ultra-Lightweight races at his final TT), Robert Dunlop (3rd in the Ultra-Lightweight race), Michael Rutter (2nd in the Formula One and Senior races), John McGuinness (winner of the Singles race), Ian Lougher (3rd in the Junior 600 and 250 Lightweight races), and Jim Moodie (5th in the Formula One race), together with a photocopy of a letter mentioning the caps and a related envelope.

(8)
£400 - 600
€520 - 770

**174
SEVEN CAPS SIGNED BY MOTOGP AND WORLD SUPERBIKE RIDERS,**

comprising caps signed in black marker by Valentino Rossi, Phil Read, Max Biaggi, Nicky Hayden, Mick Doohan, Loris Capirossi, and Troy Corser, two with images of the rider signing.

(9)
£500 - 700
€640 - 900



173



174

175
A PAIR OF ALPINESTARS "2010 SILVERSTONE BRITISH GRAND PRIX" COMMEMORATIVE RIDING BOOTS SIGNED BY VARIOUS RIDERS,

believed to be a 'one-off' pair of boots specially commissioned to celebrate the return of the British Motorcycle Grand Prix to the Silverstone Race Circuit after a 23 season hiatus at Donington, EUR size 42 (US size 8), in white leather with circuit motif pattern and Riders for Health 'www.riders.org' logo to heel unused, signed in various places in black marker by various riders at the event including Casey Stoner, Nicky Hayden, Andrea Dovizioso, Ben Spies, and others.

(2)
 £400 - 600
 €520 - 770



175

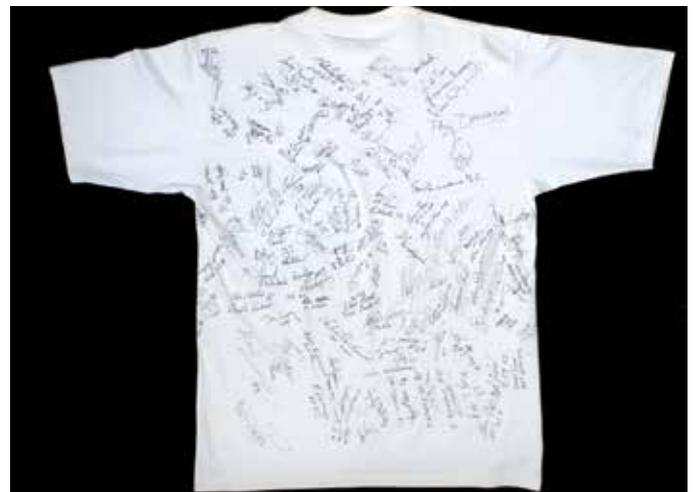
176
A T-SHIRT SIGNED BY ALL RIDERS AT THE 2000 ISLE OF MAN TT FESTIVAL,

white T-shirt, size L, with Festival logo, signed extensively throughout in black marker by all winning and participating riders, obtained at the event by a long-serving member of the support staff with access to the paddock area, offered together with a programme for the event, a letter pertaining to the acquisition of the signatures, two related newspapers, and two print-outs of the race results.

(7)
 £600 - 800
 €770 - 1,000



176



176 (reverse)



177

177
**VALENTINO ROSSI'S SIGNED
 DONINGTON 2003 MOTOGP REPSOL
 HONDA SCREEN,**

race-used Perspex screen with Repsol Honda logo, as fitted to the RC211V ridden to 3rd place by Rossi at the event held on 13th July, bearing Rossi's trademark "The Doctor" scripts and regulations stickers, signed by Rossi in black marker and with 'ciao!' personal message, 37cm long, together with a laminated image of Rossi signing the screen.
 (2)
 £500 - 700
 €640 - 900

178
**TROY BAYLISS' 2005 MOTOGP RACE
 WORN CAMEL HONDA HELMET BY
 SUOMY,**

painted in green, yellow, red, white and blue Australian Flag design, with Suomy branding and 'Bayliss' and 'Troy 12' stickers and with 'Boxing Kangaroo' character logo to rear, fitted with tinted Suomy visor signed by Bayliss '#12' in pink marker, worn during the 2005 season, with original Suomy helmet bag also signed, offered together with a signed cap and Bayliss' Honda Team jacket by Sparco, in yellow and black, size M, signed by the rider in black marker to the back.
 (4)
 £500 - 800
 €640 - 1,000

Provenance: this helmet and jacket were originally offered for sale at the Riders for Health 2005 Day of Champions Auction held at Donington Park on 21st July.



178

179
**COLIN EDWARDS' WORLD SUPERBIKE
 RACE-WORN HELMET BY ARAI,**

model RX-7RR4, painted in blue, black and white flame design spangled with red 'Texas Stars' and 'Gunslinger' character logo to rear, Arai and 'Blue Jeans Gas' sponsors logos to front, fitted with tinted visor, FIM sticker to inside face-guard, race worn with paint chipped and scratched to upper right side and face guard, believed used by Edwards during his seasons with Castrol Honda, together with a laminated race image showing the helmet.
 (2)
 £500 - 800
 €640 - 1,000

Provenance: this helmet was originally offered for sale at the Riders for Health British Superbike Auction 2001 (see Lot 30).



178



179

180

BARRY SHEENE'S 1974 BELL RACING HELMET,

in black, red and gold with applied number '7', 'Bell' and 'Anderstorp Racing Club' logos, decorated with trademark 'Donald Duck' emblem and 'Barry Sheene' lettering to rear, with tinted visor and chin-guard with Sheene's trademark cigarette hole, applied SHCA certified sticker number 1372063, race worn with evidence of crash damage to rear and loss to interior lining.

The first to carry his famous number '7', this helmet was presented by Barry in 1975 to Merv Wright, Suzuki race-team manager, as being the one he wore in his infamous Daytona crash of that year. Research suggests that this helmet was also worn while riding for Suzuki at various races during the 1974 season, including the Daytona 200 and possibly previous and subsequent seasons, and that Sheene also wore it during the 1974 Swedish Grand Prix where he had a spectacular spill in the rain, taking out Giacomo Agostini and thus gathering the visible 'scars' to the back of this helmet. Displayed on a presentation base with plaque under a Perspex case, offered together with a laminated image of Sheene with his Suzuki team-mates featuring the helmet, five issues of MCN containing articles relating to Sheene and a Sheene tribute magazine.

(6)

£4,000 - 6,000

€5,200 - 7,700

Formerly from the Merv Wright collection.



180 (reverse)





181



181 (detail)



182



183

OTHER PROPERTIES

181

A PAIR OF BARRY SHEENE'S RIDING GLOVES,

presented to one of Barry's friends and business associate prior to Barry's move to Australia in the mid 1980's, offered with a signed letter of provenance from the current owner confirming; "the gloves are the ones he wore at Silverstone when he had his horrific crash in 1982", signed and dated July 28 1982 B.Sheene, race worn and damaged, left hand missing middle finger and shortened little finger.

(2)

£800 - 1,000

€1,000 - 1,300

It was while riding for the Yamaha factory in 1982 that he had the second of his two life-threatening crashes, colliding with Patrick Iggo's fallen machine during unofficial practice for the British Grand Prix at Silverstone in July. Both Barry's legs were shattered and he suffered numerous other injuries.

182

C.1981 SUZUKI 495CC XR35 RACING ENGINE CASTINGS.

comprising magnesium alloy crankcases, four cylinder barrels, and four cylinder heads. Engine number 1003. Mounted in a believed-Factory engine carrying frame. No internals present. Close inspection advised, sold strictly as viewed.

£10,000 - 15,000

€13,000 - 19,000

183

A LODGE SPARK PLUG PROMOTIONAL DISPLAY STAND

together with associated spark plugs. Believed purchased in period from 'Brentanos' of Beverley, close inspection advised.

£300 - 400

€390 - 520



184 (part)



184

AN INTERESTING LOT OF MOTOGP MEMORABILIA,

comprising a Ducati Desmosedici race fairing panel, dedicated by double MotoGP World Champion Casey Stoner: "All the best", signed by Stoner #27, race wear; A Ducati Desmosedici winged race fairing panel, crash damaged; two Casey Stoner signed and framed posters including 'Riders Unite' and 'Storm the Island'; a framed and glazed pencil drawing entitled 'In the Court of the Red King', depicting Team Roberts - 1990 250cc and 500cc World Champions and a lightweight sprocket, believed ex-Casey Stoner. (Qty)

£500 - 700
€640 - 900



184 (part)

185

A SCRATCH BUILT SCALE MODEL OF A 1963 500CC MANX NORTON ENGINE BY MOTO MINIATURES, OFFERED FOR SALE ON BEHALF OF THE JOAN SEELEY PAIN RELIEF MEMORIAL TRUST,

approximately 4/10 scale, limited edition of 250 examples built, finely detailed model based on measurements taken from original parts and engineering drawings, constructed from over 150 mainly cast high-polymer resin components with stainless steel fixings, hand-finished and painted, 25cm high, mounted to a wooden display base and with Perspex display case.

£500 - 600
€640 - 770

All proceeds from the sale of this lot will be donated to The Joan Seeley Pain Relief Memorial Trust. (Registered Charity No.278697)

END OF AUTOMOBILIA

186 - 200
No lots



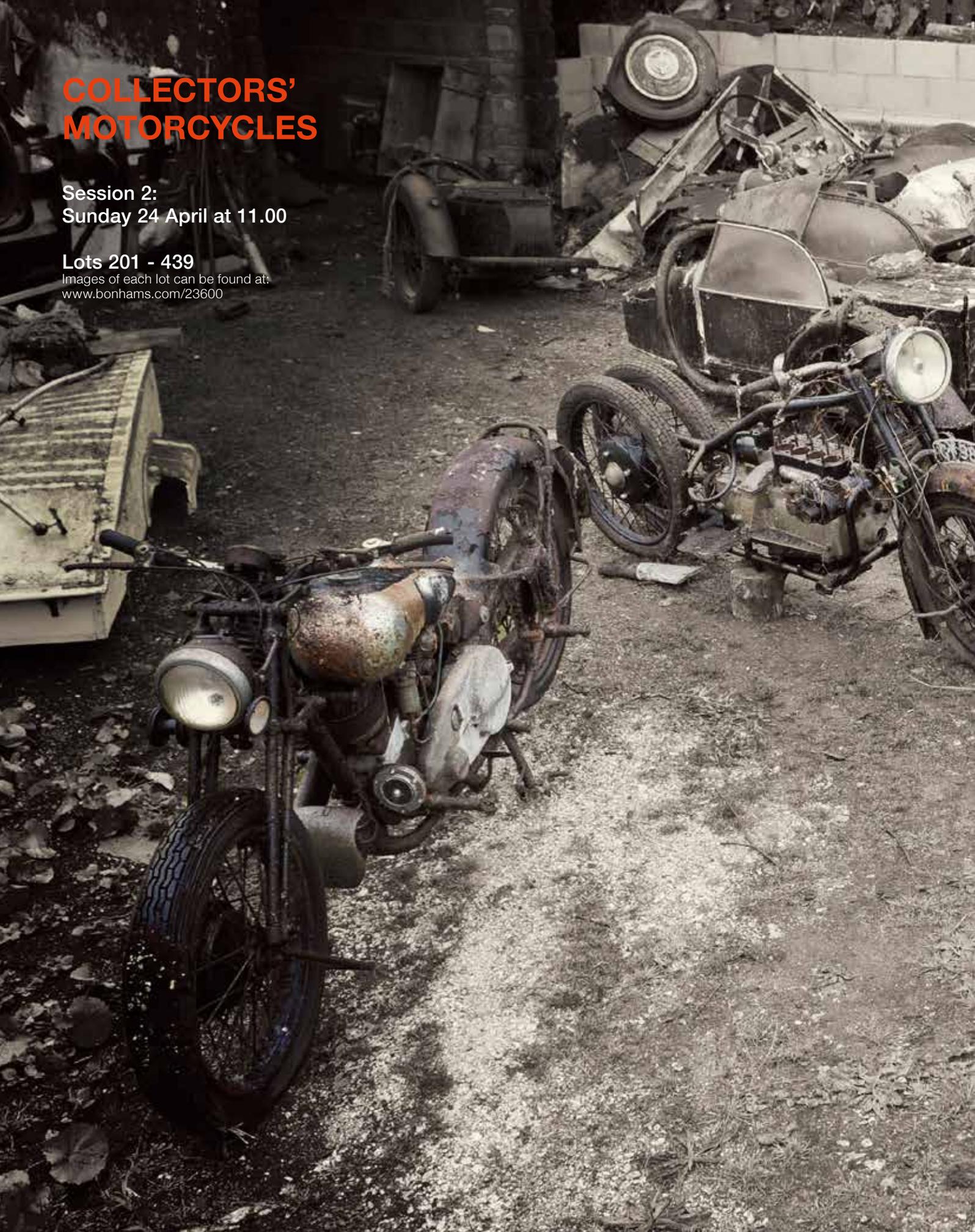
185

COLLECTORS' MOTORCYCLES

Session 2:
Sunday 24 April at 11.00

Lots 201 - 439

Images of each lot can be found at:
www.bonhams.com/23600





The following 8 Lots are offered from a deceased estate. Prospective bidders should satisfy themselves as to the compatibility of the parts in these lots prior to bidding.



201
 Property of a deceased's estate
1929 SCOTT 498CC TT REPLICA PROJECT
 Registration no. WF 1988
 Frame no. 2715M
 Engine no. RZ1858AR

First introduced towards the end of the 1928 season, Scott's TT model was a replica of the machine ridden to 3rd place in that year's Isle of Man Tourist Trophy Senior race by Tommy Hatch. 'Designed essentially for the speedman' according to the 1929 catalogue, the TT Replica used Scott's long-stroke engine fitted with cylinder wall lubrication, and was available in both 498cc and 596cc capacities. This Lot comprises a frame; fuel tank; engine; magneto platform; gearbox (no kickstart fitted); clutch; a second gearbox cover with kickstart fitted; gearbox undertray; a set of 'kite' forks of the correct type for a TT Replica with tapered tubes top and bottom; saddle; handlebars; radiator (dented); nearside exhaust, Howarth silencer (corroded) and fishtail; rear stand; BTH magneto; front stand; newly manufactured gearchange gate, lever and rod; Pilgrim oil pump with reduction gear; Binks carburettor Type 49/121; magneto sprocket; believed newly manufactured Andre steering damper; chainguard; brake lever; final drive sprocket and outrigger bracket; splash guard; front/rear mudguards; front wheel (no brake plate); Enfield rear wheel with cush-drive, sprocket, and Flying Squirrel type rear drum and brake plate with long torque arm. Offered with old style V5 registration document and sold strictly as viewed.

£2,000 - 3,000
€2,600 - 3,900
No Reserve



202
 Property of a deceased's estate
1930 SCOTT 498CC SPORTS SQUIRREL PROJECT
 Registration no. VR 9519
 Frame no. 181
 Engine no. Z2348A

Bradford-born inventor Alfred Angus Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. Although recognisably derived from Alfred Angus Scott's earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight. A three-speed countershaft gearbox had been introduced for 1923 and, as a result of the racing programme, there was a new duplex frame and bigger brakes for 1927. For the traditionalists, the old-style, lightweight, two-speed model soldiered on, remaining in production into the early 1930s. This dismantled and incomplete Sports Squirrel is offered for restoration and sold strictly as viewed. Noteworthy features include late-Vintage 'two-speed' forks, a two-speed gear, BTH magneto, radiator (distressed), front and rear wheels, and sundry other items including a spare engine, 'Z2482A'. Offered with an old-style V5 registration document.

£2,000 - 3,000
€2,600 - 3,900
No Reserve



203

Property of a deceased's estate

1927 SCOTT 596CC THREE-SPEED SUPER SQUIRREL PROJECT

Registration no. SV 4251

Frame no. 1028

Engine no. Y271A

Bradford-born inventor Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. Although recognisably derived from Alfred Angas Scott's earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight. A three-speed countershaft gearbox had been introduced for 1923 and, as a result of the racing programme, there was a new duplex frame and bigger brakes for 1927. For the traditionalists, the old-style, lightweight, two-speed model soldiered on, remaining in production into the early 1930s. Last taxed in 1994 and kept in storage for many years, this apparently original and substantially complete three-speed Super Squirrel is offered for restoration and sold strictly as viewed.

Offered with an old-style V5 document and some spares.

£3,000 - 4,000

€3,900 - 5,200



204

Property of a deceased's estate

C.1926 SCOTT 596CC SUPER SQUIRREL PROJECT

Registration no. SV 4141

Frame no. 1413

Engine no. Y319A

Bradford-born inventor Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. Although recognisably derived from Alfred Angas Scott's earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight. A three-speed countershaft gearbox had been introduced for 1923 and, as a result of the racing programme, there was a new duplex frame and bigger brakes for 1927. For the traditionalists, the old-style, lightweight, two-speed model soldiered on, remaining in production into the early 1930s. Sold strictly as viewed, this Lot consists of a frame with 'biscuit barrel' fuel tank and two-speed gear (mounted); an oil tank; radiator (repaired); Pilgrim oil pump; EIC magneto; rear wheel (missing brake); front wheel complete with brake plate; a pair of correct-for-1926 two-speeder forks (incomplete); 'coffee pot' exhaust box and pipe; chainguard; handlebars with inverted levers; saddle; kickstart lever and spring; rear brake pedal; a later Amal carburettor; and a partially dismantled engine that seems to have a flywheel, pistons, transfer ports, and a cylinder block. Offered with an old style a V5 registration document.

£1,500 - 2,000

€1,900 - 2,600

No Reserve





205

Property of a deceased's estate

C.1910 ROYAL ENFIELD 2 1/4HP

Registration no. Unregistered (see text)

Frame no. 156

Engine no. 385268DLG

The origins of the Royal Enfield marque can be traced back to a small light engineering firm - George Townsend & Company - founded in Redditch, Worcestershire, in mid-Victorian times. The firm moved into bicycle manufacture and by the turn of the Century had been reorganised as the Enfield Cycle Company, makers of the 'Royal Enfield'. The Redditch company built its first powered vehicles - De Dion-engined tricycles and quadricycles - in the closing years of the 19th Century, and its first motorcycles around 1900. By 1904 the firm was concentrating on car production, resuming motorcycle manufacture in 1910 with a 2 1/4hp v-twin Motosacoche-powered lightweight. A 2 3/4hp version with two-speed gear and all-chain drive followed. The famous JAP v-twin-engined 6hp sidecar outfit joined the range for 1912, and the firm continued the v-twin theme with a new 3hp solo for 1913, the latter being powered by Enfield's own 425cc inlet-over-exhaust engine, which was raced successfully in 350cc form. This rare Motosacoche-powered Royal Enfield v-twin Veteran was first registered in Worcestershire, possibly by the factory, although it should be noted that this registration, 'AB 4617', is now assigned to another vehicle. In storage for many years, the machine is offered for restoration/re-commissioning and sold strictly as viewed. There are no documents with this Lot.

£5,000 - 7,000

€6,400 - 9,000



206

Property of a deceased's estate

C.1923 TRIUMPH 494CC MODEL P PROJECT

Frame no. 324942

Engine no. 86289

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. The first batch manufactured was not without its faults, but once these had been sorted the Model P was a runaway success. Output from Triumph's Priory Street works was soon running at an astonishing 1,000 machines per week, and the Model P's arrival undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives - models N, Q and QA - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake. This partially dismantled and incomplete Triumph Model P is offered for restoration and sold strictly as viewed. It should be noted that the engine is not original to the frame. There are no documents with this Lot.

£1,500 - 2,000

€1,900 - 2,600

No Reserve

207

Property of a deceased's estate

1927 AJ'S 498CC MODEL H8 'BIG PORT' PROJECT

Frame no. H 91666

Engine no. H 90790

After victory in the 1920 Isle of Man Junior TT, AJ'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 duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve AJ's - initially built only as a '350' and latterly known as the 'Big Port' - became available as a '500' for the first time in 1926. Coded 'Model 8', the new 3½hp model followed the general lines of its successful smaller sibling. The engine combined the latter's 90mm stroke with an 84mm bore and distinguished itself in the 1926 Isle of Man Senior TT when AJ's works rider Jimmy Simpson became the first man to lap at over 70mph. Progressively updated, the Model 8 remained in production until the Matchless take-over in 1931. This partially dismantled and incomplete example of the rarer, 500cc 'Big Port' is offered for restoration and sold strictly as viewed. It should be noted that the frame and engine, although both from 1927, are not an original pairing. There are no documents with this Lot.

£2,500 - 3,500

€3,200 - 4,500



208

Property of a deceased's estate

1927 AJ'S 2¾HP PROJECT

Registration no. SV 9293

Frame no. 75894

Engine no. H4 75894

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJ's was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJ's range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one of the finest of early Vintage sports machines. Sold strictly as viewed, this Lot consists of a frame; engine; gearbox (number 'K4/125229'); forks; front wheel; rear wheel; rear mudguard; rear carrier; saddle; fuel/oil tank; exhaust pipe; chainguard; toolbox; and sundry other parts. The machine is offered with old-style V5/V5C documents, which omit the engine number prefix.

£900 - 1,200

€1,200 - 1,500

No Reserve



Further properties



209

1925 AJS 2 3/4 HP PROJECT

Frame no. TBA

Engine no. 57788

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJS was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2 3/4hp (350cc) sidevalve-engined model remained a fixture of the AJS range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one of the finest of early Vintage sports machines. This example first came to the owner's attention when he discovered it in a barn in the late 1940s. In 1969 he was able to purchase the AJS, and since then has carried out some restoration of the frame and cycle parts. However, the project remains unfinished and thus the machine is sold strictly as viewed. There are no documents with this Lot.

£2,000 - 3,000

€2,600 - 3,900



210

1937 AJS 982CC MODEL 37/2

Registration no. CYE 904

Frame no. 581

Engine no. 37/2 2416

Following the Matchless take-over of 1931, AJS production was relocated to Plumstead where the existing range continued largely unaltered initially. Indeed, the two marques would retain largely separate identities until the outbreak of WW2. AJS's own 998cc sidevalve v-twin was one of the first models to be dropped, disappearing at the end of the '31 season, and for the next 12 months there was no large-capacity 'sidecar tug' in the range. That changed for 1933 with the arrival of the Model 2, which was powered by the engine of the long established Matchless Model X. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X and Model 2 remained fixtures of their respective ranges, progressively updated, until 1940. This AJS Model 2 was purchased from Verrais in 1979 (original purchase receipt on file) in a dismantled state by the vendor and his late brother circa 30 years ago. The vendor's brother passed away and the machine has remained in pieces ever since although more recently the machine has benefitted from a reconditioned flywheel assembly together with new bearings. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness, or otherwise, prior to bidding. The machine is offered with an old-style continuation logbook and an old-style V5 registration document.

£3,000 - 3,500

€3,900 - 4,500

No Reserve

211 N

1932 MATCHLESS 394CC SILVER ARROW

Frame no. 2054

Engine no. A2 2183

- Technologically interesting narrow-angle v-twin
- One of fewer than 2,000 made
- Incomplete and offered for restoration



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. These 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. Single-cylinder models were reintroduced after WWI.

By the early 1930s Matchless had no fewer than three different vee-engined machines in the range: models 'X', 'A' and 'B', the latter pair being better known as the Silver Arrow and Silver Hawk respectively.

Introduced for the 1930 season, the 394cc Silver Arrow looked like a single cylinder machine but was in fact a narrow-angle (26-degree) sidevalve v-twin, the closely spaced cylinders being contained within one casting topped by a single cylinder head. Its engine aside, the Silver Arrow was conventional enough, though linked brakes and a sprung frame were features found on few rivals. A switch from a three-speed to a four-speed gearbox at the end of 1930 was the only one significant upgrade made during the model's lifetime. Like many advanced designs before and since, it failed to fire the imagination of enthusiasts with sporting pretensions; sales were disappointing, fewer than 2,000 being sold in the four years of production. Today the Matchless Silver Arrow is both rare and sought after.

It is not known where this example was delivered new, though the accompanying registration document, dated December 1948, shows that it was registered in the Netherlands at that time. Presented in a distressed and incomplete state, the machine is offered for restoration and sold strictly as viewed.

£3,500 - 4,500
€4,500 - 5,800

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.



212



214



213



215

212

C.1932 EXCELSIOR-JAP 500CC COMPETITION PROJECT

Frame no. 5/663 Engine no. JOR/Y/21993
 This incomplete Excelsior-JAP was bought as a project. Although it is unfinished, some work has been done, including re-manufacturing the front brake plate and crankcases, the latter being cast from patterns taken from the irreparable originals. In addition, the engine has been re-bored and the bearings replaced, while the gearbox too has received attention but requires re-assembly. We are advised that the magneto needs to be overhauled and that there are various components missing including the fuel tank, carburettor and chain guard, while the frame and cycle parts are described as 'part restored'. There are no documents with this Lot, which is offered for completion and sold strictly as viewed. A potentially most rewarding project for the historic-racing competitor.
£2,000 - 2,500
€2,600 - 3,200

213

1934/1941 VELOCETTE 249CC MOV COMPETITION MOTORCYCLE

Frame no. F11005 Engine no. M1445
 In 1933 Veloce Limited augmented its overhead-camshaft range with an overhead-valve 250 - the MOV - that would spawn an entirely new range of OHV singles. The newcomer's engine 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, subsequently bored out to create the 500cc MSS. Consisting of a 1934 MOV engine in a 1941 MAF ('military' MAC) frame, this Velocette 'special' has been used for sprints and hill climbs, but has not been run since the magneto was rebuilt and the Amal Concentric carburettor fitted. Other noteworthy features include lightened valve gear, raised compression ratio and a larger inlet valve. The original carburettor is included in the sale.
£1,500 - 2,000
€1,900 - 2,600
No Reserve

214

1921 BSA 557CC MODEL K PROJECT

Registration no. NX 584 Frame no. B2461 Engine no. R1988
 The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA designed and built machine. This outstandingly original and unmolested Model K previously belonged to the lady vendor's late husband's father, and is believed to have been in the family's possession from new. It comes with the original purchase receipt, showing that the BSA was bought from W Warner, Cycle and Motor Engineer of Leamington, and an old-style continuation logbook issued in July 1925 to the machine's purchaser, one W Wheaver. A change of taxation class from Sidecar to Bicycle is recorded in October 1929. Off the road in dry storage for some considerable time, this is a dream project for the experienced restorer.
£4,000 - 6,000
€5,200 - 7,700
No Reserve

215

1928 BSA 174CC A28

Registration no. PX 8845 Frame no. E789 Engine no. N922
 When introduced in 1928, the first two-stroke from BSA featured a single-cylinder engine with an overhung crankshaft housed in a bolted up frame; unusually for the period, the gearbox was built in unit with the engine. Lightweight tubular girder forks and a sprung saddle provided a degree of rider comfort that was adequate for their role, while a carrier was fitted as standard. Although cheap to buy, the model did not prove popular and was dropped from the range at the end of 1930. It would be another 17 years before BSA introduced another two-stroke: the Bantam. An older restoration, this matching-numbers example was purchased at Brooks' Beaulieu Sale in July 1999 (Lot 156). Little used in recent years, the machine will require re-commissioning before returning to the road. Accompanying paperwork consists of the original buff logbook, and old-style continuation logbook, and an old-style V5C document.
£2,500 - 3,000
€3,200 - 3,900

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



216



218



217



219

216 N

1922 EDMUND 350CC MODEL 2B

Frame no. 2/687 Engine no. D138

Based in Chester, well away from the British motorcycle industry's Midlands home, the short-lived Edmund marque was founded in 1910 and built a diverse range of machines for the next 16 years, commencing with a JAP-powered single featuring suspension front and rear. Edmund is remarkable in the variety of engines the firm used: JAP, Fafnir, MAG, Villiers, Peco, Union, Blackburne, and Barr & Stroud all featuring over the years. The rare example offered here is Blackburne-powered and features Edmund's novel form of rear 'suspension'; in fact, the frame is rigid while the saddle and tank are sprung! Described as in generally very good condition, this machine had already been restored, from a dismantled state, when the current vendor acquired it in 2001. Accompanying documentation consists of a (copy) V5C registration document and current French registration papers.

£4,000 - 6,000

€5,200 - 7,700

217

C.1920 AUTOMOTO 148CC

Registration no. PP 7958 Frame no. 50846 Engine no. A811598

According to Tragatsch, the French Automoto of pre-1939 days was 'a typical "farmers machine" of great durability'. Founded in 1901, the Paris-based firm was later absorbed by Peugeot and ceased to exist in 1962. This rare French lightweight had been laid up for many years in a barn in France, sidelined by a broken bolt in the front fork, when it was purchased in 1973 by Mike Carter: enthusiast, entrepreneur, and publisher of 'Penny Wise Motoring'. Registered as 'PP 7958', the Automoto was acquired by the current vendor soon afterwards, and its magneto overhauled (see letter on file). Repainted in its original livery, the machine is described by the vendor as in generally good condition, and comes with a V5C. Leg shields and pillion footrests, fitted while it was in France, are the only notified deviations from factory specification.

£3,000 - 4,000

€3,900 - 5,200

218

1946 JAMES SUPERLUX AUTOCYCLE

Registration no. HDG 579 Engine no. 439/141 54

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 initially by a 98cc Villiers engine enclosed by pressed-steel panels. Well presented and ideal for shows, this example already been restored (in 2005) prior to its acquisition by the current vendor. There is no registration document with this Lot.

£800 - 1,200

€1,000 - 1,500

No Reserve

219

1951 TRIUMPH 349CC 3T

Registration no. JFO 108 Frame no. 189NA Engine no. 3T 189NA

Triumph's first 350cc vertical twin had been built for military purposes in wartime, and would form the basis for a civilian version when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin, but featured rocker boxes incorporated into the cylinder head casting, and a built-up crankshaft with one-piece connecting rods like the military 3TW. The running gear was essentially Speed Twin and featured Triumph's new telescopic front fork. Lower geared than its 500cc sibling, the 3T was nevertheless capable of reaching 75mph and could return around 80mpg. This example was purchased in 2012 and since then has been used sparingly, being kept in dry storage the rest of the time. Described as in generally good condition, with 'fair' electrics, the machine is offered with MoT to October 2016 and a V5C document.

£3,500 - 4,500

€4,500 - 5,800

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.



220



222



221



223

220

1953 MATCHLESS 348CC G3LS

Registration no. HNJ 321 Frame no. A3289 Engine no. 22765
 Testing one of AMC's stalwart 350cc models in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. This G3LS was purchased by the vendor in October 2007 and since acquisition has benefited from extensive restoration. Works carried out include re-spraying the 'tin ware' to concours standard; replacing many plated parts with stainless; rebuilding the wheels with stainless rims and spokes; replacing the exhaust pipe and silencer; replacing the seat; and chromium plating the engine, gearbox, magneto, and carburettor. Its owner's efforts were duly rewarded when 'HNJ 321' won 1st Prize at the VMCC Founders' Day Rally in 2015. Last run in December of last year, the machine is offered with an old-style logbook, current MoT, and old/current V5/V5C documents.

£3,500 - 4,500
€4,500 - 5,800

221 N

Property of a deceased's estate

1959 AJS 646CC MODEL 31

Registration no. 230 AFD Frame no. 66768 Engine no. 08793
 Announced in 1948, AMC's new twin-cylinder models, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. Progressively developed, the motor underwent a number of capacity increases from the original 498cc, finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The lady vendor's late husband purchased this AJS Model 31 from Ron Kemp in October 2007, since when it has been kept garaged. The machine appears cosmetically restored, since deteriorating slightly and indeed, the accompanying HPI certificate records a change of colour from black to blue in 2005. Offered with an expired MoT (2008) and a V5C, this motorcycle has stood for some time, and will require re-commissioning or light restoration before returning to the road. Sold strictly as viewed.

£2,500 - 3,000
€3,200 - 3,900

222

1962 GREEVES 24TE 197CC 'SCOTTISH' TRIALS

Registration no. 704 GOP Frame no. 24TE338 Engine no. 662B2465
 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. Nevertheless, it was the firm's off-road products that really put it on the map; the name 'Scottish' being adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957. This Scottish left the factory with a 250cc engine fitted (as indicated by the '24TE' frame number prefix) but currently has a 197cc unit installed. We are advised by the vendor that the previous owner had the engine rebuilt and fitted with electronic ignition, and that he used the machine for green-lane riding. The current owner has used the Greeves for shopping trips and short runs. Last ridden in 2015 and described as in generally good condition, the machine is offered with a V5C document.

£1,500 - 1,800
€1,900 - 2,300
No Reserve

223

1962 VELOCETTE 499CC VENOM

Registration no. 650 XTJ Frame no. RS17820 (see text)
 Engine no. VM 5137
 A member of the Velocette Owners Club for many years, the vendor started keeping a detailed logbook at 10,000 miles, and the Venom has now covered a remarkable 102,000-or-so miles from new (the speedometer was rebuilt at approximately 100,500 miles and zeroed at that time). The engine was rebuilt with a new big-end, main bearings, cylinder barrel and piston approximately 2,000 miles before the machine was laid up in July 1995 (due to the swinging-arm trunnion bearings needing replacement). New tyres were fitted and the Thruxton-type TLS front brake relined in 2007. Both the fuel tank and the Concentric carburettor have been drained, and the engine has been left on the compression stroke, so both valves are closed. Accompanying paperwork consists of the original 1965 purchase agreement, sundry invoices, an expired MoT (1995), V5C document, and the original old-style logbook, the latter recording a change of frame in April 1964.

£5,000 - 6,000
€6,400 - 7,700

224

Property of a deceased's estate

C.1934 NORTON 490CC INTERNATIONAL MODEL 30 PROJECT

Frame no. 54504

Engine no. 59273

One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's Arthur Carroll-designed overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 it was being built with a four-speed foot-change 'box and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter remained fundamentally unchanged from then until 1953 when it gained the Featherbed frame, all-alloy engine and 'laid down' gearbox. Production ceased in 1963. This incomplete International Model 30 is presented in 'barn find' condition and offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 5,000

€3,900 - 6,400



225

1958 NORTON 350CC MODEL 50

Registration no. LJT 549

Frame no. 77783 13N

Engine no. 77783 N13

This matching-numbers Model 50 was sold new via Badger of Blandford Forum to a Mr Derek Holdeman of Child Okeford, Dorset, who by the time he sold it to Peasmarsh Car Sales some 18 months later, had covered around 35,000 miles. The Norton was later owned (from around 1969) by Mr J R Bolton, who restored it circa 1979/1980. He was followed, in order, by Mr A E Bowles, Mr Peter Alexander and Mr R B Ansell. Correspondence on file from these previous owners makes interesting reading and reveals that the Norton had proved extremely reliable in everyday use. During Mr Ansell's ownership the engine was rebuilt by the respected specialist J W Tennant-Eyles (in 1986, bill on file). The Norton was purchased from Mr Ansell by the current vendor in September 1989 (purchase receipt on file) and ridden two-up to France a short while later. Last taxed for the road in 2000, it has been kept in dry storage and started regularly since then, most recently earlier this year. This well documented Model 50 is offered with the aforementioned correspondence, Science Museum dating letter, expired MoT (1989) and an old-style V5 registration document.

£2,000 - 2,500

€2,600 - 3,200

No Reserve



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



226



228



227



229

226

1961 NORTON 596CC DOMINATOR MODEL 99 'SS'

Registration no. UNL 988 Frame no. 98099 Engine no. 98099
In April 1961, high-performance 'SS' variants of the Dominator 88 and 99 were introduced boasting twin carburettors, enlarged inlet ports, a siamezed exhaust and the camshaft of the 650cc Manxman. Dropped together with the other 600cc twins when the 1963 range was announced, the Dominator 99 SS is one of the rarest of post-war Norton roadsters. This matching-numbers example was purchased by the current vendor in 1987. Although non-standard in some respects: exhaust system, rear mudguard and single carburettor, it has the twin-pull throttle cable in place (connected to the single Amal) and comes with its original twin-carburettor inlet manifold. Used regularly but sparingly since acquisition, and last MoT'd to August 2015, this rare machine comes with an old-style continuation logbook (1971), two expired MoT certificates and two old-style V5 documents.

£2,500 - 3,000

€3,200 - 3,900

No Reserve

227

1961 NORTON 490CC ES2 PROJECT

Frame no. 93131 Engine no. 93131
One of the last Norton singles built at Bracebridge Street (production transferred to Plumstead at the end of 1962), this matching-numbers Featherbed ES2 represents Norton's '500' sports roadster in its final form. Purchased by the current vendor in 1989 from a dealer in Norfolk, its registration number having been transferred, the Norton came with sidecar mounting lugs already fitted. The vendor later acquired a suitable sidecar and fittings (Lot 157 in this sale) but has never got around to attaching it. Presented in highly original, 'barn find' condition, the machine has been kept in dry storage since acquisition and has been started regularly, most recently earlier this year. Accompanying documentation consists of a NOC dating letter, expired MoT certificate (1989-90) and an old purchase receipt. An exciting restoration project for the Norton enthusiast or collector.

£1,000 - 1,500

€1,300 - 1,900

No Reserve

228

1955 NSU MAX

Registration no. 376 UYJ Frame no. 1276759 Engine no. 3211807
Announced in September 1952, the NSU Max used a pressed-steel frame and leading-link front fork, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the engine's single overhead camshaft. Quick for a 250 (top speed was 75-80mph) and endowed with exceptional handling thanks to its superior cycle parts, the Max could show many a larger machine the way home over twisty terrain. Reliable, well engineered and superbly finished, the Max was one of the finest European motorcycles of its time and today is worthy of inclusion in any serious collection. This Max was imported in 2014. We are advised that it was restored that same year, including a professional engine rebuild. Presented in 'showroom' condition, the machine is offered with sundry restoration invoices, NSU OC dating letter, and a V5C registration document.

£3,000 - 3,500

€3,900 - 4,500

229

1953 MV AGUSTA 150CC TURISMO

Registration no. unregistered Frame no. 024411
Engine no. 203588
Although best known for their racing and road-going four-cylinder four-strokes, MV-Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Better engineered than any British contemporary, the '125' MV was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and blade-type girder forks. Entitled 'TEL' (Tourism E Lusso = touring and luxury) for 1949, the '125' was joined by a broadly similar 150cc version in 1952. This example of the latter was purchased circa 2008 by the current vendor, a long-time member of the MV Owners Club, from a fellow Club member. The machine last ran approximately three years ago and is described as un-restored and original.

£3,000 - 4,000

€3,900 - 5,200

230

C.1969 DUCATI 250CC RACING MOTORCYCLE PROJECT

Frame no. DM350S 359355

Engine no. DM250 116546

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single appeared in 1955. Small capacity lightweights were produced initially, the first overhead-camshaft 250cc roadster not arriving until 1961. Successful production racers in their day (importer/entrant Vic Camp enjoyed numerous success with these bikes in the UK) Ducati singles have in recent years become a mainstay of classic and historic racing. Suitably modified versions are highly competitive in the right hands; indeed, Ducatis regularly feature in the top three positions in the Classic Racing Motorcycle Club's 'European 250' Class. Apparently consisting of a '350' frame and a '250' engine, this Ducati single had already been converted to racing specification when the current vendor bought it from Wilson Classical of Wistaston, Cheshire in March 1997 (purchase receipt on file). A 'wide case' five-speed model, the machine was raced on a few occasions in 2000 and 2001 by Darren Hill but has been standing in a barn since 2002. We are advised that the engine was rebuilt in 2000. The machine remains complete and is offered as a restoration project. A potentially competitive entry-level 250 classic racer.

£2,500 - 3,500

€3,200 - 4,500



231

1960 CAPIRILO 125 GRAN TURISMO PROJECT

Registration no. RFO 372

Frame no. 61329

Engine no. 62070

Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the 20th Century's first decade as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and a four-stroke engine of the overhead 'face cam' type. The unusual, for Italy, horizontally-opposed Capriolo Cento 50 was followed, in 1955, by the more conventional Capriolo 125, which featured a single-cylinder overhead-camshaft engine, the 'face cam' type having been temporarily dropped. In 1957 the company was reorganised and adopted the 'Aeromere' name, a shortened form of Aero Meccanica Regionale. Its motorcycles continued to be badged as 'Capriolo' until production ceased in 1963. The machine offered here represents the revised version of the Capriolo 125, introduced in 1959, which, like the contemporary Capriolo 75, featured a new 'face cam' engine. Owned by the vendor since 1990, it is presented in original condition, ripe for sympathetic restoration. We are advised that the engine turns (with compression) and the gears select. Offered with V5C document.

£1,500 - 2,000

€1,900 - 2,500

No Reserve



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232



234



233

232 N
C.1956 MOTO GUZZI 250CC AIRONE SPORT

Frame no. M 24697 Engine no. M 106215
Moto Guzzi recommenced production post-war with a range of updated pre-war designs, which in the case of the 250cc Airone (heron) meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and 'head. Added to the range for 1949, the more powerful Airone Sport offered a 70mph top speed and the ability to cruise at 60mph-plus all day, and remained a top-seller well into the 1950s. 'Robust Italian machine capable of very hard driving: remarkably light petrol consumption' was how Motor Cycle magazine summed up the Airone Sport after testing one in 1949. This particular Airone Sport has been in storage, unused, for approximately eight years. Described as in generally good condition, it nevertheless would benefit from detailing and re-commissioning. There are no documents with this Lot, which is sold strictly as viewed.
£3,000 - 4,000
€3,900 - 5,200
No Reserve

233 N
C.1964 MOTOM SPORTS MOPED

Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in preferring the four-stroke engine rather than the ubiquitous two-stroke. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Built in unit with a three-speed gearbox, the 48cc Motom engine produced 1.5bhp at 4,500rpm. A rigid frame and centre spring blade type front fork were features, while later models had telescopic forks and plunger rear suspension. On early models, the fuel tank was incorporated into the frame while on some later ones it was a separate component, as seen here. This example appears complete and original; however, its mechanical condition is not known. There are no documents with this Lot, which is sold strictly as viewed.
£1,000 - 1,400
€1,300 - 1,800
No Reserve



235

234 N
C.1951 CAPRIOLO 75

Frame no. 07724 Engine no. 07797
Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the 20th Century's first decade as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on, in 1951, to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and a four-stroke engine of the overhead 'face cam' type. The Carriolo 75 appears to be an earlier restoration, though its mechanical condition is not known. It would respond well to detailing (the speedometer and cable are missing and the rear light lens is cracked). There are no documents with this Lot, which is sold strictly as viewed.
£1,200 - 1,500
€1,500 - 1,900
No Reserve

235 N
C.1951 CAPRIOLO 75 PROJECT

Frame no. 14069 Engine no. 13189
Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the 20th Century's first decade as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and a four-stroke engine of the overhead 'face cam' type. In 1957 the company was reorganised and adopted the 'Aeromere' name, a shortened form of Aero Meccanica Regionale. Its motorcycles continued to be badged as 'Capriolo' until production ceased in 1963. This dismantled and incomplete Capriolo 75 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.
£400 - 500
€520 - 640
No Reserve

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236



238



237

236

C.1967 HONDA CT90

Frame no. CT90-139224 Engine no. CT90E-139294

One of the most successful derivatives of the original Honda Cub step-thru was the CT90, introduced in 1967, which was a big seller in the wide-open spaces of North America and Australia. Essentially a trail version of the C90 step-thru, the CT90 dispensed with the former's plastic apron and featured a sump 'bash plate', high-level exhaust, cut-down mudguards, knobby tyres, large rear luggage rack and twin crash bars running from headstock to gearbox. The standard three-speed gearbox with automatic-clutch was augmented by a 2:1 step-down transmission offering three additional low ratios for use in difficult terrain. Currently displaying a total of 2,852 miles on the odometer (believed since restoration), this CT90 would benefit from detailing and re-commissioning before returning to road. There are no documents with this Lot, which is sold strictly as viewed.

£1,000 - 1,500

€1,300 - 1,900

No Reserve

237 N

C.1965 HONDA 305CC C77 DREAM

Frame no. unable to locate Engine no. CA77E-1028562

Honda's first twin-cylinder motorcycle, the 250cc C7, arrived in 1957 and would form the basis of a range of similar twins in smaller and larger capacities. Displacing 305cc, the first of the latter was introduced in 1958. These early Honda twins featured, to European eyes, somewhat idiosyncratic styling with their boxy leading-link fork, pressed-steel frame and swinging-arm, deeply valanced mudguards, and enclosed drive chain. They were, nevertheless, extremely well engineered and well specified, boasting overhead camshafts and electric starters at a time when such advanced features were virtually unheard of in Europe. This example of Honda's 305cc tourer in its ultimate, C77, form currently displays a total of 10,477 miles on the odometer. The machine has been cosmetically restored but would benefit from detailing and further work (the engine is seized). There are no documents with this Lot, which is sold strictly as viewed.

£1,600 - 2,000

€2,100 - 2,600

No Reserve



239

238 N

C.1962 HONDA 49CC C110 SPORTS CUB

Frame no. C110D275613 Engine no. C110E-51098

Introduced in 1958, Honda's classic C100 Cub 'step-thru' gave millions of people the world over their first taste of two-wheeled mobility. Better built, more powerful and more reliable than the majority of contemporary mopeds, while endowed with handling superior to that of the small-wheeled scooter, the C100 set new sales records for motorcycle production. The first sports derivative, the C110 Sports Cub, appeared in 1960. This was a proper small motorcycle, with spine frame and a more powerful version of the C100 motor having a higher compression ratio and an alloy cylinder head. The model remained in production until 1966. Last taxed to September 2001 and currently displaying a total of 10,155 miles on the odometer, this apparently complete example would benefit from detailing and re-commissioning. There are no documents with this Lot, which is sold strictly as viewed.

£1,200 - 1,500

€1,500 - 1,900

No Reserve

239

C.1964 HONDA 49CC C100 CUB

Frame no. C100-J034123 Engine no. C100E-171905

Introduced in 1958, Honda's classic C100 Cub 'step-thru' scooterette gave millions of people the world over their first taste of two-wheeled mobility. Better built, more powerful and more reliable than the majority of contemporary mopeds while endowed with handling superior to that of the small-wheeled scooter, the C100 set new sales records for motorcycle production and its descendants continue to be immensely popular today. This C100 is described as an earlier restoration, though its mechanical condition is not known. The machine would benefit from detailing and re-commissioning, and comes with two spare engines (numbers 'C100E-806399' and 'C100E-278982'); two sets of leg shields; spare front fork; a side panel; and a silencer. There are no documents with this Lot, which is sold strictly as viewed. A total of 2,305 miles is currently displayed on the odometer.

£400 - 600

€520 - 770

No Reserve

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240



242



241



243

240 N

C.1951 LAMBRETTA 125CC MODEL C

Frame no. 108312 125 C Engine no. 125 C 24204

Introduced in 1947, the Lambretta A employed an open frame with pressed-steel front section and tubular rear, in which sat a 125cc two-stroke engine. Wheels were 7" in diameter and there was no rear suspension, an advantage enjoyed by the rival Vespa. Produced between 1948 and 1950, the successor B model boasted rear suspension, twist-grip gear change and 8" wheels. The A's small wheels had not been liked, but in its new form the Lambretta gained mass acceptance and by the end of 1950 up to 100 machines per day were being produced. Introduced that same year, the C model featured a new frame with single, large-diameter main tube plus many more minor improvements. This extremely rare early Lambretta presents well and would benefit from detailing. Its mechanical condition is not known. There are no documents with this Lot, which is sold strictly as viewed.

£1,200 - 1,500

€1,500 - 1,900

No Reserve

241 N

C.1955 LAMBRETTA 150 D

Frame no. 53872 150D Engine no. 150D 54620

Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, not the least because of its cleanliness and convenience. Predecessor of the Li and TV series, the D (un-enclosed) LD (enclosed) models arrived in 125cc form in 1951 and became available with a 150cc engine three years later, in October 1954. The D/LD 150's air-cooled two-stroke single-cylinder engine produced 6bhp (1.2bhp more than the 125) giving the model a top speed of around 50mph. Production of the Lambretta 150 D ended in December 1956 after over 54,000 had been built; survivors though, are relatively few. We are advised by the vendor that this example's engine was overhauled circa seven years ago, leaving the cosmetic aspects of its restoration still to do. There are no documents with this Lot, which is sold strictly as viewed.

£1,600 - 2,000

€2,100 - 2,600

No Reserve

242 N

C.1951 PIAGGIO 125CC VESPA 'LOW LIGHT'

Frame no. unable to locate Engine no. 175422

Together with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediate post-war years and would go on to become part of youth culture in the 1960s as favourite transport of the fashion conscious 'Mods'. Since its introduction in 1946, millions have been made and countless different versions have come and gone, yet the Vespa of today remains recognisably related to the first one made some 60 years ago. Classic? Most definitely. Still wearing its old Italian registration plate, this Vespa is an example of the early 'Low Light' model (the headlight moved to the handlebars for 1953). Also carrying a fake 'tax disc' stating that it was restored by Graham Kirkland in 2006, the machine would benefit from detailing and re-commissioning before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£2,000 - 2,500

€2,600 - 3,200

No Reserve

243 N

C.1970 LAMBRETTA LUI 50 CL

Frame no. 580170 Engine no. 593972

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. Production commenced with a '125' and a succession of larger-engined models followed; by the early 1960s Lambretta's biggest offering was a '200'. The company then introduced a 100cc economy model, the Lambretta Cento, which debuted at the Amsterdam Show in 1961. In 1968 the 'junior' Lambretta was restyled by Carrozzeria Bertone, emerging as the 50cc Lui, and 75cc Vega and Cometa models. Production ceased in 1971. Apparently restored, this Lui 50 CL would benefit from detailing and re-commissioning before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£600 - 800

€770 - 1,000

No Reserve

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244



246



245



247

244 N

C.1961 LAVERDA 49CC MINI SCOOTER PROJECTS (X2)

Frame no. LAV.SC.50 60447 and LAV.SC.50 601031
 Engine no. 60447 and 601020

Laverda climbed aboard the scooter bandwagon in 1959, introducing the 'Mini Scooter' at that year's Milan Show to take advantage of the tax-free status granted to single-seat ultra-lightweights limited to a top speed of 40km/h (25mph). Powered by a 49cc four-stroke engine driving via a two-speed, twist-grip controlled transmission, the Mini Scooter used a pressed-steel monocoque chassis like Piaggio's Vespa. A more powerful three-speed version was introduced in 1962 alongside a two-seater 60cc model, but Laverda could only make the tiniest dent in a market dominated by Vespa and Lambretta. Nevertheless, substantial numbers were exported to the UK. Offered without documents, this Lot consists of two dismantled Laverda Mini Scooters and is sold strictly as viewed. An exciting prospect for both Laverda enthusiasts and scooter collectors alike.

£400 - 600

€520 - 770

No Reserve

245

2003 PIAGGIO 198CC VESPA & SQUIRE SIDECAR

Registration no. LK03 YLN Frame no. ZAPM1800000008960

Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediate post-war years, and would go on to become part of British youth culture in the 1960s as favourite transport of the fashion-conscious 'Mods'. Countless different versions have come and gone since, yet the Vespa of today remains recognisably related to the first one made 70 years ago. Classic? Most definitely. This Vespa combination was purchased in 2007 by the current (lady) vendor, a vicar in rural Lincolnshire, to travel around her parishes, a role it fulfilled only briefly before being supplanted by a car. Last taxed for the road to the end of July 2008, the machine has been kept in dry storage since then and started regularly, most recently earlier this year. The current odometer reading is 5,286 kilometres (approximately 3,285 miles). Offered with V5C document.

£1,200 - 1,500

€1,500 - 1,900

No Reserve

246

2008 XINGYUE 150CC VOGUE TRICYCLE

Registration no. LL08 YRC Frame no. L4SKGKDC762005200
 Engine no. XY157QMJ2060018526

Built by the Xingyue Group in China, this unusual machine was clearly inspired by BMW's semi-enclosed C1, the German firm's 21st Century take on the concept of the ideal urban motorcycle. Unlike the German design, the Xingyue has two wheels at the rear for enhanced stability, and a front end that tilts while cornering. The Xingyue is powered by a water-cooled four-stroke single and equipped with continuously variable 'automatic' transmission. Top speed is around 50mph. Acquired by the lady vendor in March 2009, the Xingyue was last taxed to 31st July 2009 and currently displays a total of 428 kilometres on the odometer. Kept in dry storage since acquisition and started regularly, most recently earlier this year, the machine comes with a dedicated battery charger and a V5C registration document. (The BMW roundels are a previous owner's idea of a joke).

£500 - 1,000

€640 - 1,300

No Reserve

247 N

C.1956 VELOCETTE 349CC VIPER

Frame no. TBA Engine no. VR 1137

Engine development pursued as part of Velocette's scrambles programme bore fruit in 1956 in the shape of a pair of high-performance models: the 500cc Venom and its 350cc sibling, the Viper. The MSS tourer's swinging-arm frame and telescopic forks were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. The Viper ceased production in 1968, two years before the Hall Green factory closed forever. This incomplete Viper's mechanical condition is not known and it will require re-commissioning, at the very least, before returning to the road (it should be noted that the fuel hose and oil lines are missing). There are no documents with this Lot, which is sold strictly as viewed.

£2,500 - 3,500

€3,200 - 4,500

No Reserve

The following 11 motorcycles are offered direct from the estate of the late Peter Blee 1936 – 2014, motorcycle enthusiast, collector and past Liskeard agent for Honda, BSA, Puch and NVT motorcycles.



248



250



249



251

248

1954 VELOCETTE 498CC MSS

Registration no. AAS 865 Engine no. MSS 11128
 The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935, its engine being housed in a new frame derived from that of the racing KTT. The model disappeared from 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. Its engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm together with an alloy cylinder barrel and 'head. This MSS carries a tax disc that expired in March 2002, and almost certainly has not been used since then. The machine will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 4,000
€3,900 - 5,200

249

1956 VELOCETTE 498CC MSS PROJECT

Frame no. RS 7776 Engine no. MSS 11441
 The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935, its engine being housed in a new frame derived from that of the racing KTT. The model disappeared from 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. Its engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm together with an alloy cylinder barrel and 'head. Finished in the rarely seen green colour scheme (the vast majority of MSSs were black), this incomplete example has not been used for a number of years. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£2,000 - 2,500
€2,600 - 3,200

250

C.1961 VELOCETTE 499CC VENOM

Frame no. RS 16002 Engine no. VM 4913
 Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter had disappeared from the range in 1948, re-appearing in 1954 with a new swinging-arm frame and telescopic front fork. The engine too was up-dated, gaining 'square' bore and stroke dimensions of 86x86mm together with an alloy cylinder barrel and 'head. The MSS frame and forks were retained for the Venom and its 350 sibling, the Viper, while new full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. Restored in the 1990s, this Venom has been fitted with alloy wheel rims and an Amal Concentric carburettor. Not used for some years, the machine will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£5,000 - 6,000
€6,400 - 7,700

251

C.1960 VELOCETTE 499CC VENOM

Frame no. RS 43446 Engine no. VM 4703
 Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter had disappeared from the range in 1948, re-appearing in 1954 with a new swinging-arm frame and telescopic front fork. The engine too was up-dated, gaining 'square' bore and stroke dimensions of 86x86mm together with an alloy cylinder barrel and 'head. The MSS frame and forks were retained for the Venom and its 350 sibling, the Viper, while new full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. Restored in the 1990s, this Venom has been fitted with alloy wheel rims and an Amal Concentric carburettor. Not used for some years, the machine will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£4,000 - 5,000
€5,200 - 6,400

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



252



254



253



255

252

C.1962 BSA 646CC SUPER ROCKET

Registration no. OVS 206 Frame no. GA7 21208
Engine no. DA10R 9663

BSA's 1955 range embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head, Amal Monobloc carburettor and an extra 3bhp. This example has correct frame and engine numbers for 1962, and thus the pairing is quite likely original. The machine carries a tax disc that expired in October 1993; almost certainly not used since then, it will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£3,500 - 4,000

€4,500 - 5,200

253

1971 BSA 650CC LIGHTNING

Registration no. SDO 221J Frame no. A65L DE06889
Engine no. A65L DE06889

For 1965 BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, which joined the twin-carburettor Lightning, both models continuing after the range was given a major makeover for the 1971 season. In this, its final incarnation, BSA's 650 gained a new oil-bearing frame, Ceriani-style front forks with exposed stanchions, and conical hubs. The lusty, parallel-twin performance remained unimpaired, Bike magazine recording figures of 14.09 seconds for the standing quarter-mile and a top speed of around 105mph when comparing the Lightning with an almost identically performing Yamaha XS2 back in 1972. This example of BSA's swansong 650 has not been used since it was last taxed in 2003, and will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 3,500

€3,900 - 4,500

254

C.1956 BSA 499CC B33 PROJECT

Frame no. CB31 6072 Engine no. ZB33 5718

A development of the 350cc B31, the 500cc B33 was manufactured from 1947 to 1960. The engine closely followed B31 lines but with larger (85mm) bore and heavier flywheels. Cycle parts were identical apart from a larger-section rear tyre. Produced initially with rigid frame and telescopic forks, the B33 was available from 1949 with optional plunger rear suspension and switched to a swinging-arm frame, along with the rest of the range, in 1954. A good, solid, all-round performer by the standards of its day, the B33 could top 80mph, cruise comfortably all day at 70mph and return in excess of 70mpg. This incomplete example's frame and engine numbers indicate that the former was made for the 1956 model year and the latter for 1950. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£1,500 - 1,700

€1,900 - 2,200

No Reserve

255

C.1961 NORTON 600CC DOMINATOR 99

Frame no. 14 97442 Engine no. 97442/14

Norton's 500 twin appeared in the racing singles' Featherbed frame in November 1951. Initially for export only, the Dominator Model 88 was the first production Norton to feature the lightweight, race-proven chassis. Introduced for 1956, the 596cc 99 was outwardly identical. Endowed with greater power and higher gearing, enabling it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. The model remained essentially unchanged, apart from gaining alternator/coil-ignition electrics for 1958, until dropped in 1962. This Dominator 99 has not been used for some years and will require re-commissioning and the customary safety checks before returning to the road. The Commando-type TLS front brake and twin Amal Concentric carburettors are worthy of note. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 3,500

€3,900 - 4,500

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.



256



258



257



259

256

1975 TRIUMPH 744CC T140V BONNEVILLE

Frame no. 59678 Engine no. T140V NJ59678

The final phase of Triumph twin development began in 1972 with the first appearance of the enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750 and was voted MCN's 'Machine of the Year' in 1979. Apparently a US-specification model, this 'Bonnie' has not been used for some time and will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£4,000 - 5,000

€5,200 - 6,400

257

C.1958 FRANCIS-BARNETT 197CC FALCON 74

Frame no. TBA Engine no. TBA

Founded by Gordon Francis and Arthur Barnett in 1919, Francis-Barnett became part of Associated Motor Cycles in 1947 and was joined there in 1951 by James. The two marques' model ranges became ever more similar until the transfer of Francis-Barnett production to the James factory in 1962 ushered in an era of unashamed 'badge engineering'. After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own power units were fitted to many models. In the early 1950s the Falcon used the Villiers 8E 197cc engine and by 1956 was being built with a swinging-arm frame, partially enclosed centre section and 18" wheels, the latter being introduced on the Model 74. There are no documents with this Falcon 74, which is sold strictly as viewed.

£500 - 600

€640 - 770

No Reserve

258

1978 BMW 785CC R80/7

Registration no. UYV 732S Frame no. TBA Engine no. TBA

BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977 as replacement for the 750cc R75/7. Like its predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Engineered to BMW's customarily high standards, the R80/7 was far from cheap, and at £1,999 cost around 40% more than Yamaha's similarly shaft-driven XS750 tourer. Bike magazine found the R80/7 possessed 'a balance of performance and ride properties (that) can produce a versatility based on excellent rather than average capability in every department.' This R80/7 carries a tax disc that expired in October 2002; almost certainly not used since then, the machine will require re-commissioning and the customary safety checks before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£1,000 - 1,200

€1,300 - 1,500

No Reserve

Further properties

259

1979 MOTO GUZZI 490CC V50 II

Registration no. SJX 293T Frame no. 14201 Engine no. 14648

Moto Guzzi's long-running, 90-degree, v-twin engine layout was retained for a new range of middleweights planned during the 1970s. The scaled-down Guzzi debuted as the V35/V50 in 1976, though deliveries were limited until the Innocenti car factory had been re-equipped for motorcycle production. Lightweight and compact, characteristics that endeared it to smaller riders, Guzzi's little v-twins were economical, well engineered and handled superbly; top speeds were 90mph-plus (V35) and 100mph-plus (V50). The partially dismantled machine offered here is an example of the V50 II, a later development that incorporated various mechanical improvements and cosmetic alterations. The removed engine parts and side panels come with the machine, though it is not known whether or not everything is still present. Offered for restoration and sold strictly as viewed, the machine comes with a V5C document.

£400 - 600

€520 - 770

No Reserve

260

1998 MOTO GUZZI 1,064CC CALIFORNIA

Registration no. S3 PPL

Frame no. KD130507

Engine no. KD25482

An engine design that originated in the early post-war years, Moto Guzzi's venerable 90-degree v-twin is still around today powering the company's latest generation of superbikes, tourers and cruisers. Guzzi's take on the latter first appeared in the mid 1970s in the form of the 850 T3 California. The styling was unashamedly American inspired: fat 'buddy' seat, cow-horn 'bars, king-size mudguards, foot boards, panniers, screen and lashings of chrome, all of which conspired to make it look like Italy's answer to the Harley-Davidson Electra Glide. The design has changed in detail over the years, the engine growing to 1,064cc and the cycle parts being upgraded with the latest kit, but the concept remains unchanged. 'This isn't some faceless Japanese pretend cruiser, but an original,' as Bike magazine observed in 1998. This example was purchased by the vendor's late brother in September 2005, having had three previous owners, and was used as part of the guard of honour at his funeral in June 2015. It has been in storage since then. Currently displaying a total of 19,149 miles on the odometer, the machine is offered with sundry bills and a V5C registration document. Panniers and a top box are included in the sale.

£1,800 - 2,200

€2,300 - 2,800

No Reserve



261 N

1990 MOTO GUZZI 949CC MILLE GT

Registration no. not UK registered

Frame no. VH 33598

Engine no. VIA 025121

An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use Guzzi's v-twin appeared in the late 1960s in the form of the 703cc V7, and this remarkable engine would prove exceptionally versatile, being enlarged beyond 1,000cc and powering machines of all kinds ranging from the super-sports Le Mans to the automatic transmission Convert tourer. Introduced in 1987, the retro-styled Mille GT, with its wire-spoked wheels and lack of a fairing, recalled the looks of the first of this long-running series of tourers – the 850T – that had debuted back in 1974. The Mille GT engine used smaller valves than the more sporting versions and produced its maximum of 67bhp at 6,700rpm, which was good enough for a top speed of around 120mph. Noteworthy features included improved switch gear from the Le Mans V superbike and Guzzi's traditional integrated braking system. This Mille GT was operated originally by the Italian Police before passing to a Dutch dealer and then the current vendor, its second owner. The machine currently displays a total of circa 83,300 kilometres on the odometer (approximately 51,700 miles) and is offered with sundry bills and Netherlands registration papers.

£3,300 - 3,800

€4,300 - 4,900





262

1975 SUZUKI 497CC RE5

Registration no. JRU 958N

Frame no. RE5-13060

Engine no. RE5-12784

Although not (quite) the first rotary-engined motorcycle to reach production - that honour falling to the DKW/Hercules W2000 - Suzuki's RE5 nevertheless stunned the motorcycling public when it was unveiled at the Tokyo Show in 1973. An heroic engineering tour de force, the RE5 successfully addressed many of the technical problems that hitherto had bedevilled the rotary engine, albeit at a cost of increased complexity. Faced with stiff competition from Suzuki's own GT750, Honda's CB750 and the Kawasaki Z1, the RE5 failed to attract sufficient customers from within the notoriously conservative motorcycle-buying public and was withdrawn from production in 1977. Today though, this revolutionary motorcycle continues to be supported by a devoted band of devotees and can only become increasingly collectible. This particular Suzuki RE5 was purchased from the auction sale at Norton Motors' Shenstone factory when it closed down in the mid-1990s. It had been purchased by Norton for their own use to study Suzuki's rotary engine technology. We are advised that Norton stripped, numbered and evaluated every component of the engine. The vendor has carried out a complete restoration, since when the machine has not been used. The odometer reading is 8,996 miles (the distance covered from new). Offered with a V5 registration document.

£8,000 - 10,000

€10,000 - 13,000



263

1989 NORTON 588CC COMMANDER

Registration no. F599 GNX

Frame no. 4111

Hailed by Norton as, 'the first true British challenger on the world motorcycle market in over a decade', the fully faired Commander rotary utilised Yamaha XJ900 wheels, suspension, brakes and sundry electrical components. With 80bhp on tap, the Commander was good for a top speed in the region of 120mph, while a commendably flat torque curve - 50lb/ft-plus between 3,500 and 8,500 revs - smooth, almost vibration-free engine, excellent handling, protective fairing and two 25-litre integral panniers made for a tourer to rival BMW's K100. 'On a hideous winter's eve, what should have been a windswept 80mph became a cosseted cruising speed,' marvelled Bike magazine's tester back in 1989. 'The twin chamber rotary really is smooth and the much chewed-over engineering merits of the rotary translate to tireless comfort and a crystal clear mirror image.' Sadly for Norton, the Wankel rotary's inherent deficiencies - excess heat and high exhaust emissions - meant that it had no long-term future as a motorcycle power unit. This particular Commander was purchased from the auction sale at Norton Motors' Shenstone factory when it closed down in the mid-1990s. It was one of the Norton factory's test machines, and the vendor was informed that it had had a new engine fitted shortly before the sale. The machine is offered with a V5 registration document.

£2,500 - 3,500

€3,200 - 4,500

No Reserve



264

1954 AJS 348CC MODEL 16MS PROJECT

Engine no. 54/16MS 22981

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British '350' of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. Announced in June 1945, AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects. The pair shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore, and could be distinguished by the different magneto position: forward of the cylinder in the AJS, behind it in the Matchless. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. There are no documents with this 'barn find' AJS, which is offered for restoration and sold strictly as viewed.

£700 - 900

€900 - 1,200

No Reserve



265

1982 MAICO 490CC MOTO-CROSS

Frame no. unable to read

Engine no. RT3542341

Founded in the mid-1930s, Maico built two-stroke lightweights at first but soon was forced to change direction to support Germany's war effort. The firm did not resume motorcycle production until 1947. But whereas before the war proprietary engines had been used, Maico now built complete machines using its own power units. Although its roadsters made little impact in markets beyond central Europe, Maico became one of the major players on the international moto-cross scene in both Europe and North America. While nowhere near as well financed as the Japanese factories, Maico mounted a serious challenge to them throughout the 1970s thanks to stellar performances by the likes of Adolf Weil, Åke Jonsson, Willy Bauer, and Graham Noyce. Although the German firm did win the Manufacturers' World Championship in the premier 500cc class, it was never able to claim the individual title. The American magazine Motocross Action called the 490cc Maico Mega 2 of 1981 the greatest open-class moto-cross bike of all time. Today Maico's class-leading machines of this era are among the most sought-after of post-war moto-cross machines. One of the final twin-shock Maicos, this '490' has been fully restored, including a complete engine rebuild, and has been raced only once since the rebuild's completion. We are advised that the machine incorporates some contemporary engine and fork updates. There are no documents with this Lot.

£4,500 - 6,500

€5,800 - 8,400



266

Formerly the property of 'Bert' Greeves, MBE

1968 GREEVES 380CC CHALLENGER/WATSONIAN MOTORCYCLE COMBINATION

- Unique and historic factory-built special
- Owned by company founder Bert Greeves
- Known and continuous history from new
- Recently cosmetically refurbished

Registration no. BVX 45G

Frame no. 36MXC 156



Based at Thundersley in Essex, the small Greeves concern built a reputation for sporting success out of all proportion to its available resources. The company's 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.

A keen motorcyclist in pre-war days, Oscar Bertrum 'Bert' Greeves had set up Invacar Ltd in 1946 in partnership with his disabled cousin, Derry Preston-Cobb, to build the eponymous three-wheeled invalid carriage. Bert conceived the first Greeves motorcycle around 1950. Ostensibly, the aim was to test a proposed rubber-in-torsion suspension system for the Invacar, but Bert and Derry must also have been mindful of the advantages of having more than one product to rely on, and other customers besides the Ministry of Health! Motor Cycle magazine broke the story of the Greeves' motorcycle's existence in May 1951 and the rest, as they say, is history.

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, while Ceriani telescopic forks became an option.

The Challenger-type engines continued in the successor Griffon model, first used by the works riders in mid-1968, which abandoned the traditional cast down-tube in favour of a conventional tubular fabrication. The open class motor was bored out to 380cc and an all-Greeves gearbox and clutch adopted, replacing the oft-criticised Albion transmission. A couple of years later, the final Griffon development was announced: the 380QUB. Developed by two-stroke wizard, Dr Gordon Blair of Belfast University, the heavily revised motor reverted to a single exhaust port and featured Motoplat transistorised ignition. A maximum output of 44bhp at 6,500rpm was claimed. Sadly, it was a case of 'too little too late'. Outclassed and beaten on price by the oriental opposition, Greeves ceased motorcycle manufacture towards the end of 1972.



Originally registered to Invacar Ltd (like all Greeves 'works' motorcycles) this Challenger/Watsonian combination belonged to Bert Greeves himself and subsequently was registered in his own name. There being no 'off the shelf' sidecar chassis suitable for a Greeves competition motorcycle, the Challenger was despatched to Watsonian to have one specially made, and the completed combination was first registered 'BVX 45G' on 20th September 1968. One of its first public outings was to the Isle of Man TT in June 1969. Bert liked 'upgrades', so when the more powerful 380QUB engine became available he had one fitted, and that unit remains in the bike to this day. The twin-leading-shoe front brake is another of Bert's improvements.

Bert left his entire collection of motorcycles to marque authority (and ex-Chairman of the Greeves Riders' Association) Andrew King, who thus became the combination's owner after Bert's death in 1993. Registered in Andrew King's name in September 1999, it was purchased from him by the late Igor Ashwell in July 2005.

Bert Greeves was the last person to ride the machine for any distance, and probably not at all for the last 10 years of his life, though Andrew King has reported that it is light, rides and handles superbly, and goes very well.

When Bonhams sold Igor Ashwell's motorcycle collection at Stafford in April 2009, the Challenger combination (Lot 297) was bought by Thundersley-born Alan Elderton, former Chairman of the MV Agusta Owners' Club. Alan promptly despatched the machine for refurbishment by a group of Essex-based marque specialists, which involved repainting the frame, sidecar chassis and assorted other cycle parts (details on file). Since then it has been used only once: for static display at Cadwell Park's 80th Anniversary Meeting in August 2014. When Alan Elderton died, he left the Greeves to the current vendor, a close friend and prominent classic racer/entrant.

A unique piece of Greeves history, Bert's Challenger combination is offered with its original green logbook, (copy) old V5 and current V5C registration documents, and a quantity of period photographs.

£4,000 - 6,000

€5,200 - 7,700



267

C.1967 GREEVES 246CC CHALLENGER

Frame no. 24MX 688 (see text)

Engine no. GPA5 1194

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. The first (virtually) all-Greeves model was the Challenger scrambler of 1964. The Challenger engine incorporated an Alpha crankshaft assembly within Greeves' own crankcases. Mated to an Albion gearbox, this new power unit was carried in typically-Greeves cycle parts consisting of a cast alloy beam frame and leading-link forks, the latter of the 'banana' type from 1965 with Cerianis optional. For the 1967 season the Challenger boasted a lengthened frame while also featuring new conical alloy hubs. This example was acquired by the immediately preceding owner in South Africa. When Bonhams offered this motorcycle for sale at its Bristol Classic Bike Show auction in February 2012 (Lot 93), we were advised that the engine has been rebuilt with new bearings and seals, the primary chain renewed, the forks overhauled, the tank and side panels repainted, and Nametab electronic ignition fitted. The cylinder liner was said to be chipped at the bottom, though piston movement remained unaffected. The glassfibre tank has not been filled with fuel since being repainted. The current vendor purchased the Greeves at the aforementioned sale, since when it has not been used. It should be noted that although the frame number is that of an MX2, the frame itself is of the later MX4 type.

£1,800 - 2,200

€2,300 - 2,800

No Reserve



268

Ex-Triss Sharp ISDT 'Gold Medal' Greeves

1962 GREEVES 250CC INTERNATIONAL ISDT

Registration no. KOO 927

Frame no. 24TES 136

Engine no. 284 D 2378

Greeves didn't officially enter the ISDT until the 1958 West German round but, after a superb Gold Medal ride by Brian Stonebridge, the factory became a regular contestant. From 1960 onwards Triss & Bryan Sharp were the mainstays of the firm's participation, as well being selected for Great Britain's Vase and Trophy Teams. KOO 927 was first issued to Triss for the 1962 event, again held in West Germany; his sibling astride KOO 928. It was a very compatible pairing for between 1960 and 1964 both brothers gained a number of Golds. Greeves' low-volume ISDT model was a canny blend of trials and scrambles components. Starting with the stronger frame and forks from the new TES, plus rock guards and larger capacity fuel tank, a mixed ratio gearbox covered the majority of low-speed eventualities, with top gear calculated to produce a maximum speed 70 mph. Since acquisition in 2007 the vendor has completed an extensive rebuild, staying close to original specification, but updating where necessary. A handful of original worn parts are offered with the bike, which is also supplied with a sheaf of restoration work invoices, a letter to DVLA from M Worthington-Williams, model year authentication by Greeves Riders Association, old style log book, and a V5C registration document. Successful 6-day machine that warrants close inspection!

£6,000 - 8,000

€7,700 - 10,000



269

C.1947 BSA 499CC B33

Registration no. not registered
Frame no. XB31 9178 (see text)
Engine no. BB33 6301

A development of the 350cc B31, the 500cc B33 was manufactured from 1947 to 1960. BSA's rugged, workaday B31 was a new introduction for 1945, 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 forks, the B31 was available from 1949 with optional plunger rear suspension and switched to a swinging-arm frame, along with the rest of the range, in 1954. The B33 engine closely followed B31 lines but with larger (85mm) bore and heavier flywheels, while cycle parts were identical apart from a larger-section rear tyre. A good, solid, all-round performer by the standards of its day, the B33 could top 80mph, cruise comfortably all day at 70mph and return in excess of 70mpg. This extensively modified B33 was imported from the USA and has not been used since its arrival in this country. Import duties have been paid and the machine comes with a US Certificate of Title. It should be noted that the engine dates from 1955 and that the frame, although numbered as a 1947 'rigid', has the plunger rear suspension first introduced for 1949.

£2,500 - 3,500

€3,200 - 4,500

No Reserve



270

1955 MATCHLESS 497CC G80 'ENDURO'

Registration no. not registered
Frame no. 5576C
Engine no. 55/G80/27221

Although the company never possessed the financial resources of chief rival BSA, Associated Motor Cycles (AMC) established a formidable reputation in off-road competition in the 1950s, winning the British 500cc Moto-Cross Championship on four occasions. In the USA, desert race victories by riders such as Walt Fulton and Bud Ekins ensured a healthy demand for AMC's Matchless G80CS and AJS 18CS scramblers. In 1949 the production scramblers received the new swinging-arm frame that the works team had enjoyed since 1948, though the trials models kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions (86x85.5mm bore/stroke in the 500's case) for 1955. A new duplex frame appeared for 1960 and there were further engine improvements as AMC continued to develop its four-stroke scramblers to the end of production in 1969, but by then the days of such heavyweight machines were at an end. Purchased in the USA, this G80 is presented in what might be termed 'enduro' specification, complete with lights, and represents a rare opportunity to acquire one of these powerful yet usable off-road motorcycles, ideal for 'green laning'. Not used since importation, the machine is offered with a US Certificate of Title.

£3,000 - 4,000

€3,900 - 5,200

No Reserve





271

1975 BSA 250CC C15T TRIALS SPECIAL

Registration no. KOE 68P

Frame no. CDF 29

Engine no. CDE 42

BSA's 250 trials model, which first appeared in 1959, became one of Britain's most successful trials machines, although the C15Ts that did the winning were often usually modified from standard. KOE is no exception. Originally registered as BSA 250 it was ridden by both Brian Martin and Jeff Smith. According to an accompanying letter from Brian Martin (July 1998) to Roy Jordan the then owner, and himself a respected Midland Centre competitor, the BSA registration number was transferred to another machine. The same letter confirms the bike is fitted with an experimental Bantam frame, and that the motor is effectively a C25.

Other BSA Comp Shop improvements include a staggered fin cylinder barrel, B50 fuel tank, narrower primary chain case, and a pair of neatly tapered hubs. It was in 2000 that Roy sold the machine to Peter Taft, who sadly died in late 2015. Peter and younger brother Paul, always astride BSAs, were top level national scramblers in the 1950s. While it is known Peter rode it just once in a Bonanza Trial, it is believed he did not subsequently ride it competitively. Dry-stored for a dozen plus years, and in a visibly fair condition, it will clearly require re-commissioning before further use. A fit-for-purpose ex 'works' machine; part of trials history!

£2,500 - 4,500

€3,200 - 5,800



272

1928 DOUGLAS 498CC DT5 SPEEDWAY RACING MOTORCYCLE

Engine no. EL452

Bristol-based Douglas Foundry commenced motorcycle production in 1907 with a machine powered by a horizontally-opposed twin. 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.

When speedway, or dirt track, racing arrived in Britain in 1928 the new sport quickly caught the public's imagination. Before long almost all major UK manufacturers listed a dirt-track model, Douglas being the first marque to establish dominance. The company's inline twins had benefited from much prior development on the Australian long tracks, but as shorter tracks became the norm in the UK, the DT5's otherwise excellent handling could no longer compensate for the handicap of a longish wheelbase, and rival manufacturers' single-cylinder models began to assert themselves. This fine example of the dirt-track Douglas was purchased because the vendor always wanted to own a speedway bike. The machine was bought from the daughter of former speedway star Phil Bishop - the 'King of Crash' - in January 2015. We are advised that Len Cole had rebuilt the engine and looked after the bike for Phil Bishop. Last run ten years ago, the machine has been well maintained and was shown during 2015. We are further advised that the magneto needs attention.

£15,000 - 17,000

€19,000 - 22,000



273

1930 RUDGE 500CC SPEEDWAY RACING MOTORCYCLE

Dirt track (speedway) racing arrived in the UK in 1928 from Australia, the first make of motorcycle to achieve dominance on the cinders being Douglas. The latter was soon deposed and for a while it was the lighter and more compact Rudge that ruled the roost, before the arrival of the ubiquitous 'Speedway JAP' set the pattern for the next 30 years. Equipped with the 1927 works-type engine, Rudge's first speedway prototype was assembled in June 1928 and the model entered production the following month; at first the frame was fitted with bracing struts to prevent flex, though these would soon be abandoned. Once the JAP engine had established its superiority, production of the Rudge speedway model ceased (in 1933), though they continued in use for a number of years, sometimes fitted with JAP engines. Unfortunately, nothing is known of this machine's history.

£7,500 - 10,000

€9,700 - 13,000

No Reserve



274

1930 RUDGE-JAP 500CC SPEEDWAY RACING MOTORCYCLE

Dirt track (speedway) racing arrived in the UK in 1928 from Australia, the first make of motorcycle to achieve dominance on the cinders being Douglas. The latter was soon deposed and for a while it was the lighter and more compact Rudge that ruled the roost, before the arrival of the ubiquitous 'Speedway JAP' set the pattern for the next 30 years. Rudge's reign as the top speedway bike was brief, the combination of JAP engine in a proprietary frame having established itself as the winning formula by the mid 1930s. Nevertheless, the Rudge frame had much to commend it, and rights to the design were acquired by JAP employee Victor Martin, who marketed complete machines fitted with his employers' engine and a 'proper' lightweight front fork in place of the original heavy Rudge girder. Unfortunately, nothing is known of this machine's history.

£3,500 - 4,000

€4,500 - 5,200

No Reserve



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



275



277



276



278

275

1930 SUNBEAM 500CC DIRT TRACK RACING MOTORCYCLE

Dirt track (speedway) racing arrived in the UK in 1928 from Australia, the first make of motorcycle to achieve dominance on the cinders being Douglas. Before long, every manufacturer had to have a speedway or dirt track model in the range. Listed for the 1930 model year only, Sunbeam's 'DTR' was powered by the Model 90 racing engine, which was housed in a shortened frame fitted with road-type Druid forks, though these were soon ditched in favour of the specialised Webb speedway type. It is not known how many DTRs were made, though given the model's short production life it cannot have been very many. This example, one of the rarest of speedway motorcycles, was restored in 2011 and is described as in generally good condition.

£8,000 - 10,000
€10,000 - 13,000
No Reserve

276

1950 EXCELSIOR-JAP MARK IV 500CC SPEEDWAY RACING MOTORCYCLE

The introduction of dirt-track, or speedway, racing into Britain in the late 1920s prompted many manufacturers to jump on the bandwagon with purpose-built machines. Douglas and Rudge dominated speedway's formative years in the UK, before the arrival of the 'Speedway JAP' engine in 1930 ushered in a period of dominance that would last until the 1960s. As the JAP was a proprietary engine, available to all, it provided the opportunity for specialist frame builders to capture the lion's share of the market. Excelsior though, an established JAP customer, was one of the few mainstream motorcycle companies to retain a speedway model in the catalogue after WW2. This rare Excelsior speedway motorcycle was treated to full 'last nut and bolt' restoration in 2014 and is presented in commensurately excellent condition. The short-stroke JAP engine has been run but once.

£4,000 - 5,500
€5,200 - 7,100
No Reserve

277

1950 ERSKINE STARIDE-JAP 500CC SPEEDWAY RACING MOTORCYCLE

The Erskine Staride speedway bike was designed and built by rider Mike Erskine from Southampton, who had begun racing on grass tracks and speedway ovals in the 1930s. Commencing production during the winter of 1947, Mike was one of the best-known (and most successful) small-scale producers of speedway machines, prior to doing the same thing with Formula 3 racing cars, also called Staride. His frames were tailored to suit individual riders, with the result that seldom are two identical. This approach paid off, and by the end of 1948 some 200 Erskine Staride frames had been sold. They were very successful, Freddie Williams winning the World Individual Speedway Final on an Staride in both 1950 and 1953. Mike Erskine later earned a reputation as one of Britain's most capable builders of JAP racing engines. Unfortunately, nothing is known of this machine's history.

£3,500 - 4,500
€4,500 - 5,800
No Reserve

278

2000 GM 500CC SPEEDWAY RACING MOTORCYCLE

Born in Italy in 1944, Giuseppe Marzotto had been a moto-cross competitor before switching to speedway, and began developing his own 'GM' speedway engine in the 1970s. A conventional upright design featuring four valves per cylinder and a single overhead camshaft, the first GM engine appeared in 1979 and claimed its first major title four years later, when Egon Muller won the World Speedway Final to become the 1983 World Champion. The company moved on to build engines for mounting in the now universal 'lay-down' position, and to date has won 63 World Championships in speedway and long-track racing. Indeed, Englishman Tai Woffinden used a GM engine to win his second World Speedway Championship in 2015. Unfortunately, nothing is known of this GM-powered speedway machine's racing history.

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

279

1960 BSA 250CC C15T TRIALS

Registration no. YDG 235

Frame no. C15S 747

Engine no. C15T 466

With its heavyweight B32 and B34 models becoming increasingly un-competitive, BSA had begun developing a trials version for the lightweight C15 '250' roadster in the late 1950s, before the latter's official launch. The trials C15 made its official debut at the start of the 1959 season when Jeff Smith secured a remarkable victory in the St David's Trial. Smith followed this up with wins in the Scott and Perce Simon events, and at the season's end the model was offered to customers for 1960 'as ridden by the works'. In production form the C15T incorporated many design compromises that were not inflicted on the works bikes, which continued their run of success throughout the 1960 season. The following year, experiments began with bikes using the 343cc B40 engine in the C15T frame, one such prototype winning the Scottish Six Days 350cc cup in 1963 courtesy of Jeff Smith. Registered on 1st January 1960, this C15T Trials was extensively restored during 2013/2014 by the well respected Ken Lewis of the Welsh Trials Club. Owned by the vendor for the last couple of years, it has been kept on display and is presented in commensurately good condition. The machine is offered with sundry restoration invoices, VMCC certification, V5C registration document, and photocopies of an old-style continuation logbook listing various owners during the 1960s.

£2,500 - 3,500

€3,200 - 4,500



280

1956 AJS 348CC 16MCS TRIALS

Registration no. 277 YUH

Frame no. 6358C

Engine no. 56/16M 1816C

Using models based on the wartime Matchless G3 military machine, AMC dominated the UK trials scene in the immediate post-WW2 years. Stars such as Hugh Viney and Gordon Jackson riding for AJS and Artie Ratcliffe and Ted Usher for Matchless won countless national events, while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. Important steps in the evolution of AMC's trials models included revised steering geometry, alloy cylinder barrel and 'head, and a lightweight all-welded frame. Introduced for the 1954 season, the latter remained rigid at the rear despite evidence that a 'springer' worked better. In the event, AMC's first attempt at a sprung frame was not an outstanding success, but the much-revised chassis of 1958 worked much better and was further improved by a switch to shorter rear dampers in 1961. And although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers. Originally registered 'KTY 571', this AJS trials machine has a mere 4,255 miles recorded on the odometer, a figure supported by expired MoTs dating back almost 60 years and which is believed to be genuine. Described as un-restored and in generally excellent condition, the machine is offered with its original old-style logbook, SORN, a V5 registration document and the aforementioned MoT certificates.

£4,000 - 6,000

€5,200 - 7,700



283 N

1929 SAROLEA 350CC MODEL 25 O

Frame no. 46638

Engine no. 46638

Belgium's premier marque, Sarolea was founded in 1850 when Joseph Sarolea set up a workshop in Herstal for the manufacture of small arms, though these were not sold under the 'Sarolea' name. In 1892 the firm diversified into making bicycles, which were marketed as 'Royale Sarolea'. After Joseph Sarolea's death his children carried on the family business and in 1895 hired Martin Fagard, who for the next 50 years would be the driving force behind the company. Around 1901 Sarolea built its first powered two-wheeler by attaching a 250cc single-cylinder engine to one of its bicycles. Series production commenced in 1902 following an order for 1,000 Sarolea engines from Britain, and the supply of proprietary engines would continue to be an important part of Sarolea's business for many years. From then onwards the firm grew steadily, becoming one of Europe's leading motorcycle manufacturers by the start of WWI, during which Saroleas were supplied to Allied forces. Saroleas of the 1920s and 1930s looked very British in appearance, and these stylish, well-engineered machines helped establish the marque's reputation for excellence. Offered from a deceased's estate in Holland, this sidevalve-engined Sarolea is a well presented older restoration (circa 2006) that provided its former owner with many trouble-free rides in motorcycle rallies. There are no documents with this Lot.

£4,000 - 6,000

€5,200 - 7,700



284

Property of a deceased's estate

C.1928 SCOTT 596CC FLYING SQUIRREL

Registration no. PMB 208

Engine no. FY623A

This Vintage-era Scott Flying Squirrel has undergone extensive modification over the years, no doubt as a succession of owners attempted to keep it on the road, though with scant regard for originality. Although unstamped, the frame appears to be a long-wheelbase Flying Squirrel type from 1927/1928, which dates it to approximately the same year as the engine. Webb forks are fitted - the original forks would have been Scott kite type - while the fuel tank is from an early 1930s single-downtube Flying Squirrel and is supported at the rear only, with no front mount. A non-standard separate dynamo has been rigged up for the lighting, but the drive chain is missing; a Lucas magdyno or BTH equivalent would have been original equipment. The hand gear change has been disconnected and replaced by what looks like a Sturmey Archer positive-stop foot operated mechanism. This has forced the rear brake pedal's relocation to the nearside via a cross shaft. Other non-standard features include the exhaust system (not correct for 1928), mudguards, tool box and handlebar levers. Offered for restoration and sold strictly as viewed, the machine comes with an old-style V5 registration document.

£3,000 - 5,000

€3,900 - 6,400





285

1929 SCOTT 596CC FLYING SQUIRREL

Frame no. 2962M

Engine no. FY10099M (see text)

The Scott factory launched their new duplex framed Flying Squirrel for the 1927 model year. It was based on the all new 1926 TT machines, and became the basis for all subsequent Flying Squirrels until Shipley production ceased in 1951. This 'Flyer' has been on the Scott Owners Club register since 1987 and was acquired by the vendor's late husband in June 2007. The frame dates from mid 1929, whilst the engine was manufactured February 1927. The 'Y' prefix to the engine number denotes 596cc. The Scott factory always stamped the engine no. on each side of the crankcase. For reasons unknown the end of the number on the right hand side appears to have been filed off, whereas the left side appears to be original and correct. The gearbox (no. 1210) is thought to have been original to the frame. A new age related number has been applied for and we expect it to be known by the time of the sale. The Scott 'kite' forks and Enfield rear hub suggest that this may well be the 'de luxe' variant rather than the cheaper Tourer which was supplied with Webb forks and a Webb rear hub. The radiator appears to be a relatively modern replacement. With new radiators costing over £1,000 this can be regarded as a major bonus. It is thought that this machine has not been in regular use for some years and the usual careful re-commissioning is recommended before it is taken on the road.

£6,000 - 9,000

€7,700 - 12,000

No Reserve



286

1926 SCOTT 596CC SUPER SQUIRREL

Registration no. WU 5024

Frame no. 1850 (see text)

Engine no. Y9746 (see text)

Scott's new for 1925 Super Squirrel model was based on the 1924 TT machines. First registered on March 20th 1926, this Scott was acquired by the vendor's late husband in June 2007. It has been on the Scott Owners Club Register since 1974. The original engine was replaced at some point and an October 1926 engine, Y9746, is fitted (the Y prefix indicating 596cc). The Scott factory stamped engine numbers on both sides of the crankcase, and in this case in the left hand stamping the 7 is over stamped on a 4, but this appears to have been a factory mistake because the right hand side is correctly and clearly stamped Y9746 in the appropriate font. The frame number cannot be discerned. An interesting deviation from standard is the fitment of a proprietary Bowden carburettor. The Best & Lloyd oil pumps fitted in 1926 were not entirely satisfactory due to a bias towards either one cylinder or the other. This Scott appears to have been converted to the earlier and more reliable drip feed system. A pair of side covers for the gear is supplied but some minor fettling and additional minor sheet alloy parts will be required for a satisfactory fit. No final drive chain is fitted. Documentation includes a V5C, an old MoT certificate, an invoice for magneto overhaul, a Bowden carburettor brochure (copy), and 1926 Scott catalogue (copy). The Scott has not been used for several years and the usual careful re-commissioning is advised before further use.

£6,000 - 9,000

€7,700 - 12,000

No Reserve



287

1928 COVENTRY EAGLE 350CC (SEE TEXT)

Registration no. TE 3100

Frame no. 41572

Engine no. IY/C 95384

'The Coventry Eagle motorcycle was born out of a cycle company formed by Messrs Hotchkiss, Mayo and Meek in 1890, selling "Royal Eagle" cycles at their Hill Cross factory.' – Damien Kimberley, 'Coventry's Motorcycle Heritage'. Established in Victorian times as a bicycle manufacturer, Coventry Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from circa 1900 onwards, though machines only began to be produced in significant numbers after WWI. A dozen-or-so Coventry-Eagles were offered for 1928, ranging from the diminutive 147cc D21 lightweight to the formidable 998cc 'Flying 8' v-twin. Its accompanying old-style buff logbook and V5C document give this machine's engine capacity as 243cc, a size not offered by Coventry Eagle for 1928 when it was first registered. The engine is a JAP badged as a Coventry Eagle; its number's 'I' prefix indicates that it is a '350' (70x90mm bore/stroke), while the 'C' is JAP's letter code for 1928. 'Y' indicates a twin-port engine, suggesting that this sidevalve unit may have been rebuilt using a non-original crankcase. Believed restored circa 2005, the machine was acquired by the current vendor in July 2006 and was last used in 2010. Re-commissioning will be required before it returns to the road.

£3,000 - 4,000

€3,900 - 5,200



288

1931 SUNBEAM 3½HP MODEL 6 LION 'LONGSTROKE'

Registration no. not registered

Frame no. LB 8709A

Engine no. LJ 4469

Sunbeam's first overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines, most notably the 492cc (3½hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2. A version of it powered the new-for-1931 Model 6 Lion. Introduced in the summer of 1930, the revamped Lion replaced the old Model 6 and featured the innovations - for Sunbeam - of a chromium-plated fuel tank and Webb-pattern girder forks. A 598cc Model 7 Lion joined the range the following year and the two sidevalve workhorses continued in production - surviving Sunbeam's 1937 sale to AMC, relocation of production to Plumstead and the axing of the rest of the traditional models - until the outbreak of WW2. Restored in the 1970s and believed last used circa 2010, this Lion comes with an old-style buff logbook (issued 1942) for the registration 'GO 109', though it should be noted that this number is not recorded in the DVLA database. The machine will require re-commissioning before returning to the road.

£4,000 - 5,000

€5,200 - 6,400



1929 NORTON 490CC MODEL 18

Registration no. MT 3501

Frame no. 28070

- Ex-Pat Driscoll
- Three owners from new
- Documented history
- Arguably one of the most interesting 'Flat Tank' Nortons to come on the market for many years



From their historic victory in the first Isle of Man TT race of 1907, Norton motorcycles have been associated with success on racing circuits around the world. The early sidevalve machines held many world records at Brooklands, and when the overhead-valve Model 18 arrived in 1922, Norton had an even faster motorcycle. The Model 18 won the Senior TT (in 1924 and 1926) and numerous Continental races, and in 1926 became the first 500cc machine to average over 100 miles in one hour, with Albert 'Bert' Denly riding.

The fabulous Norton offered here is an ex-Pat Driscoll machine. Pat Driscoll's Brooklands career started in 1920 on a Norton 16H sidevalve; with the addition of 'hot' cams, a bit of work on the inlet port, a 'lumpy' Ricardo piston and running on 'dope' fuel, he managed an incredible 97 mph! He achieved further reasonable results at the famous Surrey circuit and other local speed events, including hill climbs, and caught the attention of Norton's team manager, Daniel O'Donovan, who signed him up in 1924. With Denly, Staniland, O'Donovan himself and now Driscoll, Norton had the 'fast men' of the day on their books. As well as being a fine rider, Driscoll was quick to learn the secrets of tuning the OHV engines.

In 1931, Malcolm Seymour Smith purchased 'MT 3501' for £7 from the Cheltenham Police 'Stolen Property Sale', borrowing the money from Jack Bartlett, who was later to become a Rolls-Royce agent. 'MT 3501' had been stolen from Brooklands and in a letter to M S Smith of June 4th 1940, Pat Driscoll wrote:

Dear Sir,

Your letter has just reached me after a short tour. Your Norton is one I built up out of parts to upset the Rudge agent in my district in 1929. The frame was a new one of 1926 TT type fitted for rear footrests and rigid saddle. The forks were Webb, but I had to take these off to put on a machine which was wanted in a hurry at Brooklands and a pair of old type but new Druids were fitted. The engine is one which Spring, Denly and myself broke the 24 hour record at Monthlery. Well it averaged 68 mph on petrol and was stopped due to water in the mag for over two hours, but for this the average would have been well over 80. The max lap speed on petrol was 94 mph. The engine was built by me, not at the works.

I hope the bike gives you as much pleasure as it gave me. As a road bike it could beat anything.

*Yours truly
Pat Driscoll*



The Norton was ridden regularly by Malcolm and his brother Nigel for 50 years and in 1979 Driscoll once again wrote to them (letter on file). Marque specialist and Bonhams' Motorcycle Consultant, George Cohen, advises us:

'I first came across this motorcycle in the late 1980s when I met Nigel Seymour Smith at a Banbury Run. He was impressed with my 'Flat Tank' Norton and after commenting on how well it sounded and ran he asked me to visit and to tune his similar machine. I duly did this a few weeks later and tested the result; it was very, very fast. A few years later Nigel gave his old Norton to his friend, Tom Davis, in exchange for all the work Tom had carried out on his old racing Bentley. Subsequently I got to know Tom and I featured this fine motorcycle in my book "Flat Tank Norton" (pages 216 and 217), copy included in the history file.

'Note the position of the rear-set footrest mounting lugs and the extra lugs for the fixed saddle at the rear of the frame. The footrests have plates on the outside to prevent the rider's feet from sliding off. This feature was frequently seen on racing Nortons until the 1950s. Denly was the first to use them and for a jolly good reason; for World Record attempts there was a minimum weight limit and he was the size of a jockey, less than 8 stone in his leathers! For record attempts he had to have lead soles on his boots and the side plates assisted him on his epic rides of speed and endurance.'

In 1987 Tom Davis took 'MT 3501' to the Brooklands Reunion meeting where an elderly Albert Denly was photographed looking fondly at it. The Norton has been unused on the road for around ten years, but the motor has been regularly started with the aid of a paddock starter. Some light re-commissioning will be required by the fortunate new owner, who will no doubt have one of the fastest Vintage machines in the world.

£20,000 - 24,000

€26,000 - 31,000

290 N

C.1911 CLÉMENT 2CV

Frame no. L10324

Engine no. 28106

- *Moteur Clediaber Engine*
- *Rare early Clément v-twin*
- *Restored in the late 1990s*



Already a successful maker of bicycles and pneumatic tyres – he owned the Dunlop patents in France - Adolphe Clément diversified into motorcycle manufacture in 1897, having just bought the Gladiator cycle company, and built his first four-wheeled automobile two years later, taking an interest in the existing Gladiator concern. Around 1902 Clément began supplying motorcycle engines to Charles Garrard in the UK, who fitted them in frames supplied initially by James Lansdowne Norton and marketed his products under the Clément-Garrard name until 1911.

Norton was impressed by the French-built motor and used it to power the first of his own motorcycles in 1902. In October 1903 Adolphe Clément broke his connection with the company he had founded and set up a new factory in Levallois-Perret, adopting the trade name 'Bayard'. The original Clément-Gladiator enterprise continued to manufacture motorcycles until 1935.

Looking remarkably similar to the contemporary Motosacoche-engined Royal Enfield, this Clément is fitted with an engine carrying a plaque engraved, 'Moteur Clediaber'. Cycles Clediaber and Gladiator were both based at Pré-Saint-Gervais, which suggests that they were, in fact, the same firm.

This rare early Clément v-twin was restored in the late 1990s and has been in the deceased owner's private collection for many years. Re-commissioning will be required before it returns to the road. There are no documents with this Lot, which is sold strictly as viewed.

£10,000 - 14,000

€13,000 - 18,000

291

1930 NORTON 490CC MODEL 18

Registration no. TK 5719

Frame no. 43539

Engine no. 50501

- Updated 1931 model
- Matching frame and engine numbers
- Restored to original specification



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

The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. The most obvious external alteration in its appearance before then had been the adoption of a 'saddle' tank for 1929.

There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. Production ceased in 1954.

This Model 18 was despatched from the factory on 29th December 1930 bound for Moffat of Yeovil, who sold it to the first owner, one M S Hodgson, on 1st January 1931. In September 1988 the Norton was exported to South Africa and in 2007 was restored there by the current vendor's late father. The machine was inherited by his son in 2008 and brought back to the UK in April 2012. The export/import paperwork is on file and the machine also comes with old/current V5/V5C registration documents and a Norton Owners Club (copy) factory record confirming matching frame and engine numbers.

£12,000 - 15,000

€15,000 - 19,000



292

1939 BSA 500CC SILVER STAR

Registration no. GXN 620

Frame no. KM23 356

Engine no. KM23 434

Effectively the same as a Gold Star - apart from the engine - this restored Silver Star had been in its then owner's possession for some 25 years when it was purchased by the current vendor at Brooks' Stafford auction in April 2000 (Lot 463). At that time it was said to have been a regular competitor in the Beamish Trophy and Reliability Trials, and had completed a non-stop run from Lands End to John O'Groats in 21½ hours. Since its acquisition by the current vendor the BSA has been ridden in various VMCC events (269 miles in one day at the Relay Rally), TT Rallies, Irish Rallies and one event in Spain. In regular use for the last 15 years, it has been updated with an Amal Concentric carburettor, 12-volt electrics, and a 21» front wheel in place of the original 20». The vendor advises us that this is the nicest, but also the heaviest, machine he owns, and at 78 years of age feels that now is the time to part with it. Accompanying paperwork consists of an old-style logbook, old V5 registration documents, current V5C, and a quantity of expired MoT certificates and tax discs. A wonderful opportunity to acquire a good example of this fast, powerful and highly sought after BSA sports roadster.

£5,500 - 7,500

€7,100 - 9,700



293

1935 BSA 493CC MODEL M35-10 'SLOPER' & NOXAL LC SPECIAL SIDECAR

Registration no. XAS 535

Frame no. E10 220

Engine no. E10 297

Introduced for the 1927 season, the influential 'Sloper' started a trend which saw many of BSA's competitors adopt motors with inclined cylinders. In addition, the Sloper featured a trend-setting saddle tank that afforded a low seating position and for 1930 gained chromium-plated brightwork and a new frame with forged steel spine. Models with the 493cc overhead-valve engine came with twin-port cylinder heads. For 1930 the Birmingham firm offered no fewer than 18 models, six of which had inclined engines. The Sloper range remained essentially Vintage in character until its demise in 1935, by which time the line-up had shrunk to just two models: one overhead-valve, the other sidevalve, both of 595cc. This Sloper motorcycle combination was rebuilt over an 18-year period by the current vendor, an award-winning restorer of classic motorcycles at local, regional and national levels. Completed in 2005, the BSA is only being sold to create space for other projects. Described as in generally good condition, the machine has not been run recently but passed its MoT at the last time of submission three years ago. Only relatively mild re-commissioning should be required before it returns to the road. Accompanying paperwork consists of a VMCC dating certificate, V5C registration document, and a Noxal range brochure.

£5,500 - 6,500

€7,100 - 8,300



294

1935 TRIUMPH 348CC MODEL 3/5 SPORTS

Registration no. BVR 529

Frame no. S3899

Engine no. 5.5T.1527

Just as he had done at Ariel in the 1920s, Val Page transformed his new employer's ageing range on his arrival as Triumph's Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250 to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction, and amenable to a fair degree of tuning in the case of the overhead-valve units. As fitted to the higher performance models, the overhead-valve engines in their '5' specification featured high-compression pistons, 'hotter' cams and polished ports. Suitably embellished with extra chrome, these OHV models formed the basis for Edward Turner's sporting Tigers from 1936 onwards. A range of similar though slightly less powerful tourers complimented the Tigers. This particular Triumph Model 3/5 Sports was purchased by the current vendor at the 1992 Stafford auction and was last used on the road in 1998. Re-commissioning, including a new battery, will be required before it returns to the road. Accompanying paperwork consists of a current V5C document and photocopies of old registration documents.

£5,000 - 6,000

€6,400 - 7,700



295

1937 VELOCETTE 498CC MSS

Registration no. XFF 649

Frame no. 3776

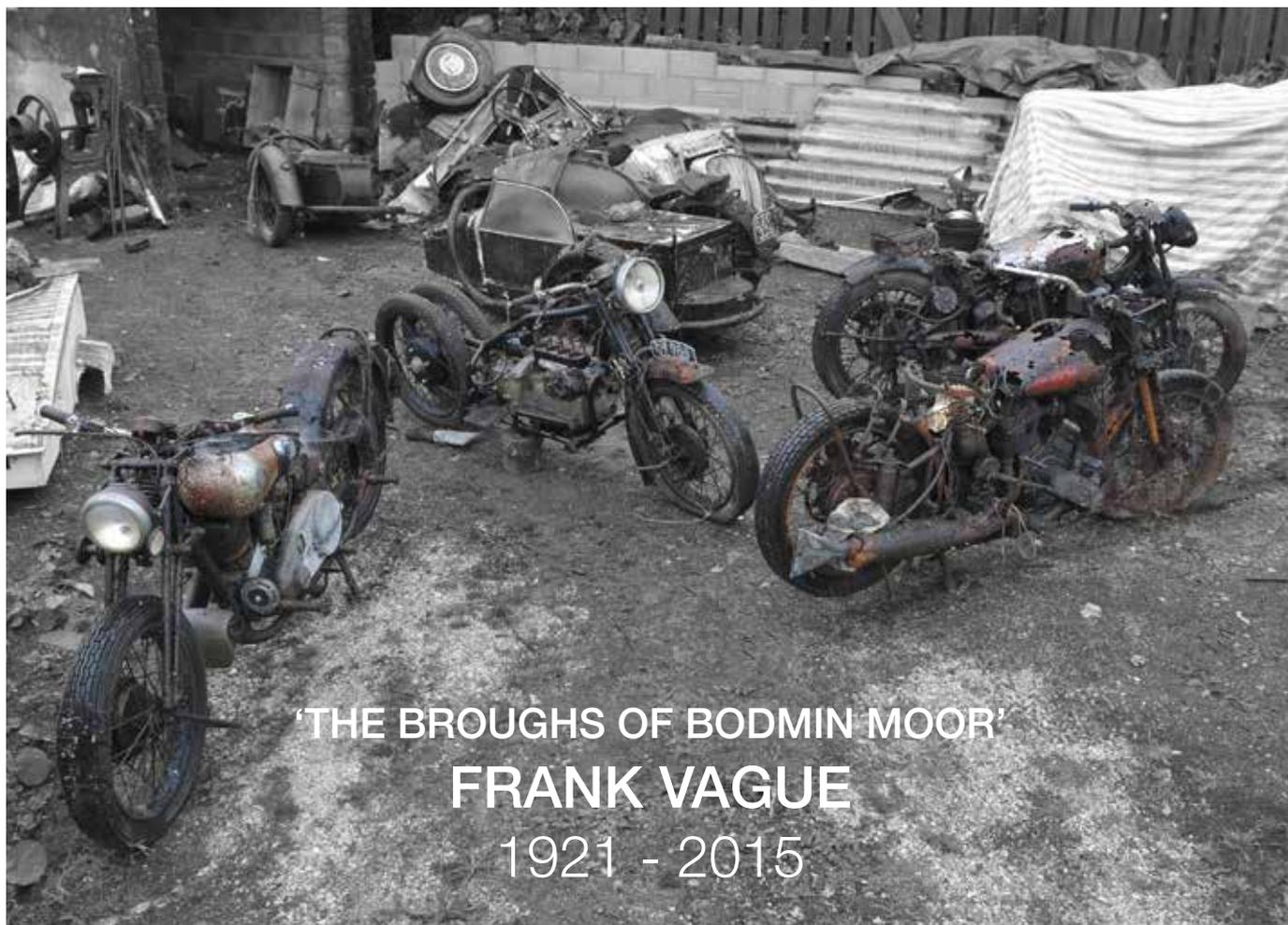
Engine no. 2618

Whilst the focus of the Velocette firm's revered range of motorcycles is often concentrated upon their 350cc models, Hall Green also produced some equally fine half litre machines. The MSS is an excellent example, and became a popular seller after it was announced in the mid-1930s. The same engine, with a few period modifications, went on to power the post-war Venom and Scrambler models; continuing in production until 1969. XFF was bought in 1999 from the vendor's late brother, a lifelong Velocette enthusiast, who'd just completed a full restoration. Following its acquisition the MSS was rarely used by the present owner, who had an alternative lighter machine, and not at all over the last decade, confirmed by its last MOT Certificate which expired in June 2005. Until five years ago the Velo was occasionally started, since when the elderly owner has simply resorted to turning the engine at regular intervals. It has clearly been very carefully stored over the last decade. It should be noted that at some point before the present family's ownership the original registration number, ADR 31, was sold. Offered in immaculate condition, and close to the manufacturer's original specification, the bike is supplied with V5C, an earlier V5, and old style log book.

£8,000 - 10,000

€10,000 - 13,000





'THE BROUGHS OF BODMIN MOOR'
FRANK VAGUE
1921 - 2015

Frank Vague was born on 15th June 1921 at Church Bridge near Duloe, west Cornwall. He attended Duloe school together with his brothers and sisters, and on leaving went to work at Pendruffle Farm, just up the hill from home, where he was employed for a few years. During the war years Frank was contracted to work on repairing buildings and airfield runways etc, working at many locations including St Mawgan, Perranporth and Davidstow.

Frank and his brothers were all motorcyclists and in 1940 he purchased his first Brough Superior motorcycle, which one of his brothers, Sam, used to ride without Frank's knowledge, telling his mates it was his own! Sadly, Sam died as result of a motorcycle accident in the early 1940s riding a Vincent.

After the war Frank purchased a farm, Dannon Chaple near Delabole, a 210-acre coastal property that included a steep valley at each side and was a natural haven for animals, birds and wildflowers, particularly primroses. It was a typical farm of cattle and sheep, with crops for feed.

Like his brothers, Frank Vague was a countryman through and through. One of his brothers was once asked, 'Have you lived in a town, Uncle Ben?', to which he replied, 'I haven't even lived in a village'. The same was true of Frank. Farming was not easy in the early 1950s, and eventually the farm was let and Frank, his mother and stepfather moved away.

They worked on farms, firstly in Essex and then in Hampshire, and it was at around this time that Frank acquired most of his collection of Brougs. He was a keen member of the Brough Superior Club during the early 1960s; letters on file provide a comprehensive trail of Frank's attempts to buy and source Brough parts and motorcycles that had been advertised in the Brough Newsletters.

It was circa 1966 that Frank and his family moved back to Cornwall, bringing the collection of motorcycles with them. Frank bought a smallholding where he later kept and bred pigs, and for the first time lived in a village, not far from where he had grown up. Some of the machines were used, albeit sparingly, at around this time and Frank's quest to source parts continued.

Farming would take up the majority of Frank's time, and the collection of Brougs was stored in the outhouses and sheds on the farm, hidden from public view. From around the late 1960s/early 1970s, the machines rarely saw the light of day other than when the occasional lucky enthusiast would be invited into the sheds. Sadly, Frank passed away on 14th October 2015 at the age of 94.

As may be deduced from the photographs, the collection's storage conditions were far from ideal and Frank's Brougs have suffered badly from corrosion. All are sold strictly as viewed.

296

From the estate of the late Frank Vague, The ex-Hubert Chantrey

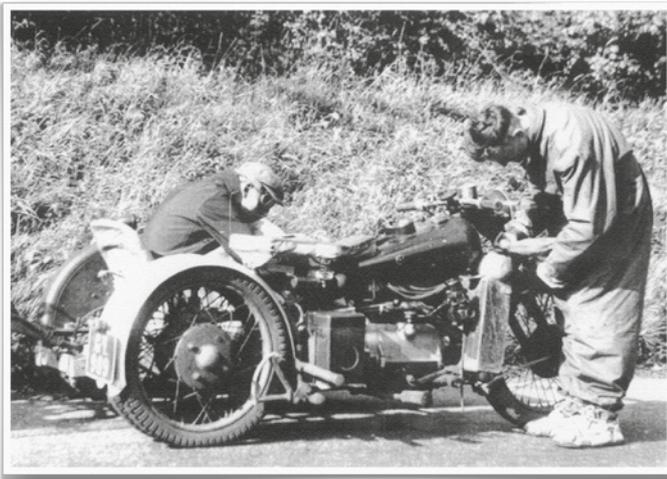
1932 BROUGH SUPERIOR 800CC MODEL BS4 PROJECT

Registration no. GY 989

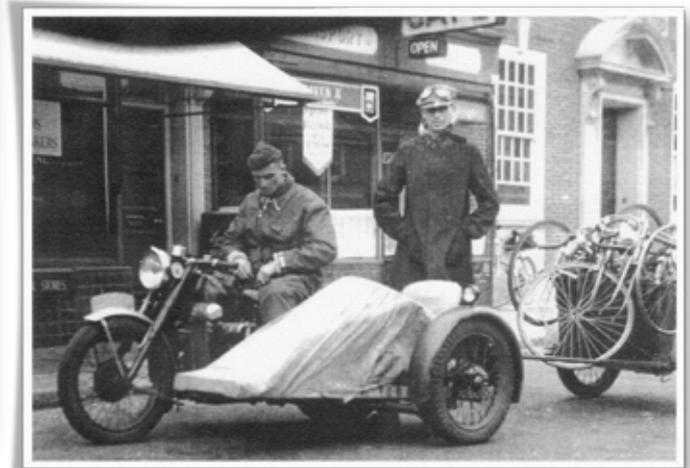
Frame no. 4004

Engine no. M131039

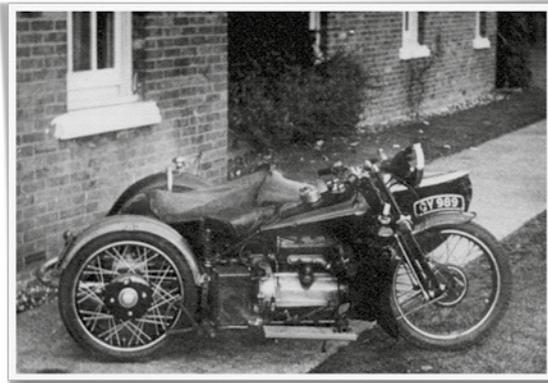
- One of only seven survivors (out of ten made)
- Matching numbers
- Present ownership for over 50 years
- Offered for restoration



Les Dunster inspecting the machine, c.1948.
Credit: Brough Superior Club



Believed outside the Post Office on Victoria Road, Surbiton, towing a trailer of racing bicycles.
Credit: Brough Superior Club



GY 989, date and location unknown.
Credit: Brough Superior Club

George Brough had toyed with idea of a four-cylinder motorcycle on two previous occasions, both of which had resulted in a solitary prototype, before making a more serious attempt in 1931. For this latest venture George chose an off-the-shelf power unit of proven reliability: the 747cc engine of the Austin Seven light car. Retaining the Austin three-speeds-and-reverse gearbox, this was mounted fore-and-aft in the frame and at first it was planned to use chain final drive.

However, the required intermediate transmission made the machine unacceptably long, so George came up with idea of retaining shaft drive and using twin rear wheels, one either side of a central crown wheel and pinion. The wheel centres were 7½" apart which, fortunately, meant that as far as the taxation authorities were concerned the machine still qualified as a motorcycle, albeit one much better suited to sidecar duties than solo riding.

Tests of the first prototype revealed that the Austin engine's 13bhp maximum output made for unacceptable poor performance, and so the second machine incorporated an engine bored out for a capacity of 797cc and fitted with an alloy high-compression cylinder head and a more 'sporty' camshaft. Two radiators were provided for the water cooled Austin engine, their bulbous header tanks blending into the front of the fuel tank to maintain the traditional Brough look, though a more conventional arrangement was adopted for the production models.

Castle forks were standard equipment, and it is worth noting that Brough's patented easy roll-on centre stand made its first appearance on the new Four, which was announced to an astonished public in November 1931. Following the Four's debut at the Olympia Motor Cycle Show, George Brough's friend Hubert Chantrey rode the show model, as a solo, in the London-Exeter Trial in December '31, an account of which appeared in Motor Cycling (13th January 1932 edition). At the end of the article, Chantrey stated that he had ordered one of the Brough Fours.

Highly unusual in retaining its original engine, '4004' was despatched to Hubert Chantrey on 20th March 1932 in solo form, though he did not register the machine, as 'GY 989', until July of that year. Why was there a four-month delay in registration? Possibly because '4004' had been ridden initially on 'borrowed' numberplates, a practice the works frequently indulged in despite its illegality.

It is assumed that '4004' is the Brough ridden by Chantrey in the MCC's Land's End Trial in 1932, run over the Easter weekend. Although he climbed all the most difficult hills and completed the course, he received no award, having finished outside the time limit at the Taunton checkpoint. That summer, Chantrey entered the Four (as a motorcycle combination) in the MCC's London-Edinburgh Trial. In the event, he non-started as a protest against cars being allowed to precede motorcycles.





The BS4 in 'Motorcycling' in 1939
© Mortons Archive



Chantrey was killed in an air crash in 1933; 'GY 989' then disappears from the Brough Superior records, reappearing circa 1947 in the ownership of Les Dunster of Kingston-upon-Thames, Surrey. Dunster fitted an Ariel front wheel and telescopic forks, and three years later part-exchanged the Brough against a BSA Golden Flash at the famous dealership Comerfords of Thames Ditton, Surrey. Comerfords used 'GY 989' to haul their box-sidecar 'float', and some time later sold it to Mr E J Sheridan of Forest Gate, London E7.

In 1958, while still owned by Sheridan, 'GY 989' was featured in an article in Motor Cycling by John Griffith, at which time it was still attached to a sidecar and fitted with the Ariel front end; it also had a Solex carburettor. The Brough was last taxed by Sheridan on 24th March 1958.

Circa 1959, 'GY 989' passed to Brough Club member J Cornwell, an RAF sergeant of Minster, Kent, who fitted it with the correct Castle forks and corresponding front wheel, and also replaced the original radiators. Photographic evidence shows that at this time the Four was fitted with a Brough Superior AGS petrol tube sidecar chassis, with Cruiser body, taken from another Brough. 'GY 898' was advertised for sale on 21st August 1961, and is believed to have been purchased by Frank Vague in 1963.

It is possible Frank bought it from Matthias, a scrap dealer at Lopscombe Corner on the A30 between Salisbury and Stockbridge, which is not far from his St Mary Bourne home. The Brough Club has a reliable report of a BS Four seen at the scrapyards in the early 1960s, and it seems most unlikely that there were two in the same locality. It is worth noting that of the seven surviving Brough Superior Fours (out of ten made) only three, 'GY 989' being one of them, retain their original engines.

£80,000 - 120,000
£100,000 - 150,000
No Reserve



From the estate of the late Frank Vague

1938 BROUGH SUPERIOR 982CC SS100 PROJECT

Registration no. GPH 697

Frame no. M1/1687

Engine no. BS/X2 1038

- Single ownership for circa 50 years
- Matching numbers
- 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 MkI of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on.

Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right. One such was T E Lawrence – 'Lawrence of Arabia' – who owned several Broughs and was killed riding an 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.

Brough entered the 1930s with an entirely JAP-powered range and then in 1936 the SS100 was redesigned with an overhead-valve Matchless engine built by Associated Motor Cycles exclusively for Brough. By the time manufacture ceased in 1940, a total of 102 Matchless-engined examples had been built, making this the rarest of the SS100s and by far the most user-friendly and reliable. Survivors number approximately 71 worldwide.





This Matchless-engined SS100 was supplied new on 25th May 1938 to Messrs Jackson's Garage in Surrey, and is the only Brough Superior ever supplied to them. The frame dates from 1936 and the engine from 1938. Nevertheless, this machine has matching numbers; whether or not the frame lay on a shelf at the factory between 1936 and 1938, or Brough reused an old frame, is not known. The numbers of the frame, engine, gearbox and oil tank all match those on the accompanying copy Works Record Card, which refers to this machine as a '1937 End of Season' model. Interestingly, the WRC shows that this machine left the factory with a left-hand spout for the oil tank, a unique feature. It still has its original Amal 6/200 carburettor and split, rather than hinged, rear mudguard.

The SS100 was first registered as 'GPH 697' but nothing is known of its history prior to December 1963 when it was advertised for sale in the BS Club newsletter by a Mr S F Knapp of Bucklebury Common, Berkshire.

The Brough was described as accident damaged with frame twisted, gearbox cracked, petrol and oil tanks damaged, also exhaust - but with recently overhauled engine. The asking price was £40. It is assumed that the Brough was sold to Frank Vague soon afterwards. The machine comes with two boxes of spares to include tool boxes, seat unit, spare front wheel and brake plate, and the rear mudguard's rear section.

£60,000 - 80,000
€77,000 - 100,000
No Reserve



From the estate of the late Frank Vague

1926 BROUGH SUPERIOR SS100 PROJECT

Frame no. 818A

- Supplied to the Allen Bennett Motor Co. of Croydon
- Single ownership for 55 years

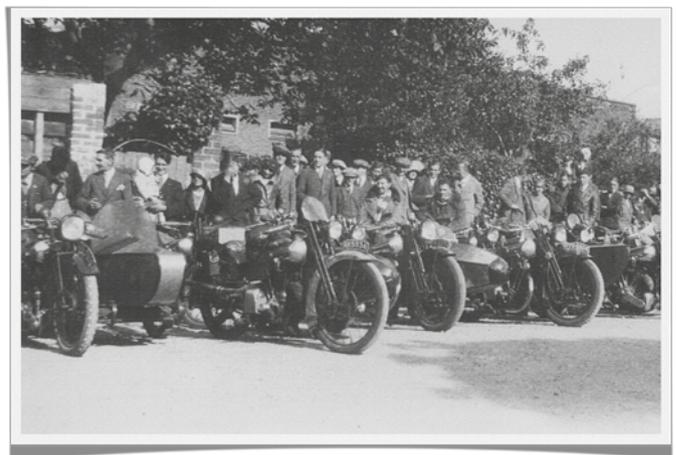


This JAP KTOR-engined SS100 was supplied as a solo to the Allen Bennett Motor Co of Croydon, Brough Superior main agents for the London area at the time, and registered as 'RK 5534'. Existing photographs show this machine, among many other Broughs, at rallies organised by George Brough at Newmarket in 1928 and Chipping Norton in 1929. It is pictured complete with sidecar, plated mudguards, Bosch headlamp and 28"x3" beaded edge rims. Nothing else is known of the machine's history prior to 1961 when it was acquired by Frank Vague, who had participated in a Brough Club 'Members Draw' for the right to buy it (see correspondence on file). Club Secretary Mr Gibbard's letter to Frank says 'It is my pleasure to inform you that you were the fortunate member in the draw for purchasing the 1926 SS100.' The partly dismantled Brough was collected from Mr Gibbard's home. Dismantled and incomplete, and offered for restoration, the machine is less engine and sold strictly as viewed. It should be noted that the original Harley-Davidson forks exist but are beyond repair; those illustrated are of the Castle type.

£30,000 - 40,000

€39,000 - 52,000

No Reserve



'RK 5534' (middle), c.1929, Brough Superior Rally, Chipping Norton. Credit: Brough Superior Club.

299

From the estate of the late Frank Vague

1938 BROUGH SUPERIOR 982CC SS80 SPECIAL PROJECT

Registration no. CBK 276

Frame no. M8/2072

Engine no. BS/X 4752

- *Single ownership for circa 50 years*
- *Matching numbers*
- *Offered for restoration*



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 – subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

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

In single ownership for over 45 years, this sprung-frame example is one of 460 Matchless-engined SS80s built, of which some 300 or so survive. A matching-numbers machine (registration, frame, engine, gearbox), it was supplied new on 12th January 1939 to Brough agent E W Burnett & Sons of Southsea, Hampshire. Burnett & Sons took several SS80s with the rear suspension and Druid forks, an unusual combination. The company ceased to exist around 20 years ago, but fortunately some of their records were saved. Thus it is known that this Brough was sold on 18th September 1939, a mere fortnight or so after the declaration of war, to its first private owner, a Mr Wilfred Vick, for £109 15s. After the war's end, on the 22nd December 1945, the SS80 was sold to Mr Rubin Sowerby, based at HMS Dolphin, Gosport, for £175 which, if nothing else, demonstrates that steep increases in Brough prices are nothing new!

There is then a gap in the historical record until (it is assumed) the late 1950s when 'CBK 276' was owned by Mr M J Holben of Heath and Reach, Bedfordshire (an early Brough Superior Club member) who fitted a Brough AGS petrol tube sidecar. The machine was last taxed (as a motorcycle and sidecar) in 1959, and by 1964 had passed into the ownership of Frank Vague. Offered for restoration, the Brough comes with a copy of its Works Record Card.

£20,000 - 30,000

€26,000 - 39,000

No Reserve

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

From the estate of the late Frank Vague

1938 BROUGH SUPERIOR 982CC SS80 MOTORCYCLE COMBINATION PROJECT

Registration no. ETO 336

Frame no. M8/1911

Engine no. BS/X 4636

- Single ownership for circa 50 years
- Matching frame and engine numbers
- Offered for restoration



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. Not an unwieldy beast intended primarily for sidecar duties like the majority of its v-twin-engined contemporaries, the Brough Superior was, in its maker's own words, 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles.

Similar to that of the Matchless Model X, the 982cc sidevalve v-twin engine incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless. The SS80 continued to use the AMC engine until production ceased in 1939.

In single ownership for over 45 years, this rigid-frame example is one of 460 Matchless-engined SS80s built, of which some 300 or so survive. A matching-numbers machine (frame and engine), it was manufactured as a motorcycle combination complete with petrol-tube AGS chassis number '163', which carried a Cruiser body, and was collected from the factory by Hooley's Garage, Nottingham. The Brough was supplied with a foot-operated gear change, though the gearbox it has now is not the original and neither the fuel nor oil tank matches the Works Record Card. The sidecar body currently fitted is home made, while the headlight is of the type used by Brough up to 1936.

'ETO 336' was last taxed in 1965 and is believed to have come into Frank Vague's possession at around that time. Offered for restoration, the Brough comes with a copy of its Works Record Card.

£22,000 - 32,000

€28,000 - 41,000

No Reserve

301

From the estate of the late Frank Vague

1938 BROUGH SUPERIOR 1,096CC 11-50HP PROJECT

- *Single ownership for circa 50 years*
- *Believed matching numbers (see text)*
- *Offered for restoration*

Registration no. ETV 332

Frame no. M8/2011 (see text)

Engine no. LTZ/O 60186/S



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

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 standard Monarch front fork and optional rear suspension. Supplied as a motorcycle combination, the machine was first registered in Nottingham by the factory on its purchaser's behalf, a not uncommon occurrence. Sold to one O J Bugg, it was his third new Brough Superior, the two preceding also being 11-50s. No other history is known other than the fact that the forks were bent in a crash in 1962.

Interestingly, the Southern Echo newspaper carried an article in its 18th July 1962 edition, which stated that a 'powerful' Brough Superior had been in a crash between Hurstbourne Friars and Whitchurch. The rider, aged 17, sustained an ankle injury but his female pillion passenger died later of her injuries. The site of the accident is no more than a few miles from Frank Vague's house, and it is possible that this Brough was the one at the centre of the tragedy. Offered for restoration, the machine comes with a quantity of spares to include a fuel tank, fork blades and an oil tank. Unfortunately, the frame number is heavily corroded, the only digits remaining being '01', which suggests that it is probably the original frame, 'M8/2011'. There are no documents with this Lot.

£16,000 - 22,000

£21,000 - 28,000

No Reserve

From the estate of the late Frank Vague

1937 BROUGH SUPERIOR 982CC SS80 DE LUXE PROJECT

Registration no. DYU 638

Frame no. M8/1836

Engine no. 4466

- Single ownership for circa 50 years
- Matching numbers
- Offered for restoration



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. Not an unwieldy beast intended primarily for sidecar duties like the majority of its v-twin-engined contemporaries, the Brough Superior was, in its maker's own words, 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

In single ownership for circa 50 years, this De Luxe model is one of 460 Matchless-engined SS80s built, of which some 300 or so survive. A matching-numbers machine (frame, engine, gearbox and fuel tank), it was supplied new to Godfrey's Ltd of Great Portland Street, which was the Brough main agent for London having taken over Allen Bennett of Croydon (suppliers of Broughs to T E Lawrence) in the late 1920s. The machine was supplied in solo configuration, but unfortunately nothing else is known of its history. The Monarch forks and engine crankcases are original, but the cylinders have been taken from another machine to suit the unusual twin carburettors. The Brough is believed to have passed into Frank Vague's ownership in the mid-1960s. Dismantled and incomplete, it comes with a copy of its Works Record Card and is offered for restoration

£6,000 - 8,000

€7,700 - 10,000

No Reserve

303

From the estate of the late Frank Vague

1936 BROUGH SUPERIOR 982CC SS80 PROJECT

Registration no. CXB 608

Frame no. M8/1586

Engine no. BS/X4 4310

- *Single ownership for circa 50 years*
- *Matching numbers*
- *Offered for restoration*



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£6,000 - 8,000

£7,700 - 10,000

No Reserve

The following seven lots are subject to Buyer's Premium of 25% up to £50,000 of the hammer price and 20% from £50,001 to £1,000,000.

304



305



304

A BROUGH SUPERIOR PETROL TUBE SIDECAR

frame no. 210, boat type sidecar body, for restoration, heavily corroded, close inspection advised.

£2,000 - 3,000

€2,600 - 3,900

305

A BROUGH SUPERIOR PETROL TUBE SIDECAR FRAME

frame no. 215, nickel plated and appearing in good order, close inspection advised.

£1,200 - 1,600

€1,500 - 2,100

306

A FOUR SPEED BROUGH SUPERIOR GEARBOX

complete with Sturmey Archer clutch, dated 1934, appears in good condition together with kickstart and hand gear change unit.

£500 - 700

€640 - 900

306





307

307
A SET OF C.1928 FRONT AND REAR CASTLE FORK LEGS
 for restoration, close inspection advised.
 £600 - 800
 €770 - 1,000



308

308
FOUR MANSFIELD SADDLES
 for restoration; together with a Pride and Clarke labelled pillion seat.
 (5)
 £250 - 350
 €320 - 450



309

309
A LUCAS MODEL SR40 HEADLAMP
 complete and in good restorable condition.
 £400 - 600
 €520 - 770

310
TWO SETS OF BELIEVED MATCHLESS SS80 ENGINE PLATES
 together with unidentified others.
 Qty
 £250 - 350
 €320 - 450



310

The ex-Henry Laird, Demonstrator model

1938 BROUGH SUPERIOR 982CC SS100

Registration no. ETO 347

Frame no. M1/1936

Engine no. BS/X2 1039

- Matching numbers
- Current ownership since January 1997
- Restored in 2015

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. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely re-design the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new 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.

Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. The following year the SS100 adopted an overhead-valve version of the AMC power unit, and the two models continued to use the Plumstead-made engines until production ceased in 1939.

Its Brough Superior Club copy works record card reveals that this particular SS100 - frame number 'M1/1936', engine number 'BS/X2 1039' - was supplied new to C R Hussey in 1938. Records describe it as an ex-Henry Laird demonstrator with matching engine and frame numbers.





The current owner purchased the Brough in January 1997. We are advised that it was running well at that time and has only done a few hundred miles since. Previous owner Bob Shapiro had recently taken the Brough on a rally to Switzerland. Bob told the vendor that the engine had spent some time in a Morgan three-wheeler before being reunited with the frame. It is assumed that the extra oil feed to the top of the engine dates from its time in the Morgan.

Some time later, in 2015, the cycle parts were restored by Gordon Nicholls at British Classic Motorcycles of Yatton, Bristol. Gordon also removed the engine top-end for inspection and found that little required attention; a minor welded repair was made to one valve cover and rocker, and all eight cylinder barrel studs were replaced with stainless steel alternatives (invoice available). Additional paperwork consists of the 1997 purchase receipt, an old MoT (expired 1997) and an old-style V5 registration document.

£140,000 - 180,000

€180,000 - 230,000



1929 COVENTRY-EAGLE 980CC FLYING-8 OHV

Registration no. WK 9146
 Frame no. 41507
 Engine no. KTOR/C/90460

- *Rare Vintage-era superbike*
- *Restored in 2007*
- *Present ownership since 2008*



'There is an undeniable fascination in owning a machine capable of seemingly illimitable speed. For ordinary running the engine is merely idling, 50mph seems like 30mph on most machines, 60mph is a comfortable touring speed, while when one of those very rare stretches of really safe road is encountered the speedometer needle will, when the throttle is opened wide, pass the 80mph before remaining steady.' – Motor Cycling testing a Coventry Eagle Flying Eight, with sidecar attached, in 1925 (4th November edition).

Established in Victorian times as a bicycle manufacturer, Coventry Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI. Six Coventry Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying Eight to the diminutive S14 Ultra-Lightweight.

Most famous of these was the Flying Eight, which took its name from the engine's RAC rating of 8 horsepower. With its mighty JAP v-twin motor and muscular good looks, the Flying Eight was a worthy rival for the Brough Superior and a formidable Brooklands racing machine in the hands of privateers such as Bert Le Vack.

Introduced in 1923, the Flying Eight was not Coventry Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 976cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time. Motor Cycle's tester found that the Flying Eight was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...'

For 1926 the original sidevalve-engined Flying Eight was joined by a new overhead-valve version powered by the same 980cc JAP KTOR engine used by rivals Brough Superior in their SS100. It is said that the Brough and Coventry Eagle v-twins' resemblance was no coincidence, the Coventry firm's Percy Mayo and George Brough having become acquainted while on active service during WWI. A new frame incorporating substantial engine plates was used for the OHV Flying Eight, which featured both mechanical and hand-pumped lubrication, a Jardine three-speed gearbox, large (8" diameter) brakes, and Royal Enfield wheels: the rear boasting its maker's famous cush drive.



(above)
1926 Coventry-Eagle range brochure.

James Robinson, editor of The Classic MotorCycle, putting WK 9146 through its paces, March 2016.

Credit: The Classic MotorCycle

Motor Cycling concluded its test of the OHV Flying Eight thus: 'We have no hesitation in recommending the latest Coventry Eagle as a high-quality machine, capable of the most satisfactory road performance both as regards speed and flexibility.' And that, lest we forget, was with a sidecar attached.

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

In the present ownership for the last eight years, this overhead valve Flying Eight represents a rare opportunity to acquire a fine example of one of the Vintage era's most famous superbikes. The machine is offered with an old-style continuation logbook (issued 1955) showing that it was attached to a sidecar at that time. There are four owners listed, the last of whom, one Edwin East, acquired the machine in March 1978 and also appears as owner on the old-style V5.

(The late E A Stafford East was a Buckinghamshire-based motor dealer, collector and connoisseur of fine motorcars and motorcycles, with a penchant for the Bugatti, Brough Superior, GN, and Frazer Nash marques).

In April 1996, 'WK 9146' was offered for sale at Brooks' Stafford auction (Lot 495) on behalf of Mr Stafford East, being described as 'recently emerged from a long period in storage and... in superbly original condition.' Restored in 2007, it was purchased from collector Daniel Ward by the current vendor in September 2008 (purchase receipt on file). Since then the Flying Eight has covered some 1,000 road miles, successfully completing the Banbury Run and taking part in the 'Festival of 1,000 Bikes', as well as being ridden by James Robinson for a feature in this month's The Classic MotorCycle magazine. The vendor has fitted lower-compression pistons and tells us that the machine is an easy starter that rides beautifully. Accompanying documentation consist of that mentioned above, plus a V5C registration document.

£140,000 - 160,000

€180,000 - 210,000

1939 VINCENT-HRD 998CC RAPIDE SERIES-A PROJECT

Registration no. GNU 148
 Frame no. DV1699
 Engine no. V1060
 Rear frame no. DV1699

- *One of circa 78 made*
- *All matching numbers*
- *Present ownership since 1962*
- *Offered for restoration*
- *Rare TT specification forks and brakes*

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

The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Vincent moved production from Wolverhampton to Stevenage, pioneering his own design of sprung frame on an entirely new range of machines. Like Davies, Vincent relied on proprietary engines, but increasing dissatisfaction with suppliers led to the creation of Vincent's own engine in 1934.

A 500cc high-camshaft overhead-valve single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving who, so legend has it, came up with the idea of a 1,000cc v-twin after seeing two drawings of the single superimposed on one another. By producing a v-twin in this fashion, many of the existing single-cylinder components could be utilised, thus reducing costs, an important factor for the fledgling concern.

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





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

The outbreak of WW2 in 1939 brought production of all Series-A models to a halt, and when Vincent resumed production in 1946, it was with the all-new Series-B. By July '39 when the last Series-A twin was built, the model had been in production for a little over 30 months, and the fact that so few were made has in no small part contributed to this legendary model's mythic status. 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 25th March 1939, this ultra-rare Vincent Series-A twin is one of the last of its kind produced before production ceased. The accompanying old-style continuation logbook (issued 1944) lists four owners, the last of whom (the current vendor) acquired the Vincent in 1962. 'GNU 148' was last taxed for the road to September of that year and comes with a contemporary MoT certificate.

Copies of factory records held by the Vincent Owners' Club confirm that this machine retains matching registration, frame (upper/lower), engine, gearbox, and oil pump numbers. Like the majority of Series-A models, it has no crankcase mating numbers. The machine was despatched from the factory on 22nd March 1939 bound for the Chesterfield depot that the company ran for a short time, and was then registered in Derbyshire. Noteworthy features include TT-specification forks and brakes. Presented in 'barn find' condition, ripe for restoration, this highly original Series-A Rapide is offered with aforementioned documentation, an old-style V5, and a copy of the Works Order Form showing that it was tested by 'S Wood'. The latter was none other than Stan 'Ginger' Wood, who is well known to Vincent enthusiasts from the famous photograph of him aviating the Series-A racer at Donington Park in pre-war days.

£150,000 - 200,000
€190,000 - 260,000



1951 VINCENT 998CC BLACK SHADOW SERIES-C

Registration no. XFO 670
 Frame no. RC9068B/D
 Engine no. F10AB/1B/7168
 Rear frame no. RC9068B/D

- *The ultimate 1950s superbike*
- *Matching frame and engine*
- *Recently restored*



'Well into the 1960s and even today, when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners, the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly super-sporting machinery would be humiliated by having some much older Black Shadow come past at the canter...' - L J K Setright.

Arguably Britain's foremost motoring journalist of his generation, the late Leonard Setright, himself a keen motorcyclist, was writing in the 1970s but what he said about the Vincent v-twin, and the Black Shadow in particular, remains every bit as true today.

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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day. The Black Shadow was indeed a legend in its own lifetime, and in the 60 years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

The current owner purchased the Vincent from Wilson Classical of Wistaston, Cheshire in March 1997. Some time later the engine was despatched to Ian Hamilton for rebuilding, a task that was completed after Ian's death by Bob Dunn (see invoice dated 29th August 2007 on file). Restoration of the cycle parts was undertaken by Gordon Nicholls at British Classic Motorcycles of Yatton, Bristol and completed in December 2015 (invoice available). Additional paperwork consists of the 1997 purchase receipt and an old-style V5 registration document.

£50,000 - 70,000

€64,000 - 90,000

315

1955 VINCENT 998CC BLACK PRINCE

Registration no. RLF 414
Frame no. RD12812B/F
Engine no. F10/AB/2B/10912
Rear frame no. RD12812B/F

- *The ultimate Vincent Twin*
- *1 of only 103 Black Prince models made*
- *Excellent condition*



The Vincent Black Shadow is widely regarded as one of the most outstanding motorcycles produced in Britain in the post-WW2 era. The company had great success pre-war with their big twin 'Rapide' however, despite its might, it was somewhat disadvantaged in terms of appearance and transmission which remained to be addressed by the outbreak of war.

Post-1944 the twin benefited from a radical re-vamp, amounting to a new 'Rapide' in all but name. Gone was the untidy engine which re-emerged as the smoothly-styled and immensely powerful Series-'B' unit twin, with re-engineered clutch, gearbox and lubrication system. Instead of the pre-war, largely traditional frame, the running-gear was built around a fabricated oil-tank / upper-frame member bolted to the engine, to which was attached the rear suspension. Forged aluminium Girdraulic forks and mighty - for the time - twin brakes at front and rear completed the assembly. The only minor criticisms were the wide engine, footrest assembly and the only partially-sprung dual-seat. The younger writer was mightily impressed by the 'Do not exceed 104 mph in third gear' script on a local rider's giant 'Shadow' speedo!

By 1954, though, the market had changed, as had the company, now 'Vincent Engineers (Stevenage) Ltd.', a hint that the revised Series-C motorcycles were not the only activity. Two potential master-strokes came in 1955, in the shapes of the conventional Series-'D' bikes, the re-engineered single and twins, with different frames and up-graded rear-end, together with the seemingly space-age 'Black Prince, Black Knight and Victor, the aerodynamically-developed Shadow, Rapide and Comet. These radical bikes were fitted with the astonishing glass-fibre fairings, designed for weather-protection and easy access. Sadly for Vincent, so radical were they and so necessarily expensive that customers were few and the factory closed its doors in December 1955.

RLF 414, the rare Black Prince for sale here, has been in the ownership of a committed Vincent enthusiast, now deceased, who insisted in first-class maintenance across his machines, aided in later years by a V.O.C. member who has prepared the Prince to a high standard for sale. In excellent and original condition and running well, it is apparently ready for the road following the usual safety checks and minor recommissioning, subject to the comprehensive safety checks needed for a 125 mph machine. Offered with a V5C Registration Certificate for the London number and a V.O.C. dating certificate.

£50,000 - 55,000

£64,000 - 71,000

316

C.1947 VINCENT 998CC RAPIDE SERIES-B TO 'BLACK SHADOW' SPECIFICATION

Registration no. XBV 367

Frame no. R2272

Engine no. F10AB/1/1300

Rear frame no. R2463

- Fully restored by the National Motorcycle Museum
- Won as a raffle prize by the vendor
- Superb condition



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

This Vincent Rapide was rebuilt to Black Shadow specification by the National Motorcycle Museum's renowned restoration workshop, and following its completion was raffled to raise funds for the Museum. The NMM purchased the Vincent as a dismantled and incomplete restoration project from Bonhams' Sale at Stafford in October 2014 (Lot 308). It was noted at that time that the upper frame, rear frame and engine are not from the same motorcycle, dating from 1947, 1948, and 1949 respectively (all are from Series-B Rapides).

Carried out by the NMM's in-house restoration team and subsequently featured in Classic Bike magazine (copy article available), the rebuild, which took 6-7 months, was finished in time for the 'Museum Live' open day on Saturday 31st October 2015 when the raffle draw was made. Billed as 'the best classic motorcycle raffle prize in the world', this fully restored Vincent was won by the current vendor, who now offers it for sale. Presented in effectively 'as new' condition, the machine comes with a VOC Dating Certificate; copies of the Works Order Form and Engine Specification Sheet; copies of restoration invoices; a V5C registration document; and a copy of the aforementioned magazine article (perusal recommended). All of the style and performance of a genuine Black Shadow at a fraction of the cost.

£25,000 - 30,000

€32,000 - 39,000



If the bike came to the museum in a complete engine, with the rest of it to be done

Winks, which the rebuilt Triumph Speedy spends some time Davey Wood (www.motorcycleworld.co.uk).

Colton Customs did the gearbox (partly on the fast track). All the other blousing and powder coating was by Redlich Shortline and Powder Coating. "There, the owner, has his own Vance and Hurn fan of the motor," adds Wink.

The motorcycle should have been completed by now, but the team have spent several hectic months preparing the other Norton that formed a large part of the Classic TT restoration this year. For more on this project Brian Copleton, the most largely responsible for the entire team being based in the British capital area, has done all the engine and electrical work while the museum's team of three has focused on chassis preparation.

"We'll be on it as soon as we get back from the festival," says Wink. "With virtually everything either restored or replacement bought, and all the paint done, we simply need to reassemble the machine, get it fired up and back in action."

Wink's father Colin was first involved with the museum back in 1971, when founder Ron Richards was still collecting motorcycles prior to opening the museum in 1974.

"When a metal polisher by trade, he followed in his father's steps as a member of the museum."

"We work on whatever bikes come along. My father and I are both into Bikes and Triangles. I think we've got around 25 of them, mostly vintage, in the family. I've got a Norton on each, one - that's dad's bike. He bought a '58 Café Racer to restore, just to do something different from bikes, and after 14 done a lot of the polishing on it, he sold it to me. After two American cars, he bought a Ford Fairlane at the age of 15."

None of the family has kept track of exactly how many motorcycles they've done. Wink says, "I think dad's done about 100, and I've around 100. The rest of the done is a 1913 Buick. But I've only ever done one Vance Hurn - a 1950 Gary Hurn which I did around 2000 - so it's good to do another, especially as Ben is going to see rather price winner."

"The bike will be done by one of the National Motorcycle Museum's volunteer staff in the afternoon of the museum's open day event on October 21. There's still time to come to see this bike, with tickets available to purchase on-line from www.nmm.co.uk or by calling the Museum on 01671 444140.



If Vincent's bike engine has been completely stripped and rebuilt

IT'S BEING RESTORED BY THREE GENERATIONS OF A MOTORCYCLE-MAD FAMILY

© Classic Bike



C.1970 EGLI-VINCENT 1,150CC

Registration no. KRX 540H
 Frame no. VIN 28
 Engine no. F10AB/1B/4868

- *Genuine Slater-built Egli frame*
- *Series-C Black Shadow engine*
- *Professionally restored circa 2001*



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

To maintain the supply of Egli-Vincents, the authorised UK agent, Slater Brothers, licensed their production in this country, the first few frames being built by ex-Egli employee Graham Binnion and the rest by Eric Cheney. Swiss-built Egli frames are numbered with an 'EV' prefix, while those produced for Slater Brothers are prefixed 'VIN' (there are duplicate numerals so it is possible to have both 'EV32' and 'VIN32', for example).

The machine offered here has a frame built in-period by Egli's authorised UK agent, Slater Brothers. The vendor purchased 'KRX 54H' from Atlantic Motorcycles in 1997 and proceeded to have the engine (from a Series-C Black Shadow) rebuilt and the cycle parts restored. Hamilton Racing Developments of Great Barford, Bedfordshire rebuilt the engine, increasing its capacity to 1,150cc, while restoration of the rolling chassis was entrusted to the capable hands of the late Pat French, of MRD Metisse fame. Correspondence and bills/receipts on file indicate that the restoration was completed in December 2001. Additional paperwork includes three MoT certificates (most recent expired December 2002), an old-style V5 registration document and the 1997 purchase receipt.

Only a few hundred miles have been covered since the rebuild's completion and the machine remains in generally excellent condition, benefiting from a recent check-over and road test by Gordon Nicholls of British Classic Motorcycles. It should continue to be run-in with care until properly 'loosened up'. The front tyre is new but the rear was fitted in 1998/1999 and ideally should be replaced. We are advised that it has been 'slimmed down' to clear the chain: a narrower fitting may be required. It should also be noted that the fuel taps are not configured as main/reserve but one per carburettor; thus both have to be open at the same time.

£20,000 - 30,000
€26,000 - 39,000

318

1949 NORTON 490CC MODEL 30 INTERNATIONAL

Registration no. JOL 169

Frame no. D11 21771

Engine no. D11 21771

- *Top of the range Sports Roadster*
- *Restored in 1995 to a very high standard*
- *Generally excellent condition*



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

We are advised that this plunger-framed International was restored in 1995 to a very high standard by well respected engineer David Osborne of South Wales, who has shown and ridden on many occasions. Described as in generally excellent condition, 'running like clockwork', the machine is offered with instruction manuals, an old-style logbook, current MoT, V5C document, and a file of restoration invoices.

£20,000 - 25,000

€26,000 - 32,000

319

The ex-Honda press fleet

1970 HONDA CB750 'K0'

Registration no. YLY 70H

Frame no. 1015262

Engine no. 1015034

- *First owned by Honda UK*
- *Featured in contemporary motorcycling magazines*
- *Used for the CB750 brochure*
- *An older restoration*
- *Well documented*

'Seldom has a road-test model attracted such a wide interest and appreciative comments from bystanders. That it justified the praise goes without saying. No manufacturer has come nearer than Honda to producing an ideal roadster.' - *Motor Cycle*, testing 'YLY 70H' in 1970.

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight.

Bike magazine summed up Honda's achievement thus: 'Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup.' A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after by collectors.

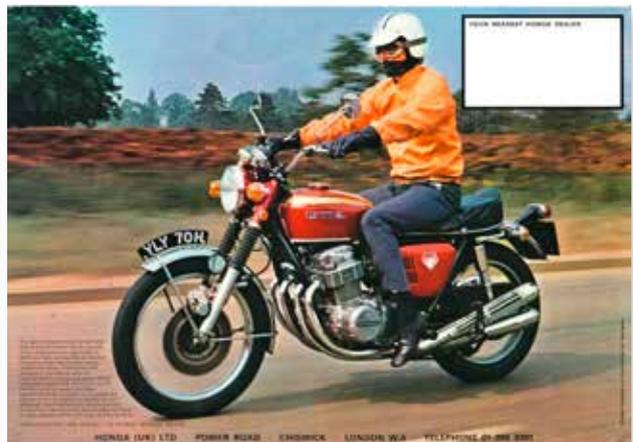
The Honda CB750 made its United States debut at Las Vegas in January 1969 and was first shown to the UK public at the Brighton Show in April '69, having been sampled by the motorcycling press at Brands Hatch a few days previously. Deliveries were slow to arrive, but *Motorcycle Sport* was fortunate enough to ride a CB750 around the Isle of Man TT course during the summer, as reported in its August 1969 edition.

By the time the first batches began to arrive in the UK over the winter of 1969/1970, a revised version had been introduced, known retrospectively as the 'K0'. The latter differed mainly by virtue of its die-cast crankcases, this casting method being better suited to mass production than the sand-casting process used for the earlier machines completed prior to September 1969.





Motorcycle Mechanics Magazine, June 1970 © Mortons Archive



Honda UK 1970 range brochure

The Honda CB750 'K0' offered here is one of the earliest delivered to this country, and was retained by Honda UK for use as a press demonstrator. First registered on 25th February 1970, 'YLY 70H' subsequently featured in articles published in Motor Cycle (April 1970 edition) and Motorcycle Mechanics (June 1970 edition), copies of which are in the history file. It was also used for the official Honda CB750 brochure in the UK, appearing on the front and back covers (copy available).

In October 1970, Honda UK sold 'YLY 70H' to the vendor's company, Arrow Film Productions, and it was registered in his name on 28th November 1970 (see letter on file). The machine was used for a television advertisement with a 'modern man, modern home' theme, which required a modern motorcycle. As the actor couldn't ride, the owner did the riding sequences himself.

In January 1973 the CB750 passed to its second private owner, and following several subsequent changes of ownership was reacquired by the vendor in July 2000 from a private museum collection having been restored previously (date unknown). Thus the first and current private owners are one and the same. Additional accompanying documentation consists of copies of the original logbook (showing Honda UK as first owner) and subsequent registration documents, an old MoT certificate (expired 2005), and current UK V5C. A wonderful opportunity for the Honda enthusiast to acquire an important piece of the company's UK history. Re-commissioning is advised before returning this machine to the road.

£20,000 - 30,000

€26,000 - 39,000



1978 MV AGUSTA 832CC MONZA

Registration no. REB 696S
 Frame no. 2210336
 Engine no. 2210336
 Rear frame no. RC6688B

- *Exclusive, last-of-the-line, limited-edition model*
- *Three owners from new*
- *Current ownership since 1982*
- *10,825 miles recorded*



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

Also in the line-up was the more sporting 750S, a high-speed symphony in red, white and blue. Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

Testing a 750S in 1975, *Bike magazine* found the motor very powerful. 'Surprisingly it also has great reserves of torque, and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.' The 750S continued in production after the GT's demise in 1973. Its replacement - the 750S America - was introduced for 1976. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph.

The next stage of development was the Monza. A stretched (to 832cc) version of the 750S America, the Monza had started life known as the 'Boxer' until complaints from Ferrari (whose sports car had prior claim to the name) forced a change. Cast-alloy wheels, triple Brembo disc brakes and a fairing - all optional on the 750S America - usually came as standard on the Monza.



Motor Cycle magazine's tester John Nutting wrung 144mph out of a Monza, making it the fastest production machine in the world at that time. It was also the most expensive, costing almost twice as much as a comparable Japanese superbike. The Monza though, would prove to be short-lived, and relatively few were made; by 1977 MV's motorcycle division was in administrative receivership and production ceased at the end of the following year.

One of the last MVs to leave the Gallarate factory, 'REB 696S' was first registered in September 1977 and had had two former owners when it was registered to the current vendor in March 1982. Original and un-restored, this beautiful machine is offered with sundry invoices, an old-style V5 registration document and two expired MoT certificates, the most recent of which was issued in 1996 at 9,390 miles (the current odometer reading is 10,825 miles). Re-commissioning is advised before returning it to the road. A rare opportunity.

£40,000 - 50,000

€52,000 - 64,000



1950 VINCENT 998CC BLACK SHADOW SERIES-C

Registration no. LXA 537

Frame no. RC6688B

Engine no. F10/AB/1B/4788 (see text)

- *The ultimate 1950s superbike*
- *Four private owners from new*
- *Well documented*

'Well into the 1960s and even today, when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners, the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly super-sporting machinery would be humiliated by having some much older Black Shadow come past at the canter...' - L J K Segrigh.

Arguably Britain's foremost motoring journalist of his generation, the late Leonard Segrigh, himself a keen motorcyclist, was writing in the 1970s but what he said about the Vincent v-twin, and the Black Shadow in particular, remains every bit as true today.

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

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

The Black Shadow was indeed a legend in its own lifetime, and in the 60 years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.





This Series-C 'Shadow comes with its original old-style buff logbook showing that it was first registered to Conway Motors of Shepherds Bush, West London. 'LXA 537' also comes with a continuation logbook and an old-style V5, from which it may be deduced that it has had only four private owners from new, all resident within 12 miles of Conway Motors. The current vendor acquired the Shadow in March 1983.

The frame and engine numbers match, though it should be noted that the crankcase mating number - 'TT16' - is that of a Rapide engine; expert opinion is that the engine was repaired in period using Rapide 'cases, perhaps by a specialist such as Conway Motors or Furness & Searle, and then re-stamped with the correct number. What is known, as evidenced by bills on file, is that the engine was rebuilt by marque specialists Maughan & Sons in 1977 while the Vincent was in the immediately preceding owner's possession; however, there is no mention of crankcases being replaced at that time. The machine also comes with an original Rider's Handbook and a copy of 'Vincent' by Paul Richardson. Re-commissioning is advised before returning it to the road.

£40,000 - 50,000

€52,000 - 64,000





322

2000 MV AGUSTA 750CC F4 S

Registration no. X4 MVS

Frame no. ZCGF401BAYV002496

Engine no. Y03109

Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s: the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biondronno, Varese. Once the batch of Serie Oro models had been completed, the factory commenced manufacture of the mainstream F4 S (Strada). The F4 was designed by the late Massimo Tamburini, creator of the Ducati 916, and its inspired styling stands out above all else. Now almost 20 years old, the F4 would still look futuristic if it were to be released as a new model today. It is a most fitting tribute to Tamburini's genius. Purchased new by the current owner from Three Cross Motorcycles of Wimborne, this MV Agusta F4 S comes with the original sales invoice, warranty booklet and old-style V5. Last MoT'd in 2004/2005, this pristine machine has covered fewer than 500 miles from new and is presented in commensurately good condition. Relatively little re-commissioning should be required before it returns to the road. The cherished registration 'X4 MVS' is included in the sale.

£7,000 - 8,000

€9,000 - 10,000



323

1978 MV AGUSTA 350 SPORT

Registration no. ARW 604S

Frame no. 21601898

Engine no. 21601898

Although better known for their multi-cylinder models, MV Agusta also built stylish single- and twin-cylinder sports bikes throughout the 1950s, '60s and '70s. Intermittently available in Britain throughout this period, they were expensive and never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the 250B model that had been around since 1967. Of unitary construction, the engine was a compact, twin-cylinder, overhead-valve unit featuring twin Dell'Orto carburettors, geared primary drive and a five-speed gearbox. Claimed maximum power was 28bhp and top speed in excess of 90mph. Two versions were made: the 350GT tourer and 350B sports, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled, 'square case' 350 Sport/GT equivalents for 1975, the makeover being the work of the celebrated car designer, Giorghetto Giugiaro. The basic engine architecture remained unchanged, but power went up to 34bhp with a commensurate increase in performance. One of the last motorcycles manufactured by the original MV Agusta company before its closure, this 350 Sport was imported and first registered here in 1985. 'ARW 604S' had had two owners in this country (and been restored) prior to its acquisition by the current vendor in July 1987. Re-commissioning is advised before returning this machine to the road. Accompanying paperwork consists of an old-style V5 document and an MoT certificate issued in 1986 at 20,408 kilometres (the current odometer reading is 21,242 kilometres).

£3,700 - 4,400

€4,800 - 5,700

324

1957 TRIUMPH 649CC T110

Registration no. YUR 110

Frame no. 05529

Engine no. T110 05529

Every Triumph enthusiasts knows that the Bonneville owes its name to record-breaking successes on the eponymous salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a Tiger 110 equipped with twin carburettors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph motorcycle with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. The T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. This particular T110 had already been restored when it was acquired by the current vendor in June 1983. Presented in beautiful condition, the machine comes with an old-style V5 registration document, four MoT certificates (most recent expired 1985), and a large quantity of bills (inspection recommended) relating to a comprehensive rebuild undertaken during the late 1970s/early 1980s while the Triumph was in the possession of the immediately preceding owner, Mr David Rutty. Re-commissioning is advised before returning it to the road.

£5,800 - 6,500

€7,500 - 8,400



325

C.1954 BSA 500CC GOLD STAR

Registration no. YSU 973

Frame no. CB32 1366

Engine no. DB34GS 537

The evocatively named Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic fork first introduced on BSA's larger models for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version - the B34 - was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the swinging-arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version. The restored Gold Star offered here consists of a 1954 frame and an engine manufactured in October 1955. Offered with an old-style V5, the machine also comes with an invoice for an engine rebuild, undertaken in 2002 by marque specialist Len Haggis, and a letter from the vendor stating that he 'would like the engine softer to make it easier to start'. Re-commissioning is advised before returning it to the road.

£8,000 - 12,000

€10,000 - 15,000





326

1988 NORTON 588CC CLASSIC

Registration no. F789 YOL

Frame no. LE073

Engine no. LE073

After a lengthy development programme commenced in the 1970s by Norton-Villiers-Triumph, Norton's rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth, almost vibration-free engine in the form of the un-faired civilian Classic. The Classic used Norton's twin-rotor 588cc engine in its original, air-cooled form (the later Commander was water-cooled), coupled to a five-speed gearbox with left-side 'change. This compact unit was slung beneath a tubular spine frame suspended by Marzocchi at the front and Koni at the rear. Triple disc braking was courtesy of Italian Brembos. With 79bhp on tap, the Classic's performance was on a par with that of contemporary Japanese 600s: a top speed of 125mph and a standing quarter-mile time of 12-and-a-bit seconds being easily achievable. Conceived as a limited edition model - only 100 examples were made - the Classic is today one of the most collectible of modern Nortons. Number '073' of the 100 built, this Classic was sold new to the current vendor and has covered a mere 539 miles since acquisition. Presented in commensurately good condition, this rare machine is offered with Norton correspondence and owner's certificate, two old MoTs (most recent expired 2005), an invoice and an old-style V5 document. Re-commissioning is advised before returning it to the road.

£9,000 - 14,000

€12,000 - 18,000



327

1984 HONDA CB1100R

Registration no. A133 VUC

Frame no. SCO8 2100292

Honda's successful endurance racers of the late 1970s were developments of the company's road-going CB750, so it was only fitting that the competition programme should give rise to another production model - the fearsomely powerful CB1100R. Ridden by stars such as Ron Haslam, Wayne Gardner and Roger Marshall, the works bikes thrilled British race-goers throughout the early 1980s. In effect a limited edition 'homologation special' based on the road-going CB900F, the racer-on-the-road CB1100R was the RC30 of its day and priced accordingly. Honda UK initially ordered only 100, with deliveries commencing in November 1980, and sold the CB1100R for £3,700. That might seem cheap today but you could buy a new CB900FZ for £1,999 at the time! It's not surprising that the CB1100R sold in correspondingly small numbers, mainly to race teams and wealthy enthusiasts, and today this exclusive model is increasingly sought after by collectors. Over a three year period (1981-1983) approximately 4,050 were completed, making the CB1100R an extremely rare model by Honda standards. The machine offered here is an example of the final CB1100RD version. Built during 1983 and first registered on 11th June 1984, 'A133 VUC' had had only one previous owner when it was bought by the current vendor from Wheels International of Hockliffe on 4th May 1985 (purchase invoice on file). The machine is offered with its original service booklet, two old MoT certificates (most recent expired 1999), and an old-style V5 registration document. Re-commissioning is advised before returning it to the road.

£7,000 - 10,000

€9,000 - 13,000



Further properties

328

C.1955 BSA 646CC ROCKET GOLD STAR REPLICA

Registration no. 772 UXN

Frame no. CA7 8775

Engine no. CA10RR 3369

The Rocket Gold Star was introduced in 1962, running through only to 1963, and approximately 1500 examples of the model were sold before it was discontinued. Thereafter, perhaps due to its rarity, it certainly captured the imagination of many, and it became a feature of most collectors' wish lists, which, in turn, led to it being copied many more times than it had ever been made. 772 UXN was rebuilt by the immediately preceding owner in the style of the Rocket Gold Star, and benefited from rebuilt wheels with new rims, mudguards, exhaust system, seat, and tyres. All the paintwork was refurbished. The engine was rebuilt to late Super Rocket specification with thick flange barrels and a large journal crank. It was fitted with new drive side main bearing, new timing side bush, the crankshaft reground, new big end shells, new piston rings, valves, guides and springs. The sludge trap was cleaned out and a new old stock genuine BSA Super Rocket camshaft was fitted. Since restoration the machine has not done any road miles in the last, or present, ownerships, and will require running in. Whilst all the lights etc. operate satisfactorily, the vendor has noted that it does not appear to be charging at present. Paperwork consists of a current V5C document, together with an older type V5C, an expired MOT certificate, expired road tax disc, a list of work done on the engine, and a number of SORN declarations.

£4,500 - 5,500

€5,800 - 7,100



329

1967 DRESDA 650CC TRITON

Registration no. 214 BGY

Frame no. 93096

Engine no. 6T 08767

This Triton was bought in 2000 as a restoration project consisting of a 1961 ES2 frame, cycle parts and gearbox, and a 1957 Triumph 6T engine. The rebuild was undertaken by the vendor, a former Concorde flight engineer, with considerable additional input from Dresda Triton guru, Dave Degens, who converted the frame to Norton Manx specification. Pivoting on roller bearings, the box-section swinging arm is a Dresda part that enables a larger-than-standard rear tyre to be accommodated, while other special Dresda components include the fuel tank, central oil tank, mudguards, seat, engine plates, exhaust pipes, and magnesium-alloy front brake. The Triumph engine was rebuilt with a dynamically balanced crankshaft; new bottom-end bearings throughout; +0.060" pistons; E3134 cams; lightened timing gears; and a Dresda-modified timing-cover breather outlet. It has a 9-stud Bonneville cylinder head fitted with new valves/guides/springs and a Dresda-modified rocker oil supply. Other noteworthy features include a Tony Hayward belt primary drive; electronic ignition; and a Boyer solid-state power box. Two pairs of clip-on handlebars - standard and Dresda swan-neck - are included in the sale. Kept in dehumidified storage for the last ten years and checked over annually, this gorgeous Triton is offered with a V5C document, MoT to March 2017, and a file of all bills, photographs and other paperwork accumulated since its purchase in 2000.

£5,000 - 7,000

€6,400 - 9,000





330

C.1960 NORTON 500CC 'DOMIRACER' REPLICA RACING MOTORCYCLE

Registration no. not registered
 Frame no. to be advised
 Engine no. 91389 14R

This motorcycle built was a tribute to the late Tom Phillis, who rode the works Norton 'Domiracer' to a sensational 3rd place in the 1961 Isle of Man Senior TT with a best lap of 100.36mph. The machine Phillis rode had a 'low-boy' variation of the legendary Featherbed frame, but for production events the factory was obliged to continue using the standard item. This promising debut ought to have heralded the introduction of an over-the-counter version, but Norton decided to stick with the Manx and the Domiracer project was shelved. Following the AMC takeover and Norton's relocation to Woolwich in 1963, the bikes and spares were sold off to Reg Dearden and Paul Dunstall. Built over a two-year period by Robert McDowell, the machine offered here differs from the original Domiracer in a number of ways: the frame is a 'wideline' Featherbed from a roadster; the conical hubs are Triumph; the primary drive is by modern belt; and a BTH self-generating electronic magneto has replaced the old Lucas K2F. The fuel and oil tanks are by Bartel Engineering and the seat by Bill Roberts Race Fittings, while other components were supplied by RMG Motors, Central Wheel Components, Norvil, Unity Equipe, and the Cylinder Head Shop. The machine was completed in April 2007 and is believed to have remained unused since then.

£6,000 - 8,000
€7,700 - 10,000



331

1951 NORTON 490CC ES2

Registration no. YVL 621
 Frame no. G4 40754
 Engine no. G4 40754

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slim-line version of the race-developed Featherbed frame, which was introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, suitably re-badged as a Norton. Registered with the age-related number 'YVL 621' in 2014, this ES2 is described by the current owner as an older restoration to a high standard. Kept on display as part of the vendor's private collection, the machine is offered with DVLA paperwork, V5C registration document and a Norton Owners Club dating letter, the latter revealing that it was despatched new on 18th September 1951 to Rye's of London.

£4,500 - 5,500
€5,800 - 7,100



332

1937 MATCHLESS 982CC MODEL X

Registration no. DXD 476

Frame no. 619

Engine no. 37X/5004

Founded by the Collier family in Plumstead, South London, Matchless built its first motorcycle in 1902. Matchless offered v-twin sidecar tugs from its earliest days and from 1914 concentrating exclusively on this type of machine. Production of these MAG-engined models resumed after WWI and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank and front-mounted magneto. This restored Model X was purchased by the current owner in 2008 and since then has formed part of his private collection in the Isle of Man, being used only for club runs and parade laps of the TT course. The Matchless has been serviced annually (including an oil change) and last year the piston rings were renewed. Described as very strong and an easy starter, the machine is offered with an old-style logbook and old/current V5/V5C documents. An original pillion saddle is included in the sale.

£25,000 - 32,000

€32,000 - 41,000



333

1953 ARIEL 998CC SQUARE FOUR MARK I

Registration no. NVU 939

Frame no. ES4745

Engine no. RD1025

Totally redesigned, the Ariel 'Square Four' re-emerged in 1937 as the 995cc Model 4G. An exercise in weight shedding saw the engine's cast-iron top end replaced by alloy components for 1949, this revised model being known as the 'Mark I'. 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 I was purchased in 1970, ridden regularly until 1980 and then stored until 2003 when it was rebuilt. A spare 1951 Mark I engine ('RD1025') was fitted during the rebuild while the original ('XJ697') was away being overhauled. The original engine, now reconditioned, is included in the sale together with the original Solex carburettor (an Amal Concentric is fitted at present). The machine also comes with a quantity of spares to include a gearbox, chain cases, and clutch parts. Routinely maintained and MoT'd since the rebuild's completion, the machine is described by the vendor as in generally good condition, the only notified fault being a noisy 3rd gear. Accompanying paperwork consists of an old-style continuation logbook, Ariel Owners MCC dating letter, and old/current V5/V5C registration documents. It should be noted that the latter incorrectly records the frame number as 'E5745', a not uncommon typographical error.

£7,500 - 10,500

€9,700 - 14,000



334

Property of a deceased's estate

C.1939 VINCENT-HRD 998CC RAPIDE SERIES-A

Frame no. DV1668
Engine no. DV1048
Rear frame no. DV1668
Crankcase mating no. 4

- One of circa 78 made
- Matching main and rear frames
- An older restoration



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.

The example offered here consists of an engine that formed part of a Series-A Rapide that left the factory on 5th December 1938, while the frame is that of another despatched on 7th February 1939. The oil pump 'BD 468' is correct for engine 'V1048', while the gearbox is a Burman of the type used on Series-A models, but not the original for either engine 'V1048' or frame 'DV1668'. There are no documents with this Lot, which is sold strictly as viewed.

£60,000 - 80,000

€77,000 - 100,000

335

Property of a deceased's estate

1956 VINCENT 499CC COMET SERIES-C/D

Registration no. SYL 227

Frame no. RC/D 12536

Engine no. F5AB/3A/10636

Rear frame no. RC/D 12536

Acquired by the deceased owner in February 1974, the exceptionally rare Vincent offered here is one of only three Series-C/D Comets made; that is to say: it has a Series-D engine (one of only five Series-D singles made) and a Series-C frame and cycle parts. The machine was first registered (in London) on 23rd July 1956 as 'SYL 227'. The rear frame has clearly been re-stamped; however, we are advised by the Vincent Owners Club that this has been done by the Vincent factory. The stamping font is not the usual type but is exactly the same as that used on the pre-war Series-A models. Also, when this machine was made, Series-C production had been stopped for a year, so the parts used were probably old stock or spares, which were re-stamped to suit the Series-C/D designation and match the engine. The other surviving Series -C/D single has exactly the same style of stamping and font. Last taxed to the end of December 1980, the machine is offered with a photocopy of an old-style logbook. An exciting restoration project for the Vincent collector.

£6,000 - 8,000

€7,700 - 10,000



336

Property of a deceased's estate

1937 VINCENT-HRD 498CC COMET SERIES-A PROJECT

Registration no. DNK 302

Frame no. D1444

Engine no. C813

Rear frame no. D1444

Increasing dissatisfaction with suppliers led to the creation of Vincent's own engine in 1934. An overhead-valve, 498cc single, this all-new, high-camshaft power unit was designed jointly by Philip Vincent and his Chief Engineer, Phil Irving. The names 'Meteor' and 'Comet' were chosen for the touring and sports versions respectively of the stylish new Series-A Vincent-HRD, which was first exhibited at the 1934 Motor Cycle Show. During the show, a tester achieved 90mph on a Comet, a highly respectable figure for a sports '500' and one that fully justified Philip Vincent's prior performance claims, while a good team performance at the 1935 Isle of Man Senior TT demonstrated that the new Vincent possessed reliability as well as speed. Production of all Series-A Vincent-HRDs ceased on the outbreak of WW2, and today the single-cylinder Meteor and Comet, models that effectively kick-started the Vincent legend, are highly prized by discerning collectors. This matching-numbers Comet was first registered on the 18th November 1937 as 'DNK 302'. Offered for restoration and sold strictly as viewed, this incomplete machine comes with an old-style V5 registration document, indicating that it has been in the current ownership since at least March 1978. A rare opportunity to acquire one of the legendary Vincent-HRD Series-A singles.

£12,000 - 16,000

€15,000 - 21,000



337

Property of a deceased's estate

1954 VINCENT 998CC BLACK SHADOW SERIES-C PROJECT

Registration no. KBX 430
Frame no. RC/1/9179 (see text)
Engine no. F10AB/1B/10018
Rear frame no. RC/1/9179
Crankcase mating no. B5V

- *The ultimate 1950s superbike*
- *Matching frame and engine (see text)*
- *Offered for restoration*



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it.

This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

Vincent Owners Club records show that this Black Shadow was first registered on 17th June 1954 as 'KBX 430' and was last taxed for the road to the end of August 1971. Although not fitted, the original upper frame ('RC/11918B'), which has been repaired, is included in the sale. The current upper frame is from a 1951 Series-C Comet. Offered for restoration and sold strictly as viewed, this incomplete machine comes with an old-style V5 registration document, indicating that it has been in the current ownership since at least March 1978.

£25,000 - 35,000
€32,000 - 45,000

338

Property of a deceased's estate

1935 VINCENT-HRD 498CC METEOR SERIES-A PROJECT

Frame no. D956

Engine no. M224

Rear frame no. D956

Increasing dissatisfaction with suppliers led to the creation of Vincent's own engine in 1934. An overhead-valve, 498cc single, this all-new, high-camshaft power unit was designed jointly by Philip Vincent and his Chief Engineer, Phil Irving. The names 'Meteor' and 'Comet' were chosen for the touring and sports versions respectively of the stylish new Series-A Vincent-HRD, which was first exhibited at the 1934 Motor Cycle Show. During the show, a tester achieved 90mph on a Comet, a highly respectable figure for a sports '500' and one that fully justified Philip Vincent's prior performance claims, while a good team performance at the 1935 Isle of Man Senior TT demonstrated that the new Vincent possessed reliability as well as speed. Production of all Series-A Vincent-HRDs ceased on the outbreak of WW2, and today the single-cylinder Meteor and Comet, models that effectively kick-started the Vincent legend, are highly prized by discerning collectors. This matching-numbers Meteor was collected from the factory on 29th May 1935 by its first owner, a Mr H T Bones. Dismantled and incomplete, it benefits from some refurbishment (the frame and forks have been powder coated) and is offered for restoration. Offered with a VOC dating letter and sold strictly as viewed, it represents a rare opportunity to acquire one of the legendary Vincent-HRD Series-A singles, ripe for sympathetic restoration. A most potentially most rewarding project.

£3,000 - 3,500

€3,900 - 4,500



339

1936 RUDGE 499CC SPECIAL

Registration no. BZ 3768

Frame no. 56422

Engine no. S 3169

Dan Rudge, landlord of the Tiger's Head pub in Wolverhampton and a maker of high-quality, high-wheeler bicycles from the early 1870s, makes Rudge one of the oldest names in two-wheelers. After Dan's death, his patents went to a Coventry firm and the company we know was born. What made the later Rudge motorcycles famous was a variable 'Multi' gear before the Great War and their outstanding and beautifully-engineered four-valve engine technology in the 'twenties. This produced power and reliability, enabling Rudge to win races, subsequently selling advanced engines to the general public. One of these light, compact and fast roadsters is the 1937-model Sports Special on sale here. Of almost square engine dimensions, with fully-enclosed four-valve gear, allied to the excellent four-speed 'box enabled them to trounce Sunbeam in the 19330 T.T., with added flair due to its fashionable, high-level exhaust. This example has been beautifully and comprehensively restored to original specification for sporting road use, by a committed enthusiast, with an engine and gearbox rebuild by Rudge specialist Colin Chapple. With contemporary photos, DVLA correspondence and V5C, as well as a collection of Rudge literature, BZ 3768 should be ready for the road following the usual safety checks. An outstanding machine.

£7,500 - 10,000

€9,700 - 13,000



1952 VINCENT 998CC RAPIDE SERIES-C

Registration no. KGB 730

Frame no. RC10677

Engine no. F10AB/1/877

Rear frame no. RC10677

Crankcase mating nos. E39E (left) C39C (right)

- *Believed to be an older restoration*
- *Needs re-commissioning*



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

In 1948 the Vincent range began to be up-dated from 'Series-B' to 'Series-C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in 'Series-C' specification.

This particular Rapide left the factory on 26th March 1952 and carries a 'Cowies of Sunderland' dealer plaque on rear mudguard. 'RC10677' would have left the factory fitted with engine number 'F10AB/1/8777', the crankcase mating number being 'C39C'. The latter is stamped on the timing-side case, whereas the drive-side case is stamped 'E39E' and carries the number 'F10AB/1/877' in a non-standard font. One possible explanation is that the original drive-side case was replaced following damage inflicted by a broken primary chain, and was then incorrectly stamped by the engine builder (the final '7' may have disappeared up the road together with other fragments of the case).

The current vendor purchased the Rapide in 1999. We are advised that the engine has been started twice since acquisition but the machine has not been ridden. It is believed that the machine was overhauled mechanically by a previous owner but no details are available. Re-commissioning required before it returns to the road. Offered with V5C registration document.

£22,000 - 28,000

£28,000 - 36,000

341

1954 VINCENT 499CC COMET SERIES-C

Registration no. RNN 427
Frame no. RC1/1/1224B
Engine no. F5AB/2A/10343
Rear frame no: RC1/1/1224B

- An un-molested, matching-number Comet
- A high-performance British classic
- Very well-maintained



The Vincent-HRD name dates back to the 1920's when Howard R. Davies founded HRD motorcycles in Wolverhampton, the company being taken over, as is well-known, by Philip Vincent in 1928, producing the definitive Vincent-HRD range in 1936. Post-WW2, the Vincent shared some characteristics with its pre-war HRD parent, but was in most areas a radical re-design. The earlier model had been a conventional motor cycle in most respects, particularly in the case of the '500' singles, the Comet and the Meteor. Post-war, both utilised the radical frame design of their larger stablemates, where the traditional British 'tube and lug' construction was replaced by a fabricated 'upper-frame member' with the characteristic Vincent triangular pivoting rear-frame, a concept first seen both in the 1880s on a pedal cycle and by Bentley and Draper in the '20s, but made both robust and effective by Vincent.

Where the 'singles' differed from the twins was in their use of a separated engine and a proprietary gear-box, in the roadster models a four-speed Burman. Despite the protests of 'half-a-twin' made by some twin owners, this had the advantages of allowing easy changes of gearbox for competition use and also resulting in a lighter, and, importantly, narrower motor cycle, for the many customers who found the big twin to be neither.

A further advantage of the Comet and Meteor design was the use of engine internals from the twin. As a result, bottom-end problems are markedly less common with the single, a big advantage for many owners. As a result, the Comet achieved very respectable sales and has remained justifiably popular with enthusiasts for classic and high-quality British motor cycles.

RNN 427 has been, for many years, in the hands of a long-term, now deceased, Vincent owner, who regarded it with the same affection which he had for his Black Prince, also in this sale. He kept his Comet in excellent order, as can be seen, in later years having a fellow Vincent enthusiast and VOC member collaborate in the necessary re-conditioning and maintenance of this very original machine. Very lightly used in recent years, it is understood to be in eminently roadworthy condition, subject, of course, to the necessary safety checks before further use, and is offered complete with a V5C for its Nottinghamshire number and a VOC dating certificate.

£15,000 - 17,000

€19,000 - 22,000

The ex-Francis Williams, Ernie Woods

C.1959 NORTON-JAP 998CC SPRINTER 'THOR'

Frame no. 51456

Engine no. NBP 10 JTORZ/Z 9464 1/1 F.J.W. 1959

- Unique, historic British sprinter
- Full history from date of construction
- Highly competitive in the Vintage/Classic class

'Francis Williams, doyen of British sprinters, made his name on a Cotton powered by one of the fabulous parallel-pushrod 500cc Blackburne engines introduced for the 1930 TT series.' – John Griffith, 'Historic Racing Motorcycles'.

This unique motorcycle is the second of three 1,000cc sprinters built by the late Francis Williams of Saltdean during the 1950s. A former Brooklands competitor, and first-rate engineer, known to his contemporaries as the 'Learned Professor of Sprint', Williams built this hybrid to break the outright motorcycle record at the famous 'Brighton Speed Trials'. Shortly after completion, the machine featured in one of John Griffith's 'Built for Speed' columns in Motor Cycling (No. 38, 31st March 1960), which were later published in book form (copy in history file).

Born in 1898, Williams had his first ride on a motorcycle before WWI, and during those hostilities served as a lieutenant in the Royal Flying Corps, scoring five 'kills'. After the war's end he set up a garage business in Tipton, Staffordshire and, encouraged by Tommy De La Hay, took up competitive riding aboard a Cotton-Blackburne, commencing with local hill climbs and then circuit racing at Brooklands. Impressed by his results, Cotton gave him a special sprint frame, and this Blackburne-engined machine - nicknamed 'The Village Fire Engine' and sold by Bonhams in October 2009 - was soon dominating its class.

Tired of being beaten by the 'big bangers', Williams decided to move up a class with the aim of capturing the outright course record at Brighton, his favourite sprinting venue. In the early 1950s Francis commenced work on his first 1,000cc sprinter, using a Norton Featherbed frame and a JAP 8/80 engine. This machine made its debut in 1955 and was later sold to fellow sprinter Basil Keys. Williams' second attempt - the machine offered here - benefited from the many lessons learned with the first: principally its use of stronger crankcases intended for competition in motor racing's 1,100cc class.





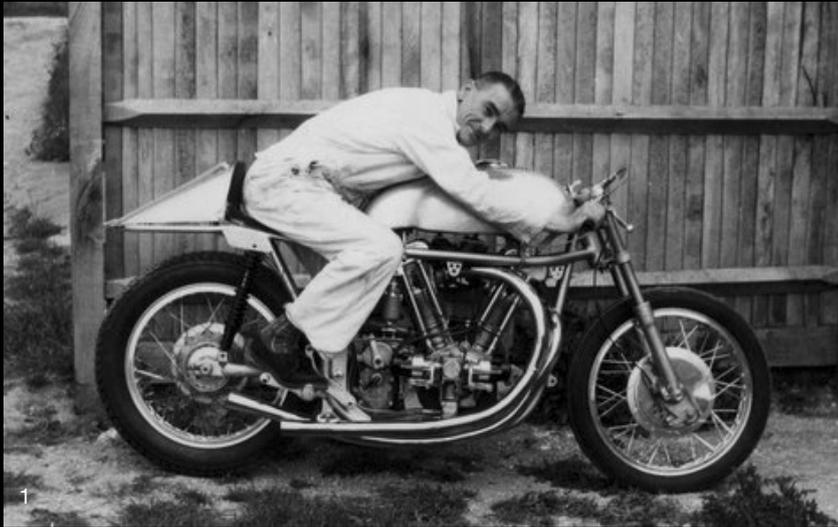
The engine top-end comprised Alfin alloy cylinder barrels topped by Speedway JAP cast-iron cylinder heads, while the gearbox was a Norton 'doll's head' unit. Once again the rolling chassis was a Norton Featherbed, on this occasion one that originally formed part of a circa 1953 long-stroke 350cc Manx. Breathing through large-bore Amal GP carburettors and running on methanol fuel, the engine was reputed to produce around 100 horsepower. As well as its JAP serial number, the engine is stamped with Williams' initials - F.J.W. - and the year of build: 1959.

Shortly after completing the third of his 1,000cc sprinters, Francis Williams' health deteriorated and circa 1960 he sold his remaining machines to another sprinting legend: Ernie Woods. The Norton-JAP was ridden by Woods at that year's Brighton Speed Trials and set the fastest solo time on Madeira Drive the following year, although it never did claim the outright record. It was Woods who applied the 'Thor' nickname; and indeed, one can imagine this mighty machine as the two-wheeled embodiment of the hammer-wielding god of Norse mythology. For the record: the third of Williams' 1,000cc sprinters was called 'Wotan' and the fourth machine - a 500cc v-twin - was dubbed 'Woden'. Of the four, Thor was the best and most successful.

Woods continued to develop Thor and used the machine for both hill climbing and sprints. Highlights of its distinguished career include membership of the British team in the Transatlantic Drag Festival and setting the outright fastest time of the day at Brighton - the first time this had been done by a motorcycle. As well as the coveted 'FTD' trophy, Ernie received a silver star, donated by Denis Jenkinson, for averaging over 100mph for the standing-start kilometre (terminal speed 158mph); he was only the third rider to do so.

Woods' other noteworthy achievements with Thor include achieving a speed of 186mph on the Caragrohane Straight in Northern Ireland; and breaking the record at the Ramsey Sprint in the Isle of Man that had been set by the legendary George Brown aboard 'Super Nero'. Woods was equally successful at hill climbs such as Shelsley Walsh, Prescott, Harewood, Wiscombe Park, Woburn, etc.

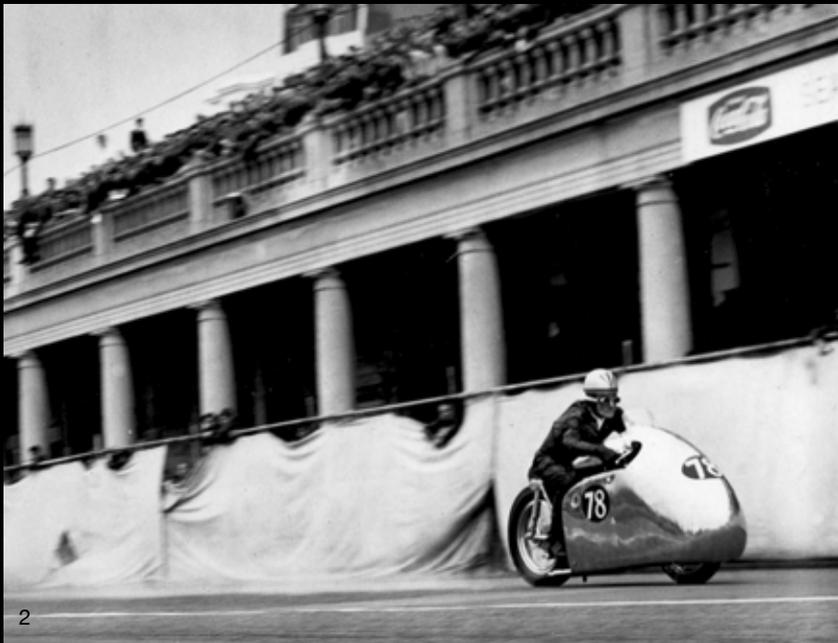




1
Francis Williams, c.1959, Thor under construction.

2
Francis Williams aboard Thor, Brighton Speed Trials, c.1959.

3
Ernie Woods aboard Thor, Ramsgate Speed Trials, 29 September 1963.



2



3



In 1997, Thor was offered for sale at auction by the Woods family. Failing to sell, it was purchased immediately after the auction by the current vendor, who thus saved it from being broken up for its engine, which was being sought by a group of car-racers. Since its acquisition and thorough re-commissioning, Thor has continued to be campaigned both by the vendor and seasoned sprinting exponent, Chris Illman, seeing action at venues including Honington, North Weald, Santa Pod, the 'Festival of 1,000 Bikes' and Brighton. A comprehensive article on Francis Williams, including a description of what Thor is like to ride, was published in the August 2011 edition of 'The Classic Motorcycle' (copy on file).

Chris' first opportunity to ride Thor came in 2002 at the North Weald 'Classic Bike Sprint'. Although he had not had the chance to familiarise himself with the Norton-JAP, he was amazed not only by the incredible power but also by how easy it was to manage. Careful not to over-stress the motor, Chris took it relatively easy but still posted a very satisfying low-12 seconds ¼-mile with a 113mph terminal speed.

Prior to Chris riding Thor in the 2005 Brighton Speed Trials Centenary event, it was decided that it would be prudent to give the JAP a top-end overhaul. Chris had plenty of experience of riding and tuning Speedway JAPs, so the rebuild proved relatively straightforward. Apart from honing the barrels and fitting some new-old-stock pistons, the rest was just fettling and careful re-assembly. It was evident that Francis Williams was a very talented engineer, as his work on the cylinder heads was perfection. In addition, everything was marked to ensure that re-assembly was exactly as he intended. Chris' efforts were rewarded with a win in the Vintage & Classic Consistency Class with low 12-second runs and almost 115mph terminal speeds over the 440-yard course.

Since that top-end overhaul of 2005, only routine maintenance has been carried out, and although Thor has been used infrequently, a change of the castor-based oil prior to every event has been all that was required. Although Thor had not seen any action for several years, the owner again asked Chris if he would ride the Norton-JAP at the 2015 Ramsgate Revival Meeting, as it had been a regular winner of this event in the 1960s.

Sadly, Thor did not get to compete - sidelined by a broken main bevel gear on the end of the camshaft. It had cracked allowing the bevel gear to slip on its taper. A new bevel gear was obtained and fitted, and after re-timing the magnetos, Thor fired up crisply and cleanly again. However, it has since been discovered that the front magneto needs attention as the bearings are slack.

Nevertheless, the engine is in generally good shape but, as with all competition machines, prospective purchasers should consider a thorough overhaul prior to use, especially if they plan using Thor as its maker intended! The machine should only be used with a good castor-based oil (40SAE recommended) and quality methanol fuel.

It should be noted that although the engine is currently fitted with magnetos, Francis Williams originally used his own coil/distributor system to fire the twin-plug ignition. These original coil/distributor components, together with sundry other parts, come with the machine. In addition, an aluminium-alloy 'dustbin' type full fairing, as originally used by Francis Williams, is included in the sale together with a comprehensive history file (perusal recommended).

£40,000 - 50,000

€52,000 - 64,000



343

The ex-Dave Knowles 350cc OHV Works TT Model

1926 COTTON-BLACKBURNE 348CC MODEL 29 TT

Registration no. ON 6980

Frame no. 1887

Engine no. CK2376

- *Genuine works-prepared TT machine*
- *Bought directly from the factory*
- *Three owners from new*



Gloucester-based Cotton established its reputation with a string of racing successes in the 1920s thanks to an innovative frame patented by its founder, Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by further straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis far in advance of the bicycle-derived diamond-type frame used by the majority of manufacturers. Like other small independent firms Cotton relied on proprietary engines, but such was the advantage conferred by its frame that the Cotton had little trouble seeing off similarly powered rivals.

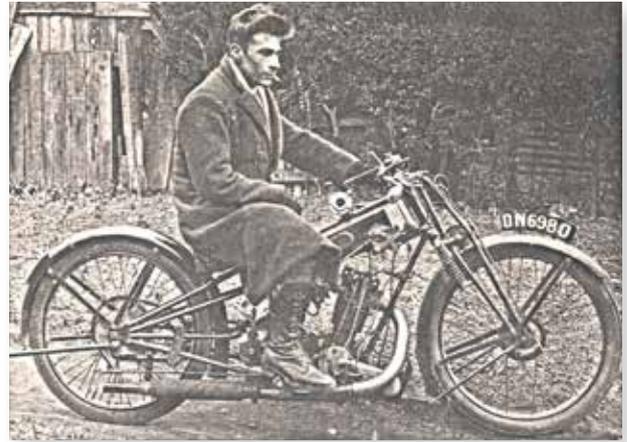
The legendary Stanley Woods made his Isle of Man TT debut on a Cotton in 1922, going on to win the Junior event at record speed the following year. Countless wins and podium places were achieved in international events throughout the 1920s, Cotton's finest TT achievement occurring in 1926 when its entries finished 1st, 2nd, 3rd in the 250 Lightweight race, won by C W 'Paddy' Johnson.

This rare, Vintage-era Cotton-Blackburne is one of six 350s prepared for the 1926 Isle of Man TT though it did not make it to the race, being retained at the Gloucester factory as a 'spare'. Of the six, three fitted with high-compression engines were taken to the TT while the others, with lower compression units, were left behind. Unfortunately, Cotton was not able to repeat its Lightweight success in the Junior race, as all its entries retired.

After the TT was over, this machine was purchased directly from the factory by Mr Dave Knowles, who had travelled from his Birmingham home to collect it. The machine was then registered in Birmingham as 'ON 6980'. Dave owned the Cotton until 1989, using it continuously, apart from the war years, to attend events, as general transport, and for many trips to the Isle of Man TT races. Dave was a mechanic for Les Dear for five years and then served as pit attendant and mechanic for Bill Maddrick for nine years. He also raced in grass-track events, having the Cotton's seat tube modified by the works in 1927/28 to give him better control.



Dave Knowles, Spring 1999, getting reacquainted with 'ON 6980'



Dave Knowles astride the Cotton, date unknown



In 1989, Dave sold the Cotton to a friend, Mr Geoffrey Edwin Bennett, who sold it on that same year to the current vendor. The latter has made several trips to the Isle of Man TT and Manx Grand Prix on the Cotton, which has been ridden by several stars of its day including Stanley Woods and H G Tyrell Smith, bringing back many happy memories.

Being a racing machine, the Cotton has always been bump-started, though it does come with a kick-start mechanism should the next owner wish to adopt this more convenient starting method. Maintenance carried out has included replacing the clutch inserts (done recently); repairing a fuel tank leak at the rear mounting boss; temporarily repairing a cracked union thread on the oil pump (using metal compound); and overhauling the magneto. Accompanying documentation consists of the original buff and continuation logbooks; signed provenance from the original owner; a V5C registration document; assorted photographs and paperwork; and a (copy) 1926 Cotton catalogue. A wonderful opportunity to acquire a genuine, factory-built, Vintage-era TT machine with only three owners from new.

£10,000 - 15,000
€13,000 - 19,000



Stanley Woods astride 'ON 6980', date and location unknown

C.1933 NEW IMPERIAL 350CC GRAND PRIX PROJECT

Frame no. 93/22582/TT

Engine no. 29399

- *Ultra-rare six-stud works racing engine*
- *Grand Prix frame*
- *Known history*
- *Offered for restoration*



After an abortive attempt in 1901, New Imperial commenced series production of motorcycles in 1910. By 1913 the fledgling firm was contesting the Isle of Man TT races, entering a trio of 500s in the Senior event, none of which finished. This disappointment and the intervention of WWI delayed New Imperial's next appearance until 1921, but what an historic return it would be. At that time there was no separate Lightweight TT race (the 250s would not have their own separate Lightweight TT race until 1922); instead a trophy was awarded for 250cc machines entered in the Junior (350cc) event, the first such award having been made in 1920 when Levis secured a resounding victory, taking the first three places. New Imperial entered five JAP-engined 250s in the 1921 Junior and although four retired, Douglas Prentice's went on to win the class at an average speed of 44.82mph, Bert Kershaw's having set the fastest lap.

New recruit Bert Le Vack came close to victory in the Junior event the following year and finished second in the Lightweight race in 1923, and then the Twemlow brothers' 1924 Junior/Lightweight TT double - Ken winning the former, Eddie the latter - plus Eddie's repeated Lightweight victory in 1925, confirmed New Imperial as one of the dominant forces in 250 racing in the Vintage years.

New Imperial had switched from JAP to engines of its own manufacture by the decade's end, and although the 1930s brought fewer success in the Isle of Man TT, Bob Foster's 1936 Lightweight TT win was notable as the last achieved by a British-made '250' until Eddie Laycock's 1987 Junior TT victory riding an EMC.

This machine consists a 1933 works racing engine in a Grand Prix frame. The New Imperial engine build book (copy extract on file) shows that five of these 350cc engines were made and signed off on 15th May 1933 in readiness for the 1933 Junior TT. Engine number '29399' is the last engine in this block of five. The introduction of this six-stud design was reported by the period magazines (see *The Motor Cycle* 11th May 1933 and *Motor Cycling* 10th May 1933). The design with six cylinder-holding studs was never used elsewhere by New Imperial, either for racing or touring. These engines were used in the 1933 and 1934 Junior TT. Two of the 250cc engines were produced at the same time and were once thought to be six-stud, but at least one of these is now known to be a four-stud engine.



Bill and Leo Andrews, c.1940



After the 1934 TT, New Imperial decided not to contest the Junior Class any more, making these engines surplus to requirements. These six-stud racing engines are well-known in New Imperial circles but are not, as far as is known, represented in any motorcycle museum. Copies of the factory engine data sheets are included in the sale together with a selection of period photographs.

This machine has been authenticated by Charles Lipscombe, Club Historian of the New Imperial Owners Association, VMCC Marque Specialist, and author of 'New Imperial Motorcycles' (published 2006). The photograph on page 299 of Charles' book 'New Imperial Motorcycles' is believed to be of this machine, being ridden at Great Marley Hill Climb in 1933 by works rider George Holdsworth.

The frame is the highly sought-after Grand Prix type, which is the same as the works racing frame except for some gearbox mounting lugs (Albion gearbox for the Grand Prix, Sturmey Archer for the works bikes). One other example of a six-stud engine in a Grand Prix frame is known to exist, and it is likely that New Imperial sold the engines in such a frame and kept the works frames for further factory use. The frame number is correct for 1933 and early 1934.

This machine was imported into Australia in 1934, probably by Frank Pratt, a racer and motorcycle agent from Geelong, Victoria. It was raced at the Centenary Junior TT in November 1934 by Pratt's friend Ron Walter, who finished in 3rd place. It raced in Australia from that date until 1939 in the ownership of Bob Elsbury, and was sold in 1942 to Leo Andrews and used as a road bike until 1946. The New Imp was then sold to one Frank Stevens, but disappeared until it re-emerged in the hands of a collector, Charlie Wran, who realised what it was and sold it to another collector, Ken Groves, in 1974.

The current vendor purchased this machine from Ken Groves' estate in 1996. The Australian press at the time referred to it as 'Dodson's Bike' (referring to New Imperial works rider, Charlie Dodson) and Dodson is pictured on one of these machines in a photograph in the Keig collection.

£20,000 - 30,000
€26,000 - 39,000

C.1908 INDIAN 5HP 'CAMELBACK' TWIN PROJECT

Engine no. T 2029

- *Rare early Indian twin*
- *Incomplete condition*
- *Offered for restoration*



As Indian approached its tenth birthday, the design of Oscar Hedstrom's original single-cylinder motorcycle had begun to mature. Like the vast majority of its contemporaries, the early Indian owed much to traditional bicycle design, which was hardly surprising as Hedstrom and his partner Oliver Hendee had started out in the cycle business. Other manufacturers, most notably arch rivals Harley-Davidson, had started with a clean sheet of paper, adopting what was generally known as the 'loop' frame that wrapped around the engine. Indian did not go down this road until 1909, abandoning the old 'diamond' frame. Chain drive, an advanced feature in motorcycling's early pioneering days, had been used by Indian right from the start but the company felt compelled to offer belt-driven models as well to satisfy dealer demand. They were soon dropped.

The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first, 38.61ci (633cc) v-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves were an early improvement (the 'atmospheric' type remained an option). The twin's rear cylinder continued to form part of the frame until 1909 when the Harley-style loop frame was adopted.

The Springfield company's first production (as opposed to racing) 'Big Twin' debuted that same year, displacing 60.32ci (988cc). Prior to the appearance of a torpedo shaped fuel tank in 1909, a hump-shaped tank mounted behind the seat had been an Indian trademark, leading to the adoption of the 'Camel Back' sobriquet for these early models. The arrival of the larger and more powerful Big Twin meant that the smaller version's days were numbered and the model was last catalogued for the 1911 season.

It is not known when its late owner purchased this rare, early, Indian twin, though it is likely to have been some years prior to his passing in 1995. The painted parts: frame, forks, tank and mudguards appear to be in original condition, while the chain case is reproduction. The saddle's leatherwork has been repaired, and historic repairs to the inlet manifold and oil tank are visible. Missing parts include the ignition system and handlebar controls. Prospective purchasers should satisfy themselves with regard to the age, condition and completeness of the Lot and its components prior to bidding. Sold strictly as viewed.

£14,000 - 18,000

€18,000 - 23,000

346

C.1915 INDIAN 7HP BIG TWIN

Registration no. SP 5406

Engine no. 78G817 (see text)

Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and build the first prototype Indian motorcycle in 1901. That machine was powered by a single-cylinder, 'F-head' (inlet over exhaust) engine that formed part of the 'diamond' frame, sloping rearwards to act as the seat tube. An advanced feature in motorcycling's early days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first, 38.61ci (633cc) v-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves - introduced for 1908 - were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favoured by rivals Harley-Davidson was adopted. Dating from circa 1915, this gearbox-equipped Big Twin was an early inclusion in the VMCC's Machine Register; it was issued with number '193', so the then owner must have joined soon after the Club's formation in 1946. The engine number recorded therein is '4913F', and there is a letter on file suggesting that this should be '72F4913', indicating the year of manufacture as 1914. The current engine, '78G817', dates from 1915 and thus the machine cannot qualify for a Pioneer Certificate; it is not known when it was installed. The aforementioned letter speculates with regard to this Indian's early history but contains several mistakes and quotes no accessible sources, and thus cannot be relied upon. The current vendor's father acquired the Indian in 1984. We are advised that no work has been carried out recently, and that the machine is in un-restored condition. Offered with a V5C registration document, this is an ideal mount for the 2016 'Banbury Run'.

£25,000 - 35,000

€32,000 - 45,000



347

1923 HENDERSON 1,301CC DE LUXE

Registration no. VK 7845

Frame no. D3109

Engine no. D3109

Whereas the four-cylinder motor cycle was a rarity in Britain during the vintage period, American owners were accustomed to the rasp of the Henderson well before then. One of America's motor-cycling 'greats', the Henderson concern produced no other type of engine. Founded by William and Tom Henderson, the firm was taken over by Schwinn, with William moving on to the design of that other four, the Ace. Initially 965cc, Schwinn standardised the Henderson at 1301cc capacity for the 1922 De Luxe, the firm guaranteeing 80 mph, making this machine about the fastest available when it was registered in northern England. The side-valve 'four' was linked to a three-speed 'box within a characteristically robust duplex frame, electric lighting being a standard feature, again well in advance of British design of the period, while the rear-wheel brakes were well up to the traffic of the time. In generally excellent fettle, mechanically rebuilt and running well when catalogued, this particular Henderson, is being sold by an enthusiastic rider of American 'fours' in order to finance a further rebuild, with some small improvements and the normal safety checks remaining to be done to a new owner's taste. It is complete with a V5C for its Newcastle-on-Tyne number and should climb Sunrising Hill with ease!

£27,000 - 29,000

€35,000 - 37,000



348 N

1928 EXCELSIOR 750CC SUPER-X

Frame no. J5132

Engine no. 4953

- Premier American marque
- Restored condition
- Corbin speedometer and Sparton horn



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy.

A 61ci (1,000cc) v-twin joined the range for 1911, at which time Excelsior was acquired by bicycle maker, Ignaz Schwinn, and in 1913 was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight. Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valenced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when navy blue became the norm.

In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

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

This restored Super-X is offered with a German registration document and TÜV paperwork. It should be noted that the former records the frame number as 'J5132' and that the engine number has been over-stamped with the frame number.

£16,000 - 19,000

€21,000 - 24,000

349 N

1934 HARLEY-DAVIDSON 750CC MODEL R MOTORCYCLE COMBINATION

Engine no. 34R3131

- *Landmark 45ci model*
- *An older restoration*
- *Italian registered*



Although Harley-Davidson was no stranger to sidevalve ('flat head') engines, it did not apply this valve gear arrangement to a v-twin until the arrival of the all-new 45ci 'D' (standard) and 'DL' (high-compression) models in 1929. With the introduction of the Powerplus model in 1916, rivals Indian had demonstrated that a properly designed 'flat head' could produce all the power a road rider required, so it is perhaps surprising that Harley took so long to follow suit. One of the other advantages of this new engine was that it was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and the 45's relative affordability would prove to be an important factor during the Depression years of the early 1930s.

The model designation of the 45ci 'flat heads' changed from 'D' to 'R' for 1932, the change in nomenclature coinciding with the adoption of a new (horizontal) electrical generator and a suitably modified frame. At the same time, crankcases were changed to accommodate larger flywheels, and the engine also received aluminium pistons.

With sales dropping to a mere fraction of what they had been before the October '29 Wall Street Crash - Harley-Davidson sold fewer than 7,000 motorcycles in 1932 compared to almost 20,000 a few years previously - there was little money available to finance major changes to the 1933 line up. The company posted a substantial loss for the 1932 financial year and sold only 3,168 machines in 1933.

Nevertheless, several improvements were made for 1934, the twins receiving a strengthened frame and forks, a new oil pump, High-Flo upswept exhaust systems, curvaceous new mudguards and a large Airflow tail light. Periodically improved and up-dated thereafter, Harley's immortal flat head enjoyed an unprecedentedly lengthy production life and was last catalogued, in KH solo form, in 1956, though the three-wheeled Servi-Car version was still on sale in 1973!

An older restoration, this Model R motorcycle is attached to a sidecar of the correct Harley-Davidson pattern for the period. Acquired for the Lonati Collection in October 2009, the machine is offered with Italian registration papers.

£14,500 - 18,500

€19,000 - 24,000



THE GIUSEPPE VISENZI COLLECTION

Founder of the world renowned motorcycle accessories company, GIVI, Giuseppe Visenzi began racing motorcycles towards the end of the 1950s, entering a Laverda 100 in local races in his native Italy. In 1962 he switched to a Ducati 125 and gained his first World Championship points that year by finishing 6th at the Belgian round. For 1963 he bought a Honda CR93 and added an Aermacchi Ala d'Oro to his stable. They were replaced in turn by a Montesa 125, a Bultaco TSS 250, and finally a brace of Yamahas. At national level his best results were 2nd place in the 125 championship (1964 and 1967) and 2nd places in the 250 and 350 championships (1970). His best year on the international stage was 1969 when he ended the season in 3rd place overall in the 350 World Championship behind Giacomo Agostini and Silvio Grassetti, having finished on the podium in Spain and Finland. He retired from racing at the end of the 1970 season.

In 1978 Giuseppe Visenzi founded GIVI, focussing on the needs of the everyday motorcyclist and exploring the most effective way of mounting luggage that would be functional and at the same time aesthetically pleasing.

GIVI established its reputation as a manufacturer of 'hard' luggage but today offers accessories of many kinds: helmets, navigation, and soft luggage to name but three. The company owns production facilities in Brazil, Malaysia and, of course, Italy. It also sponsors several racing teams, including the factory Ducatis in MotoGP.

This selection of motorcycles from Mr Visenzi's private collection is being sold to raise funds for the '*Fondazione della Comunità Bresciana*' (The Community Foundation of Brescia) a charity that promotes social projects aimed at improving the quality of life within the local community. To this effect, the '*Fondazione della Comunità Bresciana*' funds projects in various sectors such as social care and social services; the protection of the artistic and environmental heritage; and education and culture. Last but not least, the foundation plays an intermediary role between those who donate and those non-profit making bodies that benefit from this financial support.

350 N

The ex-Noboru 'Nobby' Ueda, Givi Racing

1994 HONDA RS125 NF4 GRAND PRIX RACING MOTORCYCLE

Frame no. 01

- Purpose-built Grand Prix racing motorcycle
- Campaigned by one of the top riders of the day
- In-period Grand Prix history



Having left the market for over-the-counter road-race machines almost exclusively in Yamaha's hands for most of the 1970s, Honda returned with single-cylinder RS125 and twin-cylinder RS250 models. Although Honda's return to the Grand Prix scene with the overly complex NS500 four-stroke would prove abortive, the company's moto-cross programme ensured that it had not fallen behind its rivals in terms of two-stroke development. Based on moto-cross technology, the new RS duo soon had the better of their Yamaha equivalents and went on to dominate their respective classes in Grand Prix and national racing for much of the 1990s.

This particular RS125 was raced during the 1994 Grand Prix season by the Japanese rider, Noboru Ueda. Born on 23rd July 1967, 'Nobby' Ueda, as he was affectionately known, was exclusively a 125-class rider, beginning his Grand Prix career with a win in his debut race at the 1991 Japanese Grand Prix. For 1994 he joined the Givi-sponsored team, GBC Corse, run by the former MV Agusta race mechanic, Giancarlo Cecchini. 'Nobby' won three Grands Prix that year - Malaysia, Italy and France - and finished 2nd in the 125cc World Championship behind Kazuto Sakata.

Although he never won the 125 World Championship, Ueda did finish 2nd again: in 1998, on that occasion behind Valentino Rossi. After a twelve-year career at Grand Prix level, he announced his retirement at the end of the 2002 season having won 13 Grand Prix races. Ueda now runs his own team - 'Team Nobby' - which competes in the All Japan Road Race Championship.

Original and complete, the machine offered here represents the RS125 as raced by Ueda during the first part of 1994, distinguishable from the later version by virtue of its un-braced swinging arm. Ueda's Honda carried the number '5' for the first part of the year (he had finished 5th in the World Championship in 1993) and for the final few races the number '2', Nobby having already clinched 2nd place in the competition. Team GBC Corse is still operating, led by Giancarlo's son, Mirco Cecchini, and participates in the World Championship in the Moto3 category.

£10,000 - 14,000
€13,000 - 18,000

351 N

The ex-Noboru 'Nobby' Ueda, Givi Racing

1994 HONDA RS125 NF4 RACING MOTORCYCLE

Frame no. 03

- Purpose-built Grand Prix racing motorcycle
- Campaigned by one of the top riders of the day
- In-period Grand Prix history



Having left the market for over-the-counter road-race machines almost exclusively in Yamaha's hands for most of the 1970s, Honda returned with single-cylinder RS125 and twin-cylinder RS250 models. Although Honda's return to the Grand Prix scene with the overly complex NS500 four-stroke would prove abortive, the company's moto-cross programme ensured that it had not fallen behind its rivals in terms of two-stroke development. Based on moto-cross technology, the new RS duo soon had the better of their Yamaha equivalents and went on to dominate their respective classes in Grand Prix and national racing for much of the 1990s.

This particular RS125 was raced during the 1994 Grand Prix season by the Japanese rider, Noboru Ueda. Born on 23rd July 1967, 'Nobby' Ueda, as he was affectionately known, was exclusively a 125-class rider, beginning his Grand Prix career with a win in his debut race at the 1991 Japanese Grand Prix. For 1994 he joined the Givi-sponsored team, GBC Corse, run by the former MV Agusta race mechanic, Giancarlo Cecchini. 'Nobby' won three Grands Prix that year - Malaysia, Italy and France - and finished 2nd in the 125cc World Championship behind Kazuto Sakata.

Although he never won the 125 World Championship, Ueda did finish 2nd again: in 1998, on that occasion behind Valentino Rossi. After a twelve-year career at Grand Prix level, he announced his retirement at the end of the 2002 season having won 13 Grand Prix races. Ueda now runs his own team - 'Team Nobby' - which competes in the All Japan Road Race Championship.

Original and complete, the machine offered here represents the RS125 as raced by Ueda during the latter part of 1994, distinguishable from the earlier version by virtue of its additional swinging-arm bracing. Ueda's Honda carried the number '5' for the first part of the year (he had finished 5th in the World Championship in 1993) and for the final few races the number '2', Nobby having already clinched 2nd place in the competition. Team GBC Corse is still operating, led by Giancarlo's son, Mirco Cecchini, and participates in the World Championship in the Moto3 category.

£10,000 - 14,000

€13,000 - 18,000

352 N

The ex-Noboru 'Nobby' Ueda, Givi Racing

1998 HONDA RS125R RACING MOTORCYCLE

Frame no. JRO1-9510621

- Purpose-built Grand Prix racing motorcycle
- Campaigned by one of the top riders of the day
- In-period Grand Prix history



Having left the market for over-the-counter road-race machines almost exclusively in Yamaha's hands for most of the 1970s, Honda returned with single-cylinder RS125 and twin-cylinder RS250 models. Although Honda's return to the Grand Prix scene with the overly complex NS500 four-stroke would prove abortive, the company's moto-cross programme ensured that it had not fallen behind its rivals in terms of two-stroke development. Based on moto-cross technology, the new RS duo soon had the better of their Yamaha equivalents and went on to dominate their respective classes in Grand Prix and national racing for much of the 1990s.

This particular RS125 was raced during the 1994 Grand Prix season by the Japanese rider, Noboru Ueda. Born on 23rd July 1967, 'Nobby' Ueda, as he was affectionately known, was exclusively a 125-class rider, beginning his Grand Prix career with a win in his debut race at the 1991 Japanese Grand Prix. For 1994 he joined the Givi-sponsored team, GBC Corse, run by the former MV Agusta race mechanic, Giancarlo Cecchini. 'Nobby' won three Grands Prix that year - Malaysia, Italy and France - and finished 2nd in the 125cc World Championship behind Kazuto Sakata.

Although he never won the 125 World Championship, Ueda did finish 2nd again: in 1997, on that occasion behind Valentino Rossi. After a twelve-year career at Grand Prix level, he announced his retirement at the end of the 2002 season having won 13 Grand Prix races. Ueda now runs his own team - 'Team Nobby' - which competes in the All Japan Road Race Championship.

The machine offered here was raced by Ueda during the 1998 season, in the course of which he won only one Grand Prix: the Championship's second round in Malaysia. At the French Grand Prix he was among many riders that fell at the treacherous Paul Ricard circuit, sustaining injuries that forced him to sit out the next five rounds. At the season's end he finished 13th in the World Championship. It should be noted that this machine is currently fitted with a non-standard silencer.

£8,000 - 12,000
€10,000 - 15,000

353 N

1987 MONDIAL 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. FV-S 0101

- Revival of an iconic Italian marque
- One of a handful made
- World Championship entry in 1988



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, when it won three back-to-back World Championships, plus a gloriously successful swansong in 1957 that secured a further two world titles. Sadly, what should have been the dawn of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end, and although the firm built a number of - mainly two-stroke - racers in the 1960s, it never achieved the same heights again.

The factory closed its doors in 1979 and that would have been the end of the story but for the two Villa brothers, Francesco and Walter, who revived the moribund marque in the late 1980s with company founder Count Bosselli's full approval. Produced at the Villas' factory at Crespallano, some 15 kilometres from Bologna, the first of these proposed new Mondials (the 'FB' prefix had been dropped) was a 125cc Grand Prix racer.

Its specification was impressive: aluminium twin-spar frame; water-cooled engine with disc valve induction and Nikasil-plated cylinder; Motoplatt ignition; six-speed gearbox; 'dry' clutch; Marzocchi forks; Brembo disc brakes; Marvic wheels; etc. Displayed for the first time at the 1987 Milan Show, the Mondial was priced at a staggering 15 million lire (you could have bought a contemporary superbike for the same amount of money) and not surprisingly there were few customers.

The example offered here was ridden by Serafino Foti, now manager of the Aruba Racing team that runs Ducati's World Superbike Championship effort. It was entered in the Italian round of the 1988 World Championship at Imola, Motocourse recording that Foti did not qualify. Mondial's racing programme was wound up soon after. Acquired by Giuseppe Visenzi in 1994, the machine is described as complete apart from the battery (required by the electric water pump).

£7,000 - 10,000
€9,000 - 13,000

354 N

C.1962 HONDA 125CC CR93 RACING MOTORCYCLE

- Iconic privateer racing motorcycle
- First raced by the current vendor
- Reacquired in 1996
- Restored condition



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

Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR93's ceiling being a then stratospheric 13,000rpm with maximum power of 16.5bhp arriving at 11,500 revs. Both models employed a tubular-steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the 'box, the more tractable '125' made do with six.

The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Just 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

One of the first of its kind delivered to Europe, this CR93 was provided for Giuseppe Visenzi by his sponsor. Giuseppe collected the Honda from Hamburg, Germany where it had been delivered by ship, and on the way home to Italy, took in a race meeting at Tubergen in Holland. Despite deliberately unhelpful starting 'advice' from another CR93-mounted competitor, Giuseppe finished a brilliant 2nd on his first outing with the Honda, having been last off the grid.

Many years later Giuseppe tracked down 'his' CR93, which had gone to the USA and was owned by William Harding of Gainesville, Florida. Giuseppe purchased the machine at an auction in 1996 and had it shipped back to Italy (see purchase and export paperwork on file). It is presented today in wonderful restored condition, and comes with period photographs of Giuseppe competing on it back in the 1960s.

£22,000 - 24,000
€28,000 - 31,000



355 N

The ex-Katja Poensgen

1994 YAMAHA TZ125 RACING MOTORCYCLE

Frame no. 4JT-000297

Born in Mindelheim, Germany in 1976, Katja Poensgen became the first woman to score points in the Grand Prix 250 class when she finished 14th at Mugello in 2001. Katja's motorcycle racing career began in 1992 when her father, an employee of Suzuki Germany, took her to the Calafat circuit in Spain. There was a training school for novice riders, and the bored teenager decided to give it a go - and was hooked. The following year she raced in the German Junior Championship, which she would go on to win in 1995. There were, inevitably, several crashes, the most severe of which happened during winter training in January 1997 at Calafat, resulting in her being out of action for some six months. She soon bounced back, winning the American Grand Prix Singles Championship in 1998 riding a Ducati Supermono to become the first woman to win an international motorcycle race series. She later raced for Alstare Suzuki in the European Superstock Championship and competed in Grand Prix racing for two years (2001 and 2003) on both occasions in the 250 class. The Yamaha TZ125 offered here was entered by Francesco Villa's 'Villa Motori Racing Team' and prepared by Francesco himself. Katja competed on this machine in the Italian Championship (CIV) in 1995/96 and in a couple of rounds of the Speed European Championship.

£7,000 - 10,000

€9,000 - 13,000



356 N

The ex-Katja Poensgen

1997 APRILIA RS125SP RACING MOTORCYCLE

Frame no. 2D4MP0000S0000295

Born in Mindelheim, Germany in 1976, Katja Poensgen became the first woman to score points in the Grand Prix 250 class when she finished 14th at Mugello in 2001. Katja's motorcycle racing career began in 1992 when her father, an employee of Suzuki Germany, took her to the Calafat circuit in Spain. There was a training school for novice riders, and the bored teenager decided to give it a go - and was hooked. The following year she raced in the German Junior Championship, which she would go on to win in 1995. There were, inevitably, several crashes, the most severe of which happened during winter training in January 1997 at Calafat, resulting in her being out of action for some six months. She soon bounced back, winning the American Grand Prix Singles Championship in 1998 riding a Ducati Supermono to become the first woman to win an international motorcycle race series. She later raced for Alstare Suzuki in the European Superstock Championship and competed in Grand Prix racing for two years (2001 and 2003) on both occasions in the 250 class. The Aprilia RS125SP offered here dates from Katja's shortened 1997 season. It was entered by Francesco Villa's 'Villa Motori Racing Team', and Katja achieved some good results on this Aprilia in the Italian Sport Production and Women's Championships. Offered with keys.

£2,400 - 3,600

€3,100 - 4,600



357 N

1968 MOTOBI 175CC RACING MOTORCYCLE

Engine no. 12837

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after WWI, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2. In 1950 Giovanni Benelli left the family firm to set up 'MotoBi', introducing a range of lightweights powered by distinctive egg-shaped two-stroke engines featuring horizontal cylinders. A range of four-strokes was built later but the overall look of the MotoBi engine remained the same. MotoBi was reabsorbed by Benelli in 1962 and sometime later the bikes became re-badged Benellis. Prepared for historic races in Italy, this 175cc four-speed Motobi was formerly entered by Racing Team Imperiali Roma. It features a Zahid race frame; a special cylinder head with big valves; C3 cams; five-speed gearbox; Fontana front brake; and Ceriani suspension front and rear. There are no documents with this Lot.

£7,000 - 8,000

€9,000 - 10,000



358 N

1970 GILERA 175CC REGOLARITÀ ENDURO

Throughout the early 1950s it was Gilera's road-racers that grabbed the headlines as they had in pre-war days, winning the 500cc World Championship on no fewer than six occasions between 1950 and 1957. But although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc and beyond, these simple OHV singles proved top sellers throughout the 1950s and 1960s. Following its withdrawal from Grand Prix road racing, Gilera turned increasingly to off-road competition, principally the International Six Days Trial, as a means of keeping its name in the public eye. New owners Piaggio supported this policy, and throughout the early 1970s Gilera's Regolarità (Regularity) two-strokes were the equal of the best in their class, winning the European Enduro Championship in 1973. Before then though, the Arcore firm had relied on developments of its traditional single-cylinder four-stroke roadsters, such as the 175cc five-speed model offered here. 'Six Days' enduro models were offered in 98cc, 125cc and 175cc capacities, all equipped with the necessities of off-road competition: 21" front wheel, 'knobby' tyres, upswept exhaust, wide 'bars and generous ground clearance. Offered with Italian papers.

£3,400 - 3,600

€4,400 - 4,600





359 N

1972 MONDIAL 125CC RCE ENDURO

Frame no. 1156

Engine no. 74333491

Few marques have achieved so fine a competition record in so short a time as 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. 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. The factory closed in 1979, but before then the traditional four-strokes had been superseded by a range of two-strokes such as the Sachs-powered enduro model offered here. With 18.5bhp on tap, a six-speed gearbox and weighing a mere 90kg (198lb), it should be entertainingly lively. The machine was last taxed in 1980.

£2,000 - 3,000

€2,600 - 3,900

No Reserve



360 N

For display purposes

2001 VILLA TR400 ENDURO (NO ENGINE INTERNALS)

Brothers Francesco and Walter Villa began building their own machines in the mid-1960s. Walter raced Villa bikes before his rise to stardom and three consecutive 250-class World Championships for Harley-Davidson between 1974 and '76, to which he added one in the 350 class. Manufactured up to 1988, the firm's lightweight roadsters used proprietary engines, while its successful moto-cross and enduro models used motors of Villa's own design. The machine offered here is one of the latter. First publicly displayed at the Munich Motorcycle Show in 2001, it is the prototype produced as the first stage of a proposed collaboration with the Malaysian oil company, Petronas; 480cc supermoto and moto-cross versions were to follow. It should be noted that there are no engine internals.

£1,200 - 1,800

€1,500 - 2,300

No Reserve



361 N

1981/82 VILLA SEEBRING 125

Frame no. FV-S 4073

Engine no. FV125S4064

Brothers Francesco and Walter Villa began building their own machines in the mid-1960s. Walter raced Villa bikes before his rise to stardom, securing three consecutive 250-class World Championships for Harley-Davidson between 1974 and '76, to which he added one in the 350 class. Manufactured up to 1988, the firm's lightweight roadsters used proprietary engines at first, while its successful moto-cross and enduro models used motors of Villa's own design. From the early 1980s the roadsters featured water-cooled engines of Villa's own manufacture, such as the Seebring offered here (idiosyncratic spelling is correct). The production Seebring's cockpit fairing was mounted directly on the front fork while this one's is fixed to the frame, as seen on the later version of this model: the Daytona. It also has a low exhaust pipe, whereas the standard Seebring had a high-level pipe. Probably this is a pre-production machine built for a trade show prior to the start of series production in 1982. Noteworthy features include reed-valve induction, a six-speed gearbox, Motoplatt electronic ignition, mono-shock rear suspension, disc front brake and 18" alloy wheels. We are advised that the machine has been homologated but is not licensed.

£800 - 1,200

€1,000 - 1,500

No Reserve



362 N

C.1967 HONDA P50 MOPED

Frame no. A39237

Engine no. P50E C22786

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 an idea first tried during the 'Veteran' period. 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. In the UK, the Honda P50 and its ilk are supported by The National Autocycle and Cyclemotor Club, which caters for enthusiasts of cyclemotors, autocycles, mopeds and small motorcycles. This particular Honda P50 still carries the sticker of the supplying dealer, G Visenzi Motomarket, the first Honda dealership to be established in the Italian city of Brescia. Finished in Night Blue, the machine is described as totally original, complete and in generally excellent condition. There are no documents with this Lot.

£600 - 1,000

€770 - 1,300

No Reserve





363 N

C.1928 ARIEL 250CC

Frame no. 728

Engine no. B/C 5818/B

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented together with Turner's revolutionary 'Square Four'. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Prior to Page's arrival, Ariel had used proprietary power units, principally those of White & Poppe, and continued this practice for a few years afterwards for some of its models, which were powered by JAP and Blackburne engines. That offered here has a 250cc JAP sidevalve engine, its year of manufacture indicated by the letter 'C', for 1928. Complete, original and un-restored, it represents a wonderful opportunity to acquire a rare Ariel of the late Vintage period, ideal for this year's Banbury Run. There are no documents with this Lot.

£3,400 - 3,600

€4,400 - 4,600



Further properties

364

1939 TRIUMPH 498CC TIGER 100

Registration no. MJO 901

Frame no. TF1614

Engine no. 9-T100 15746

This pre-war Tiger 100 had been completely dismantled prior to its purchase by the immediately preceding owner and was fully restored by him during 2011/2012. Works carried out include rebuilds of the engine and gearbox; blast-cleaning and power coating the frame and cycle parts; re-chroming the original wheel rims; rebuilding the wheels with stainless spokes; reconditioning the magdyno and carburettor; and installing a new wiring loom. Departures from factory specification include the replica fuel tank; contemporary Speed Twin oil tank; pattern mudguard; gel battery and an electronic voltage regulator (inside the original case). The current vendor purchased the Triumph at Bonhams' Stafford Sale in April 2013 (Lot 286) and advises us that the only work carried out since then has been to fit a correct exhaust system. Kept in a heated and dehumidified environment since completion, this motorcycle will need final adjustments and running in before serious use. (It should be noted that there is no oil in either the engine or gearbox and that the machine has not been started). Described as in generally excellent condition, this beautiful pre-war Tiger 100 is offered with a V5C registration document.

£12,000 - 14,000

€15,000 - 18,000



365

1951 VINCENT 998CC RAPIDE SERIES-C

Registration no. 849 FUF

Frame no. R2656

Engine no. F10AB/1B/6452 (see text)

Rear frame no. RC3016

- *'Shadowised' Rapide*
- *Restored in 2007*
- *Fitted with an electric starter*



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it.

This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

Vincent Owners Club records show that frame number 'R2656' is from a Series-B Rapide that went to Kings of Oxford in March 1948, while the rear frame ('RC3016') formed part of a Rapide that was sent to Argentina in August of that year. The engine is not an original Black Shadow unit but a Rapide motor that has been finished in black and wrongly re-stamped (the original engine 'F10AB/1B/6452' is in a Black Shadow in Australia).

This motorcycle was exported in September 1988 to South Africa where it was restored by the current vendor's father in 2007. It was inherited by his son and brought back to the UK in April 2012. The export/import paperwork is on file and the machine also comes with old/current V5/V5C registration documents.

£18,000 - 24,000

€23,000 - 31,000



THE KARL-HEINZ KALBFELL COLLECTION

A dedicated motorcycle enthusiast and regular historic racing competitor, former BMW Motorsport chief Karl-Heinz Kalbfell was killed in an accident at Brands Hatch in August 2013 during a practice session for the Lansdowne Cup series.

An engineer, Kalbfell joined BMW in 1977 from the caravan industry and would go on to become one of the most influential figures in the European motor industry. He remained with the German manufacturer until 2004, by which time he had risen through the ranks to become head of its 'M Performance' motorsport division. As such he was instrumental in the development of the BMW V12 engine that powered McLaren's first road-going supercar, the F1, and masterminded BMW's re-entry into Formula 1 in 2000 as an engine supplier to the Williams team. Kalbfell was also one of the driving forces behind BMW's Mini and Rolls-Royce programmes.

After departing from BMW in 2004, he served as the CEO of Alfa Romeo and Maserati, and more recently was a board member of Group Lotus in an advisory capacity. Karl-Heinz Kalbfell owned an extensive collection of classic British motorcycles, a selection of which Bonhams is privileged to offer here, and regarded his regular appearances at the Goodwood Revival meeting as the highlight of his year.

After Karl-Heinz's tragic death, Jonathan Palmer, CEO of Brands Hatch owner Motorsport Vision, was quoted as saying:

'I knew Karl-Heinz, though not well, and had great respect for his achievements in the motor industry and particularly with BMW. Karl-Heinz's passion for machinery and sport was demonstrated by his love for classic motorcycle racing. He was a really good guy who did a huge amount for motorsport during his time at BMW.'

366 N

The ex-Hans Schwind

1971 BSA ROCKET III 750CC 'ROB NORTH' RACING MOTORCYCLE

Frame no. None visible

Engine no. 423

- Purchased new in Germany
- Converted to racing specification in the late 1970s/early 1980s
- Richard Peckett engine



Hans Schwind purchased this BSA Rocket III from Motorrad Narr in Munich in 1971. Over the next year or so he modified the bike, fitting Borrani wheel rims, a 4LS Fontana front brake, clip-on handlebars, and a fairing. He then used the BSA on the road for some 4-5 years. In 1977 Hans purchased a 'Rob North'-type racing frame kit, which also included a fuel tank, front fork, and exhaust. The first test of the machine in its new form took place in 1978. Hans Schwind also wanted the engine tuned for racing, and it was modified by Schott in Munich, incorporating a lightened crankshaft, BLW valves, ported cylinder head, 32mm carburetors, a Mini Cooper clutch in aluminium (from MBB), and Gröber ignition. The BSA was finally finished in 1982.

After Hans suffered a heart attack, the bike was dismantled and re-assembled in 1991/1992. The frame was powder-coated, the cycle parts repainted, and a new front fork and twin disc brakes fitted. By now the BSA was only useable for racing and was no longer road legal. Its first competitive outing was in April 1993 at Monza, a 750cc Classic race. The bike was very quick in qualifying, but suffered engine damage.

A new engine from marque specialist Richard Peckett was installed in 1993. Featuring a centre-plug 'head', this 750cc unit was built to 'medium-fast' specification, producing 83bhp (as achieved by the works bikes in period).

Hans Schwind campaigned the BSA in Slovakia at the Alps-Danube-Adria Cup from 1994 to 2002, achieving 1st, 2nd and 3rd place finishes. His main rival was J. Ilmberger (30 years his junior). Following a collision with Ilmberger in Slovakia in 1998, Hans spent three weeks in hospital. The BSA was later rebuilt, with repairs to the engine, frame, tank, seat, etc costing approximately 20,000 DM.

Correspondence in the accompanying history file appears to indicate that the machine was in Karl-Heinz Kalbfell's possession by mid-2011. It is not known when it was last used and its mechanical condition is likewise unknown. A well specified racing triple available at a fraction of its present-day build costs.

£18,000 - 22,000

€23,000 - 28,000

367 N

C.1975 NORTON 850CC COMMANDO RACING MOTORCYCLE 'MICK'S NIGHTMARE'

Frame no. 321051
Engine no. 321051

- Restored and extensively upgraded by Mick Hemmings
- Very well specified
- Fully documented rebuild



The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the model was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. To promote its new model, the factory embarked on a racing programme, entering production machine events and the emerging 'Formula 750' class, with John Player sponsorship for the latter. Racer/engineer Peter Williams joined the development team, and his brilliant technical innovations - chiefly the adoption of a monocoque chassis - and world-class riding talent kept the Commando at the forefront of racing despite an often immense power disadvantage.

In 1973 Williams won the Isle of Man Formula 750 TT at record pace, and was even able to win three of that year's John Player Trans-Atlantic Trophy races despite giving away over 30 horsepower to the works Kawasakis and Suzukis.

Sadly, Williams' serious accident at Oulton Park the following year ended his association with Norton, but it is unlikely that even his genius could have kept the Commando competitive for much longer. Today the Commando continues to be a force to be reckoned with in Classic racing, particularly in the hands of Gary Thwaites.

Purchased by Karl-Heinz Kalbfell in 2008, this Commando racer gained the sobriquet 'Mick's Nightmare' as a result of the difficulties encountered by renowned marque specialist Mick Hemmings when he came to rebuild it a couple of years later, not the least of which was having to repair the amateurish, and dangerous, modifications made to the frame by a previous owner. Before/after photographs and Mick's detailed invoice (for £13,459) are on file. Additional documentation consists of sundry other invoices, the 2008 purchase receipt, and a copy of the machine's German Historic Racing Fahrzeugpass. Completed in December 2010, this has to be one of the best racing Commandos currently available.

£12,000 - 16,000
€15,000 - 21,000

368 N

1977 NORTON COMMANDO 850 MKIII INTERSTATE

Frame no. 336220

Engine no. 850 336220

It was the Commando's vibration-beating Isolastic frame that enabled Norton Villiers to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Introduced in 1973, the '850' (actually 829cc) featured a larger bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the MkIII was introduced. An electric starter was the major MkIII innovation, while other upgrades included a rear disc brake, left-side gear lever, right-side rear brake lever and an automatic primary chain tensioner. One of the last Nortons to leave the Wolverhampton factory, the Commando MkIII Interstate offered here was purchased by Karl-Heinz Kalbfell in 2009. Currently displaying a total of 28,200 kilometres on the odometer, it comes with the 2009 purchase receipt, sundry invoices, and (copy) German Fahrzeugbrief.

£5,000 - 7,000

€6,400 - 9,000



369 N

1971 NORTON 745CC COMMANDO MARK III FASTBACK

Frame no. 138539

Engine no. 20M3S/138539

Designed by engineers Bernard Hooper and Bob Twigg, supervised by Norton Villiers' Director of Engineering, Dr Stefan Bauer, the Commando's vibration-beating Isolastic frame enabled the company successfully to prolong the life of its ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. So called because of its streamlined seat cowl, the sole model available initially became the 'Fastback' when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969. Currently displaying a total of circa 17,000 kilometres on the odometer, this very nicely presented Commando Fastback was sold new in Italy. The machine comes with its original Italian registration document and the 2012 purchase receipt.

£6,000 - 8,000

€7,700 - 10,000





370 N

C.1957 AJS 498CC MODEL 18C TRIALS

Frame no. 7920C

Engine no. 57/18 2764C

'At the end of the rigid's development with the ultra lightweight model announced in September 1953, those gleaming black machines with proud gold (AJS) or silver lining (Matchless) were the acme of the trials manufacturers' art, and were almost an exact replica of the highly successful works machines.' – Don Morley, *Classic British Trials Bikes*, Osprey, 1984. Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless, won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. At this time most riders favoured the 350cc mount for trials, 500cc models such as this one being comparative rarities, and today these reliable and easily managed models are much favoured in Pre-'65 trials events. This nicely restored AJS Model 18C was purchased by Karl-Heinz Kalbfell in 2010. Presented in road trim, complete with lights, the machine is offered with the purchase receipt, (copy) German Fahrzeugbrief and TÜV paperwork.

£4,000 - 6,000

€5,200 - 7,700



371 N

C.1959 VELOCETTE 350CC MAC SPECIAL

Frame no. 14637

Engine no. MAC 21625

Engine development pursued as part of Velocette's scrambles programme bore fruit in 1956 in the shape of the high-performance Venom '500' and its 350cc sibling, the Viper. The touring MSS and MAC models' swinging-arm frame and telescopic fork were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced (minus the enclosure panels of the standard models), which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. When supplied with the optional dolphin fairing, the model was known as the Clubman Veeline. The 350 MAC disappeared from the range in 1960 and the Viper in 1968, leaving only the 500cc models, which lasted until the end of Velocette production in 1971. This interesting, Clubman-style MAC Special consists of an engine dating from circa 1952 and a frame made circa 1960. However, it should be noted that the accompanying German registration document records the date of first registration as 1st July 1959 and the model as 'Viper Clubman', which clearly it is not. Built by ex-racer Josef Siebert, the machine also comes with a substantial file of mainly technical literature.

£3,500 - 4,500

€4,500 - 5,800



372 N

C.1990 'RICKMAN MÉTISSE' TRIUMPH 750CC T150 TRIDENT RACING MOTORCYCLE

Frame no. TP1257444U

Engine no. CC0267 T150T

Although up-staged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. BSA-Triumph's Chief Engineer Doug Hele supervised engine development throughout 1969 while frame builder Rob North devised a chassis that would stand the test of time like few others. The team narrowly missed victory at the 1970 Daytona 200, its first major event, when Gene Romero finished second on a Triumph. Dick Mann's BSA won at Daytona in 1971 and John Cooper, also BSA-mounted, at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and MV. Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season for BSA-Triumph with victory in the 250-mile race at Ontario in October. The BSA-Triumph triples continue to be a mainstay of classic racing today. While the Rob North chassis is most readily associated with the racing triples, some privateers favoured the Rickman alternative, as seen here. This motorcycle was constructed around 1990 using a replica frame of unknown make. Noteworthy features include aluminium wheel rims, Lockheed brakes, box-section swinging arm, Koni rear suspension, oil cooler, and a Kröber tachometer. The machine comes with its 2007 purchase paperwork, transfer of ownership documents, and German Fahrzeugbrief. Alternative fairings (road/race) and two fuel tanks are included in the sale.

£5,000 - 8,000

€6,400 - 10,000



373 N

'RICKMAN MÉTISSE' TRIUMPH 499CC SPECIAL

Frame no. 101L (see text)

Engine no. 5T 0834

The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959 and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Both commenced their scrambles careers riding BSA Gold Stars, and the brothers' first 'special' consisted of a BSA frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name 'Métisse': roughly translatable as 'hybrid'. For the 1960 season two Métisse MkII machines were constructed along broadly similar lines, before being superseded by the first Rickman-framed model, the Métisse MkIII, for 1961. An enormous success, the MkIII frame was produced in substantial quantities, proving a popular basis for large-capacity roadsters as well scrambles use. It was followed by the more compact MkIV, which was intended for the unitary construction Triumph T100 and BSA Victor engines, while there were also a frame for two-stroke singles (the 'Petite Métisse') and a road racing chassis. The Rickmans gave up frame making in the early 1980s, selling the rights to Pat French's firm, MRD Métisse, which continued to cater for the increasing 'classic' market. Powered by a modified Triumph 5T engine, this Rickman Métisse was purchased by Karl-Heinz Kalbfell in 1986 and comes with the relevant receipt. The latter records the frame number as 'R642' (genuine Rickman), indicating that it has at some time been changed for a replica.

£5,000 - 8,000

€6,400 - 10,000



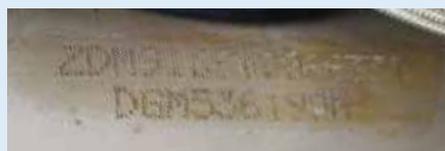
374 N

1996 DUCATI 916 SP3

Frame no. ZDM916S 006633

Engine no. ZDM916W4 007113

- *Iconic modern Ducati*
- *Rare SP3 variant*
- *Registered in Germany*



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

In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of the development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame, consisting of an intricate trellis of straight tubes, whose design has since become standardised throughout the Ducati range. The integration of all these elements was the key to the 916's success; that and a brilliant on-road performance that eclipsed just about everything else around at the time.

The Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions five times after that. Enough said.

Within a short time the original 916 Strada was superseded by the Biposto (two-seat) version and the higher specification SP (Sport Production). The latter's engine remained at 916cc but added twin fuel injectors, Pankl titanium con-rods and bigger valves to the package for increased power and torque. The SP reverted to a single seat unit (with white number boards) while gaining superior Öhlins rear suspension. Next came the broadly similar SP3 featuring revised crankcases, approximately 500 of which were made, followed by the 916 SPS ('Sport Production Special') derivative: 1,462 examples plus 202 of the UK-only 'Fogarty Replica' version. Despite the name, the 916 SPS enjoyed the advantages of an over-bored engine displacing 996cc. Of all the members of the 916 family, the SP, SPS and closely related 'Fogarty Replica' are considered the most collectible.

This rare Ducati 916 SP3 was sold new to Karl-Heinz Kalbfell in July 1996 and comes with all its original purchase paperwork, service booklet, owner's manual, etc. Additional documentation consists of sundry service invoices and German registration papers.

£8,000 - 12,000
€10,000 - 15,000

375 N

1988 HONDA VFR750R TYPE RC30

Frame no. RC30-2000237
Engine no. RC39E2101194

- *Iconic World Superbike Championship 'homologation special'*
- *Registered in Germany*



One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and '89, and the equivalent FIM Cup in 1990.

No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox, and four-pot front brake callipers. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost £8,499, getting on for double the cost of other super-sports 750s.

Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. 'No other bike from the late-Eighties is lusted after like the RC30,' declared Bike magazine, and few would disagree.

Currently displaying a total of 59,840 kilometres (approximately 37,000 miles) on the odometer, this RC30 was purchased by Karl-Heinz Kalbfell in 2007 and has recently been converted from race trim back to road trim. The machine is offered with the purchase invoice, (copy) German Fahrzeugbrief, TÜV paperwork, and a substantial quantity of invoices.

£10,000 - 14,000
€13,000 - 18,000

The following 10 Lots are offered from a deceased estate and will require re-commissioning to a greater or lesser extent.

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.



376



378



377



379

376
1996 HARLEY-DAVIDSON 1,340CC ELECTRA GLIDE CLASSIC FLHTC-I
 Registration no. J18 GRA Frame no. 1HD1FFR11TY619308
 Engine no. FFRT 619308
 The Harley Davidson Electra Glide is surely the classic American touring motorcycle. With its fairing, luxurious seating for two, and massive luggage capacity, no wonder the Harley Davidson fraternity regard it as the gold standard for motorcycle touring. First registered in the UK in November 1996 this Electra Glide was acquired by the vendor's late husband in September 2012. Supporting documentation includes a V5C registration document, four MoT certificates (the most recent issued April 2015), some old tax discs, and invoices from Full Bore Motorcycles in Watford dated January 2015 for a fuel injection to carburettor conversion as well as a Dyna 2000i programmable ignition module and a new coil. The present recorded mileage is 18,430. This impressive motorcycle hasn't been used for a few months and suitable preparation is recommended before taking to the highway.
£4,000 - 6,000
€5,200 - 7,700
No Reserve

378
1994 HARLEY-DAVIDSON 1,340CC LOW RIDER CUSTOM FXLR
 Registration no. M564 CGO Frame no. 1HD1ELL16RY113198
 Engine no. ELLR113198
 Harley Davidson's 1994 Low Rider Custom is descended from the FXS, Harley's first factory custom machine, which was unveiled at the 1977 Daytona Beach Bike Week. Featuring a twin rear shock frame and the 1340cc Evo engine, this is a traditional Harley with a low seat and pull back bars. First registered in the UK in December 1994, this very clean Low Rider was acquired by the vendor's late husband from official Harley Davidson dealer P.M. Motorcycles of Harleston, Norfolk in August 2010. It had had four previous owners. The current displayed mileage is 14,015. Supporting documents include a V5C registration document, a number of MoT certificates from the period 2006 – 2012, and P.M. Motorcycles' sales invoice. This Harley has not been used for a few years and careful re-commissioning is urged before further use.
£2,500 - 3,500
€3,200 - 4,500
No Reserve

377
1996 HARLEY-DAVIDSON 1,340CC HERITAGE SOFTAIL FLSTN
 Registration no. N596 AKN Frame no. 1HD1BNL13TY022739
 Engine no. BNL022739
 Harley Davidson's Softails are so named because although they are styled to look as if they have rigid frames, they do of course have rear suspension. Meanwhile the "Heritage" tag denotes that classic Harley look which oozes nostalgia. The 1340cc Evo engine is regarded as a great improvement over its predecessor. First registered in the UK in January 1996, this Heritage Softail was acquired by the vendor's late husband in 2007 having had two previous owners. Documents include a V5C registration document & various Mots dating from 2001 to 2010. The mileage recorded on the last of these is 12,031. There is also a "Warehouse Receive Form" which shows the production date as 10.23.95 and the model as 96 FLSTN. Clearly this very handsome Harley has not been used for several years and careful re-commissioning is recommended before further use.
£3,700 - 4,700
€4,800 - 6,100
No Reserve

379
1992 HARLEY-DAVIDSON 1,340CC DYNA GLIDE CUSTOM FXDC
 Registration no. J888 HOG Frame no. 1HD1GCL22NY308342 (see text)
 Engine no. GCLN308342 (see text)
 Harley Davidson's new for 1992 FXDC Dyna Glide Custom model was finished in a distinctive black and silver paintjob, and featured the impressive 1340cc Evolution engine. This example was imported from the USA and was first registered in the UK in 1999. The vendor's late husband bought it in 2008 and he appears to have covered about 15,000 miles on it over the next five years. The present recorded mileage is 28,904. Documentation includes a V5C, old invoices, & MoTs from 1999 – 2013. It should be noted that the V5C incorrectly records the frame number, omitting the "H"; and the engine number is also wrongly recorded. It is thought that this Dyna Glide has not been used for about three years, and careful re-commissioning is therefore recommended before further use. The J888 HOG registration number is most appropriate!
£2,700 - 3,700
€3,500 - 4,800
No Reserve

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



380



382



381

380

1966 BSA 650CC LIGHTNING A65L

Registration no. HTT 21D Frame no. A50B 10591
Engine no. A65D 6307

Acquired by the vendor's late husband in November 1997, this 1965 model BSA Lightning is believed to have been restored by a previous owner. It comes with an undated three page schedule of parts and costs as well as some invoices. There are various old MoT certificates which seem to indicate that the speedometer may have been replaced or overhauled at some point in the 1990s, because in 1992 the mileage is recorded as 26,223, but the most recent one issued in 2001 shows it as 1831, and the current displayed figure is 1900. Other documentation includes a continuation green log book dating from 1971 (showing the same frame and engine numbers as above), an old V5, and an old style V5C. The BSA has clearly not been used for some years and careful re-commissioning is recommended before further use.

£3,500 - 4,000

€4,500 - 5,200

No Reserve

381

1973 NORTON COMMANDO 850 ROADSTER

Registration no. FBO 255L Frame no. 303497
Engine no. 303497

The Norton Commando was a hugely popular motorcycle. In the UK, despite what must have been massive competition from Honda's CB750 & the BSA/Triumph triples, it won the "Motor Cycle News" Machine of the Year award every year from 1968 to 1972. This Commando 850 Roadster was originally exported to the USA and comes with its original State of Michigan Vehicle Certificate of Title dated 26th October 1973. It was re-imported and registered in the UK in 1991. Acquired by the vendor's late husband in September 1998, it appears not to have been used for some time. Documents include a V5C, sundry invoices, various SORNs & MoTs. The front brake has been uprated with a larger than standard disc & an AP racing caliper. The usual careful re-commissioning is recommended before the Norton is returned to the road.

£4,000 - 4,500

€5,200 - 5,800

No Reserve



383

382

1976 TRIUMPH T160 TRIDENT

Registration no. ORC 509P Frame no. T160BN07144
Engine no. T160BN07144

It is generally thought that with the T160, Triumph finally got it right, and had the T160 been their first rather than their last triple, the Trident might have been more successful than it was. This matching numbers machine was one of the last: the final civilian T160 being number BN07166. It seems likely that it was re-imported because the date of first registration in the UK was 19.7.95. Documents include a V5C, a dating letter from the Triumph Owners Club, some old photos showing restoration progress (date unknown), and various old MoTs, the last of which expired in 2005. Acquired by the vendor's late husband in May 2000, this T160 has clearly not been used for some time. It was noticed that some work is needed on the front brake, and general re-commissioning is advised before further use.

£4,000 - 4,500

€5,200 - 5,800

No Reserve

383

1998 TRIUMPH T595 DAYTONA

Registration no. S519 RLB Frame no. SMTTE502LGW068044

Launched in 1997, the T595 came with one of Triumph's trademark three cylinder engines, in this case of 955cc and generating just under 130 bhp. It was good for over 150 mph on the road. This example was first registered 20.8.98 and was acquired by the vendor's late husband in June 2010 having had only one previous owner. The recorded mileage is 9,070. Indeed the supporting paperwork indicates that fewer than 1,000 miles have been covered since April 2003. The Triumph is accompanied by its original handbook and service book, numerous invoices including the original sales invoice, Datatool alarm & Datatag paperwork, various MoT certificates (the last of which was issued in August 2014), and a V5C registration document. It has not been ridden in the last few months and careful checking over is recommended before taking to the road.

£750 - 1,000

€970 - 1,300

No Reserve



384

1978 SUZUKI GT750

Registration no. YNX 674S

Frame no. GT750 80200

Engine no. GT750 87099

Suzuki's GT750 was a different sort of 1970s "superbike". A water-cooled two stroke triple, the Suzuki was a super smooth grand tourer rather than an out and out sportsbike. This is one of the final GT750B models from 1977 which was the last year of production. It was first registered in May 1978. Acquired by the vendor's late husband in June 2014, it is accompanied by a large number of invoices for spares, mostly from the period 2012-2014. Other documents include a V5C and various old MoTs, the most recent having been issued on 30.8.14. We are advised that the side panels and carburetors are believed to be new replacements. A lot of work has clearly been done on the Suzuki but it has not been used for a year or so, and careful re-commissioning is recommended before further use.

£5,000 - 6,000

€6,400 - 7,700

No Reserve



385

2005 KAWASAKI ZRX1200R

Registration no. KE05 FRU

Frame no. JKAZRT20AAA037079

Engine no. ZRT20AE025675

With its Eddie Lawson Replica styling the Kawasaki ZRX1200R is perhaps the very best looking of the many retro styled bikes of the last twenty years. Those butch good looks were matched with a big grunty four cylinder engine which was good for 123 bhp resulting in a top speed of 155 mph. This very clean one owner machine was bought new by the vendor's late husband in 2005. It is accompanied by a V5C, various SORNs, and an MoT certificate issued on May 6th 2008. It also comes with its owner's manual and service book. The present recorded mileage is only 8,080. Displaying a tax disc which expired on 30.4.09, it has clearly not been used for several years and the customary re-commissioning is strongly advised before it is returned to the road.

£1,800 - 2,500

€2,300 - 3,200

No Reserve



Further properties

386

1996 KAWASAKI GPZ900R

Registration no. N842 WDO

Frame no. ZX900A-061751

Engine no. ZX900AEO70483

'When it appeared in 1984, the GPz900R moved the goalposts in the performance bike market. It was the first real 150mph bike and it was at the cutting edge of motorcycle development with four valves per cylinder, liquid cooling, rising-rate rear suspension, a 16" front wheel and anti-dive forks.'

- Bike magazine. This pristine 'A8' example was purchased by the current vendor in July 2009 and was last MoT'd for 2012/2013. In November 2012 the machine received a major service, including a new battery and new tyres (invoice on file); it was last run in January of this year and currently displays a total of 11,609 miles on the odometer. Additional documentation consists of two older expired MoTs and a V5C. Maxton rear suspension is the only notified deviation from factory specification.

£2,000 - 3,000

€2,600 - 3,900

387

1993 YAMAHA YZF750R GENESIS

Registration no. L130 EVU

Frame no. 4HD003079

Engine no. 4HD003079

Yamaha's approach to building a fast sports bike took a giant leap forward with the YZF750R. Roughly the same size and weight as the company's FZR600, but with the power of the FZR1000, it set new standards for the '750' class on its arrival in 1993. Two variants were offered: 750R and 750SP, the latter a limited-edition 'homologation special' built with the World Superbike Championship in mind. Described as standard throughout, this clean YZF750R was sold new via Claremont Motorcycles of Ashton-under-Lyne and has had only three registered keepers. The current vendor purchased the YZF from Chorley Yamaha Centre in September 2010 (invoice on file). 'L130 EVU' also comes with a V5C, expired MoT (2011) and its service booklet, stamped by CYC in March 2010 at 4,853 miles (the current odometer reading is 5,324 miles). The machine was last run in January of this year.

£2,000 - 3,000

€2,600 - 3,900



388

1990 YAMAHA FZR1000 EXUP

Registration no. H643 BMC

Frame no. 3LG004444

Engine no. 3LG004444

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 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'. An affordable, fast and comfortable modern classic, this EXUP was repainted red in 1997 and has been fitted with a Dynojet carburettor kit and a Simmi carbon-fibre exhaust can. The machine comes with its original service book, a quantity of expired MoTs, HPI certificate (2013), Haynes manual, and a V5C registration document. We are advised that it will require a fuel system clean and minor re-commissioning before further use.

£1,500 - 1,800

€1,900 - 2,300

No Reserve



389

1966 HONDA 50CC CZ100 'MONKEY BIKE' PROJECT

Frame no. S001976

Engine no. C100E65492

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding-handlebar version, could fit into the boot of a car. The CZ100 offered here was purchased second-hand by the current vendor's father in the 1960s, having been delivered new via E S Motors in Chiswick, and thus has been in single family ownership for nearly 50 years. Garage stored, this early Honda monkey bike is presented in original and un-restored condition. There are no documents with this Lot, which is sold strictly as viewed.

£2,000 - 3,000

€2,600 - 3,900





390

C.1950 ARIEL 598CC VB

Registration no. MAR 715

Frame no. WA 1396

Engine no. RB 1276

By 1930 Ariel's new single-cylinder range, designed by the great Val Page, had gained a rear-mounted magneto and its distinctive timing cover, and the basic engine design - though frequently revised - would last well into the post-war era. Both overhead-valve and sidevalve versions were made, though there was only one of the latter in Ariel's post-war line-up: the 600cc VB, a long-stroke workhorse. First introduced for 1936 and intended for sidecar use, the VB was regularly updated along with the rest of the Ariel singles, gaining plunger rear suspension, a telescopic front fork and, finally, a swinging-arm frame as the 1950s progressed. Production ceased in January 1959 when parent company BSA decided to axe Ariel's four-stroke models. This particular Ariel VB has frame and engine number prefixes correct for the 1950 model year, which suggests that the pairing may well be original. We are advised by the vendor that the machine was extensively restored over a period of time (commencing in approximately 2012) by a retired engineer, with either new or refurbished parts fitted as required. There are no documents with this Lot.

£3,000 - 3,500

€3,900 - 4,500



391

1953 VELOCETTE 349CC MAC

Registration no. OVO 990

Frame no. RS 2902

Engine no. MAC 21849

In 1933 Veloce Limited augmented its 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 Veloce's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared - 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, plus Velocette's own telescopic fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. First registered on 20th October 1953, this Velocette MAC comes with its original logbook recording only two owners, the second of whom, Gerald Campion Eyre, registered it a few days after the first, suggesting that the latter might have been a dealer. Mr Eyre rebuilt the MAC around 1993, and a VHS video of the rebuild comes with the machine. Since 2002, 'OVO 990' has belonged to the East Midlands Centre of the Velocette Owners Club, its third owner, and has been displayed in various museums. Said to be in good mechanical order, the machine nevertheless will require re-commissioning before returning to the road. A fine example of the model, this MAC comes with the aforementioned logbook, an old-style V5, and its original tax disc.

£3,000 - 4,000

€3,900 - 5,200



392

1958 RICKMAN MÉTISSE VELOCETTE 495CC VENOM

Frame no. PS 10759

Engine no. VM 2110

- *Unique specification*
- *Pat French-built frame*
- *Registered in Germany*



This interesting hybrid was created in Germany and last ridden, by the enthusiast that built it, around 15 years ago, since when it has been kept in dry storage. It consists of a 1958 Velocette Venom engine and gearbox mounted in a Pat French-built Rickman frame dating from the 1980s, and is registered in Germany as a 1958 Velocette Venom.

Purchased by the current vendor around four years ago, it has not been ridden but does benefit from works to the engine and clutch, which have been stripped down and repaired. Noteworthy features of this engine include the stronger (ribbed) crankcases; Viper cylinder head; Thruxton cylinder barrel and con-rod; Omega piston; alloy pushrod tube (Seymour); Dell'Orto carburettor; enlarged inlet port; coil valve springs with alloy collars; external oil filter (Mazda/Subaru); and an overhauled BTH magneto.

The cycle parts include genuine Ceriani Grand Prix forks, Koni rear suspension units, and Yamaha TZ brakes front and rear. There is aluminium alloy everywhere: the fuel tank, oil tank, leather-trimmed racing seat, front mudguard, dynamo cover, chain guards, primary drive case and chain wheel all being made from this lightweight material, while the rear mudguard is stainless steel.

A new clutch thrust bearing complete with rollers has been fitted; however, the chain wheel is running out of centre (chain tension is inconsistent) and it is recommended that the purchaser fits a new one. When operated, the kickstart lever hits the exhaust pipe. A new German-made alloy lever, which is more cranked over, is included in the sale; at present the engine is started on starting rollers. Boasting the 'Velocette' logo, the matching speedometer and rev counter were specially made, it is believed by Dennis Quinlan in Australia. Both require new drive cables to be fitted. The 12-volt electrics are powered by a car dynamo, while the battery is carried inside the seat hump (no battery fitted at present).

A small quantity of spares comes with the machine to include 'Velocette' and 'Metisse' decals; swinging-arm distance-washers for adjusting the chain tension; and a new oil filter cartridge. Described by the vendor as in generally good condition, this unique machine is offered with German registration papers.

£6,000 - 8,000

€7,700 - 10,000

The first-ever Rickman road bike, available for the first time in fifty years

1966 RICKMAN TRIUMPH 649CC STREET MÉTISSE

Registration no. ARD 746B

Frame no. DU14208

Engine no. T120 DU 14208

- One owner from new, with fascinating history file
- The first production road bike ever to feature a disc brake
- Sympathetic rebuild to original 1966 specification
- Professional engine rebuild and rewiring



'Legendary' may be an overused term but few would deny it to the name 'Rickman' by the time this machine was built. After a very successful scrambles career on factory machines brothers Derek and Don Rickman began building hybrids that utilised the best parts of various makes. Their 'Métisse' model name may have originated in the French word for a 'dog of mixed breed' but they soon established a bloodline by designing and building their own light, yet strong, competition frames. 1966 saw the Hampshire company branch into track racing frames, also experimenting with Lockheed disc brakes – at that time virtually unheard of on motorcycles. Within months the Rickman chassis was the one to beat on or off road and from this success came the idea of expanding into road/sports machines. A prototype 'Street - Métisse' was constructed; the engine and registration number came from a crashed 1964 Bonneville (the ultimate hot-shot motor of the day) and just like the racer, it featured the disc front brake, making it the first production road bike ever so equipped. At the rear was a Fontana twin leading-shoe drum.

Motor Cycle News purchased the prototype before the November Show, offering it as first prize in a road safety competition. The lucky winner, out of 10,000 entries, was chemistry student Peter Brewis from Durham, who conveniently – if ironically, given the nature of the competition - had just written off his own BSA twin in an accident!

Just two days after receiving the notification, Peter was on the Rickman stand at the Show being photographed for MCN and shaking hands with Derek and Don. Peter kept the bike from that day until his untimely death in 2013. Marshalling with the bike at the Isle of Man TT in 1967, the Street Métisse created as much interest as any of the race bikes.

Early on, Peter ordered a touring kit for two-up work and returned the frame to the works for necessary modifications - pillion footrest and exhaust brackets, after which it was re-nickelled. This is the same plating on the frame today. The Métisse remained in regular use in this guise up until 1995 by which time the engine was due for rebuild. Planning to restore the bike to its original trim, Peter sent the engine to Triumph specialist Hughie Hancox. The special swept-back down-pipes were re-plated and the body kit resprayed in its original ivory.

Sadly, illness prevented Peter reassembling the bike but it was taken on by Rick Parkington of 'Classic Bike' magazine as a 4-part workshop feature. Given the detailed one-owner history of this unique machine it was decided to complete the job leaving the bike with as much as possible left unchanged. The main addition being a professional rewiring by 'Ferret's Custom Electrickery'. The glass fibre petrol tank has been carefully sealed with Hirsch sealant.

The Earls Court Show, 1966, the Rickman Brothers presenting the Rickman to Peter Brewis.



Supplied complete with the touring kit and a large box of paperwork, containing brochures, cuttings, an annotated Triumph works manual and correspondence with Rickman and others – among which is an intriguing (and successful) challenge to Honda, demanding that they retract their claim to have pioneered the use of disc brakes on the road.

Speaking in an interview for Classic Bike in March 2016, Derek Rickman commented that he remembers the bike very well, “It was our first ever road bike,” he said, “and thinking back, really it was ahead of its time. This is the machine that kicked off the production of all our road-going machines – the majority of which were exported to the USA – and made Rickman a world famous name. It’s good to see it again after all these years.”

This is an opportunity to own the first-ever Rickman Street Metisse; the father of all CRs and later Rickman roadsters; the first ever disc-braked road bike and probably the most envied motor cycle of the mid-1960s.
£6,000 - 10,000
€7,700 - 13,000



Peter Brewis outside the Rickman Workshop with Derek Rickman, date unknown.

The ex-Barry Sheene, Mick Grant, Heron Suzuki

1983 SUZUKI RGB500 MARK 8 RACING MOTORCYCLE

Frame no. 10127

Engine no. 10114

- Used by Barry Sheene during the 1983 Grand Prix season
- Raced by Mick Grant throughout 1984
- Macau Grand Prix winner 1984
- Known history from new
- Well documented



The Suzuki RG500 Mark 8 offered here was raced by the late, great Barry Sheene during the 1983 Grand Prix season. Barry had won his two 500cc World Championships for Suzuki (in 1976 and 1977) before an acrimonious split saw him defect to Yamaha, at first as a privateer, at the end of 1979. It was while riding for the Yamaha factory in 1982 that he had the second of his two life-threatening crashes, colliding with Patrick Igoa's fallen machine during unofficial practice for the British Grand Prix at Silverstone in July. Both Barry's legs were shattered and he suffered numerous other injuries. Photographs of his x-rays, showing bones held together by metal plates and seemingly countless screws, were published around the world.

Once again demonstrating the 'never say die' fighting spirit that is the mark of a true champion, Barry was back on a bike before the season's end, completing a demonstration lap of Donington Park in October on a Yamaha 350LC roadster with Steve Parrish riding pillion, just in case. By this time his relationship with Yamaha had soured, Barry complaining that he was being denied the best machinery, and Yamaha perhaps wondering if he would ever be the same again. Add the fact that Sheene had been secretly courted by Heron Suzuki boss Denys Rohan since Assen in June, and it's easy to see why he returned to the Suzuki fold.

The only downside, and it was a big one, was that he would be contracted to Heron-Suzuki, the UK importer, and not to the factory in Japan, whose Suzuki Racing Promotions works team enjoyed sponsorship from HB cigarettes. Rather than full factory bikes, Barry would have to make do with two of the over-the-counter version, which was available to any paying customer. Nevertheless, the deal included the promise of works machinery if warranted by his results. By this time, though, the pace of development had slackened and even the works bikes were beginning to struggle at the highest level. On a customer RGB, Barry stood next to no chance of being competitive. And so it proved.

Nevertheless, his return to Suzuki was masterfully stage-managed when he rode one onto the set of the BBC's Sportsview Personality of the Year show in December 1982. Making his racing comeback at the season-opening South African Grand Prix at Kyalami, Barry finished 10th on his RGB500 'stocker' and followed that up with 7th at the next round in France. Some additional factory support was forthcoming for the domestic Shell Oils Championship, when he used an ex-Randy Mamola works engine, and the Transatlantic Trophy Match Races, for which he was given a 1982 works bike.

Barry Sheene, 1983 Silverstone Grand Prix.



© Mortons Archive





Barry Sheene, 1983 Silverstone Grand Prix.

For the next World Championship round at Monza, Barry was drafted into the HB-sponsored factory team alongside regulars Franco Uncini and Randy Mamola, but had to use the Mamola-engined hybrid rather than an aluminium-framed full works machine; the latter was considerably lighter than Barry's Mark 8 but in fact was only slightly more powerful. He finished 9th. Barry hoped to use the 1982 works bike at the next World Championship round at Hockenheim, only to have it withdrawn following an intervention from Suzuki in Japan.

Following a DNF in Germany, Barry refused to race the un-competitive customer bike at the next round in Spain, a protest that succeeded in getting him permission to race the 1982 factory bike at the Salzburgring. In the event, he preferred his regular RGB but could only finish 13th on the ultra-fast Austrian track.

Another 13th place in Yugoslavia was followed by a crash and a DNF in Holland, while Barry was absent from the Belgian round with flu. The next round of the World Championship was at Silverstone, where Barry hoped to have use of the absent Franco Uncini's works bikes, the Italian rider having been seriously injured at Assen. He made no effort to hide his disappointment when Suzuki chose to give them to the Dutch rider Boet van Dulmen instead. The Silverstone meeting was a disaster, claiming the lives of Norman Brown and Peter Huber; in the stopped-and-restarted two-leg race Barry finished 9th, a fraction of a second behind van Dulmen, and was mobbed by adoring fans at the finish. His season concluded disappointingly with two consecutive DNFs at Sweden and Monza, which left him in 14th place in the World Championship, his worst result since 1980. Barry stayed with Suzuki machinery for 1984, using an ex-Mamola XR45 engine, albeit in a Harris Performance Products chassis, and ended his Grand Prix career at the end of the season in 6th place in the World Championship.

Heron-Suzuki retained this RGB500 for 1984, assigning it to their contracted rider, Mick Grant. Highlights of Mick's year aboard '10127' included 2nd place in the North West 200, 3rd in the Isle of Man Classic TT, and 1st in the Macau Grand Prix.



A copy of Heron Suzuki's Macau consignment letter is on file, showing that at that time the machine was still fitted with its original engine: '10127'. In the championships that the RGB was eligible for, Mick finished 5th overall in the British Shell Oils, 6th in the MCN Masters, and 9th in the ITV World of Sport Superbikes.

Disposed of at the end of the 1984 season, this RGB was sold to Alan Duffus Racing (rider: Mark Selby) and in 1987 passed to Ray Debben Motorcycles (Mark Stone). In 1990 the Suzuki was acquired by Nigel Rigg, who did not use it, passing to the current vendor, Tony Salt, in 2005. Tony Salt began racing motorcycles in the 1960s, and in the late 1970s started supplying racing tyres to fellow competitors. Over a period of time he developed a relationship with Michelin, which meant he was directly involved with their efforts in the Grand Prix arena, supplying tyres to many of the top class riders of the day, including Barry Sheene. In 1983 he was supplying tyres for the entire Heron Suzuki team except for Keith Heuwen, who used Dunlops. Consequently, Tony was involved with Barry Sheene and this very machine in 1983.

Since its acquisition by Tony in 2005, this ex-Sheene Suzuki has been ridden by Mick Grant at numerous classic meetings, including the Isle of Man Centenary Road Races in 2007.

It is presented in its 1983 'Sheene' livery and comes with alternative bodywork dating from Mick Grant's 1984 season. The machine is currently fitted with 17" wheels and four-pot brake callipers (original 16" wheels and two-pot callipers included). Additional accompanying documentation includes a copy of Heron Suzuki paperwork recording '10127' as one of two Barry Sheene bikes kept at his Charlwood home in East Sussex; and another, titled 'BIKES FOR RESALE', that lists it as 'Ex Barry Sheene Keep for Mick Grant'. The latter document lists the current engine, '10114', as 'Ex Tony Mang', this being a reference to five-time World Champion, Anton Mang, who had secured two 10th place finishes in the course of the 1983 World Championship. In addition, this motorcycle has been authenticated by Heron Suzuki team mechanic Nigel Everett, who has been acquainted with the machine from new and worked on it during the 1984 season when it was raced by Mick Grant.

Both Barry Sheene and Mick Grant always used right-foot gear changes, and the bike is still set up in this way. The engine was stripped and rebuilt by Mick Grant four years ago, and was again stripped and rebuilt two years ago by Paul Boulton. Ready to use for racing or parading, this machine represents a unique opportunity to purchase one of the last Suzukis raced by the late World Champion, Barry Sheene.

£80,000 - 100,000
€100,000 - 130,000

395

1956 NORTON 348CC MANX MODEL 40M

Frame no. 10M 70782

Engine no. 70782 (see text)

- Believed Ex-Derek Minter and Geoff Duke
- Seeley PGT 5 speed gearbox
- Four leading shoe front brake
- Enclosed valve springs
- Bosch magneto



Norton factory records show that this machine was despatched to Hallets, Canterbury on 11th November 1956. It was the final 1956 model 40 Manx to leave the factory. The records for this machine, in the section for Agent/Dealer/Remarks, state 'Hallets Wincheap' and it is believed that this bike is one of the two Manx Nortons (a 350 and a 500) despatched to Hallets for Wincheap Garage who sponsored Derek Minter for the 1957 season.

No other manufacturer has ever been so closely associated with racing motorcycles, and overhead cam engines in particular, as has Norton. To the extent that they named a machine (the Manx) after the home of the races in which they had experienced such huge success over a period of time. The privateer racer's machine of choice, for those who could afford it, was the all-conquering Manx Norton, which, if the rider was sufficiently skilled, could more or less deliver decent results straight out of the box. Offered in 350 and 500 capacities, they were priced the same, being identical in cycle parts, and differing only in the swept volume and details such as carburettor size and gearing.

Derek Minter began his road racing career in 1953, and by 1956 was riding a BSA Gold Star provided for him by his employers at the time, Hallets of Canterbury. By the end of the 1956 racing season Derek found himself without a ride for the forthcoming year.

At that stage he was still a privateer without a factory contract, trying to make his name on the race circuits to attract the attention of the big boys in the business. Out of the blue, a local motor dealership, Wincheap Garage, offered to fund a pair of Manx Nortons, a 350 and a 500, for Minter to race the following season. These machines enabled him to further demonstrate his natural talent on the racetrack. The machine offered here is believed to be one of those two bikes.

The superb versatility of the Manx meant that it depended not only on the skill of the rider on board, but also came down to those magicians of the spanners known as 'tuners' - the likes of Beart, Petty and Dearden, who sought endlessly for tiny increases of power here and there, and, in doing so, with a few wins under their belts, acquired almost supernatural status. Such a man was Steve Lancefield, who was drafted into the Wincheap/Minter team for engine and machine preparation.

The two Manxes facilitated the step from capable club-level racer to international superstar racer. An exceptional talent, Minter was soon into his stride with his pair of pukka Norton racers and, after a few races to find his feet, was quickly into winning ways, scoring a couple of first places on the 350 at Brands Hatch. Other results on the bike included his first Grand Prix outings at Assen and Spa, and another six first places, the majority at Brands, and was also highly placed at other circuits. He finished 14th in the Junior TT and ended the season as 350cc British Champion, and was 8th in the 350cc World Championship.

1
Derek Minter, 1957,
race meeting unknown



2
Derek Minter, date,
race meeting unknown



Following the 1957 season Minter's 350 Manx was sold to Geoff Duke in mid-March 1958, as chronicled in the press of the time. It is likely that the bike was used extensively at the start of that season, and that later in the year both the rolling chassis and the engine were used at different times, and with various other chassis and engine combinations as the season progressed, as Duke also used his own lightweight chassis and some factory engines. It is probable that the ex-Minter Manx became known as one of the 'Dearden Manxes' used that season, as Dearden had been recruited by Duke for machine preparation. What is certain is that the bike played some part in Geoff ultimately finishing third in the 350cc World Championship in 1958, and may possibly be the machine on which he won at Silverstone, beating Bob McIntyre, and also finished 5th in the Belgian Grand Prix and 3rd in the Italian Grand Prix.

At some point this bike has, as one would expect with a racing machine, undergone changes, improvements and modifications to enhance its performance, make it more reliable, and generally more user-friendly. These include the enclosed coil spring conversion (a favourite Duke modification), the four leading shoe front brake, the Bosch magneto, and the Seeley PGT AMC-type five speed gearbox. At some time also the engine has evidently had a replacement set of crankcases stamped with the original engine number.

It is rare that a machine with a potential history such as this comes to the market, having conceivably been in the possession of not just one, but two of the greatest riders this country, or the world, has ever known.

70782 was purchased from Miles Robinson by the present owner's father some years ago, and it is known he discussed the bike's history with the late Mick Walker, who accessed factory records to check the history. Prospective bidders should satisfy themselves with regard to the machine's provenance prior to bidding. The Manx has not been started, or used, in recent times, having been on museum display during the present ownership. It will, therefore, require careful re-commissioning and safety checks before future use with a new owner.

£30,000 - 40,000
€39,000 - 52,000

396

1960 NORTON 498CC MANX MODEL 30 RACING MOTORCYCLE

Frame no. 86406

Engine no. R11M 86406

- *Current ownership for circa 40 years*
- *Restored condition*
- *Last ridden, by Geoff Duke, in 1986*
- *Dry-stored for the last 30 years*



Geoff Duke aboard the Norton, 1986, Cornwall

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 the Manx gained a double-overhead-camshaft cylinder head like that enjoyed by the works bikes, but the major development was the arrival for 1951 of the Featherbed frame that enabled Norton works rider Geoff Duke to take the 350cc and 500cc world titles that year.

The cycle parts remained essentially unchanged from then on, apart from the adoption of a double-sided, TLS front brake for 1962. Manx engine development though, 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.

The vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, engine swaps, etc – it is not so surprising that so many old racing motorcycles no longer have their original engines, which makes this 'matching-numbers' Manx something of a rarity. Owned since the 1970s, it has been fully rebuilt/restored by the highly skilled engineer vendor with help from the late marque specialist, Ray Petty.

The machine was restored prior to 1986 in preparation for a visit to Cornwall by the late Geoff Duke, who requested a suitable motorcycle on which to do some demonstration laps (a photograph of Geoff riding the vendor's Manx is on file). Indeed, Geoff Duke was the last person to ride this Manx, and since 1986 it has been dry-stored in the vendor's sitting room and started only occasionally. The machine appears in excellent condition throughout, although it should be noted that it has not seen active use for some 30 years and will require re-commissioning and the customary safety checks before returning to the track.

£20,000 - 24,000
€26,000 - 31,000

397

'DUNSTALL' NORTON 750CC 'DOMIRACER'

Frame no. P7 6850

Engine no. 20 116603

- Spectacular 1960s race bike
- Dunstall 750cc race engine
- Owned by Rob Edwards, Dunstall's workshop foreman, 1968-2011
- Letter of authenticity



Dunstall Racer, Brands Hatch September, 1969

Paul Dunstall's name will be familiar to most motorcycle enthusiasts who were around in the 1960s and 1970s. He had raced from 1957 to 1959, but stopped racing and turned his attention to preparing race bikes for other riders, and producing performance parts and race styled accessories, especially for Nortons, but also for other marques. By 1966 he was building complete machines for both road and track. The 1967 Dunstall Dominator 750 was advertised as "the fastest road machine ever tested in Britain" and quoted a maximum speed of 131 mph. Customers included Steve McQueen. Meanwhile the racers were campaigned with considerable success including Ray Pickrell's win in the 1968 Production TT.

The machine featured here was bought by the vendor from Rob Edwards who had joined Paul Dunstall in 1967. In a letter dated 15.11.2011 which is included in the sale, Rob recounts:

"I was employed at the end of 1967 by Paul Dunstall of Eltham to build Dunstall Motorcycles, fairly soon I was his Race Mechanic and later he made me workshop foreman. When I started work he had 2 Norton Production Racers which Rex Butcher used to set the Monza 1 hour, 10 kilometer, 100 kilometer records at an average speed of 126.7 mph.

In 1968 Paul prepared one of these bikes and I prepared the other for the 1968 Production TT which Ray Pickrell won at record speeds. I obtained one of these, engine no. 20 116603 in 1968, I fitted Dunstall spun cast pistons raised compression ratio to over 11:1, fitted a Dunstall Domiracer cam, built the bike with a Robinson 4LS front brake and had one of the fastest bikes around at that time, which I raced fairly successfully at different periods, with my last competitive race at the end of 1987."

In addition to the above letter, this impressive machine is accompanied by a number of photographs from the period it was owned by Rob Edwards including shots of it being raced at Brands Hatch, Cadwell Park, and Donington Park, also a photo taken in the Dunstall workshop. There are a number of photocopies of press articles regarding Dunstall. The paddock stand seen in the photos is not included in the sale.

The vendor lists the specification as follows: Norton Roadholder forks, alloy wheels, Robinson 4LS front brake, standard Norton rear brake, Atlas engine with full Dunstall modifications, twin Monobloc carburettors, Lucas K2FC competition magneto, Dunstall high level exhaust system with megaphones, Norton 4 speed close ratio gearbox.

Viewing of the history file is highly recommended. Prospective bidders should satisfy themselves as to the authenticity of the machine prior to bidding.

£10,000 - 12,000

€13,000 - 15,000

398

C.1950 NORTON 500CC INTERNATIONAL SPECIAL

Frame no. 38
Engine no. to be advised

- *Iconic machine of the time*
- *Raced during the 1990's*



Norton's series of over-the-counter road race models built an enviable post war reputation, an image which still endures today. Though barely 100 hand-built examples of the Manx were manufactured for each new season (and, quite remarkably, they were often only completed just a few days before official TT Practice began in late May...) the 500cc model was forever in demand by up-and-coming private owners. At the same time less affluent competitors would use their best endeavours to convert a road-going International model into full racer spec...as with this particular machine.

Thanks to the long-standing reputation of Norton's various ohc engines there is now a wider range of spare parts currently available than at any previous time. This factor has prompted the creation and existence of far more ohc Nortons than ever officially left Birmingham's Bracebridge Street factory all those years ago. More importantly though it ensures that 'cammy' Nortons of all types can now be kept running in a decent stage of tune, whether to be ridden in anger or for gentle pottering at a Rally.

The yellow-plated racer, which is constructed from a mix of parts, is offered in the identical condition as when last raced -- during the final years of the 1990s -- by the vendor's late father, despite he was over 70 years of age at the time. Although there is no record of either his or the bike's competition history, the family are happily aware that he was both a regular and popular feature within the contemporary club racing scene. On the mechanical side of things some useful information is provided by an undated Phil Kettle invoice, on which he records a repair to the International engine's drive side crankcase, prior to completing a comprehensive renovation of the motor itself.

The Kettle paperwork is too lengthy for repetition here; suffice to say seemingly no expense was spared. For reasons unknown the front brake plate is supplied, but not currently in place. Kitted out with any number of authentic Manx parts, including a full capacity oil tank, conical hubs, and a mini handlebar race screen, the machine is also equipped with Koni rear suspension units. This replica Norton 'warhorse' is an ideal candidate for some sympathetic tlc.

£8,000 - 10,000
€7,700 - 10,000

399

C.1952 NORTON 350CC MANX SPECIAL

Frame no. 10M48

The early 1950s was an exciting time for 350/500 Class road racing. At the majority of British circuits results tended to be dominated by those riders fortunate enough to be mounted astride a brace of Manx Nortons, although it should be acknowledged that both the 7R AJS and KTT Velocette provided healthy opposition in the 350cc category. Later of course, with the arrival of Norton's famous Featherbed frame, the Manx undoubtedly went on to out-handle virtually all rivals, especially the multi-cylinder machinery that was beginning to appear from Italy and West Germany. A typed note from the vendor's late father states he purchased the Norton in Wiltshire in 1976, at which time the bike was in Model 99 specification. He subsequently bought and fitted the existing camshaft engine, together with a quantity of other Manx parts. On file is a late 1970s invoice for an engine rebuild undertaken by Phil Kettle, who learned his craft while working for Francis Beart. Another note on file states how subsequent to that rebuild the machine did not undergo "any other use", and was kept in the owner's office. Applicable numbers for specific components are as follows: gearbox – 83070, rocker box – WM 409E5815, and forks - L3613. Effectively this visually attractive machine is best described as a Manx hybrid, but it is no less appealing for that.

£6,000 - 8,000

€10,000 - 13,000



400

C.1959 NORTON 500CC OHC SPECIAL

Registration no. DSL 185

Frame no. 6957

Engine no. P14 80483

First introduced in 1932 – through to cessation in 1958 – Norton's ohc International was the 'single' to which many sporting riders aspired. Irrespective the date of manufacture an 'Inter' always bore a passing resemblance to the Manx, yet was legal for the highway. During its quarter century existence it evolved from girder-forked 'rigid' into a fine handling machine whose race-developed engine was eventually slotted into the famous Featherbed-type chassis complete with telescopic forks and swing-arm rear suspension. Owned for many years by the vendor's late father this Norton is something of a cocktail, inasmuch it's fitted with full width hubs, the cambox dates from pre-war days, and the unpainted refurbished fuel tank is without graphics. Not ridden, and having received no attention for some years, the whole machine will require an extensive mechanical check before further use. Two brief longhand notes on file from Andy Savage, dating from 1987, confirm that he rebuilt the lower half of the engine. (Various parts are numbered as follows: gearbox – 21139; forks – 20073; crank 6957/69757) The DVLA have promised a V5C will be despatched before the end of March; there is no other documentation. Given its mix of non-period components the Norton represents a challenging project, from which can emerge a sporting 1950s motorcycle. Close inspection recommended.

£4,000 - 6,000

€5,200 - 7,700



401

C.1960 MATCHLESS 496CC G50

Frame no. 1779

- One of less than 200 made
- Quaife 5 speed gearbox
- Dunlop alloy rims
- Engine rebuilt by Mick Taberer
- Lucas 2MTT magneto



Matchless were one of the earliest manufacturers of motorcycles, founded in 1899, whilst their subsequent partners, AJS, were relative latecomers in 1909. Indeed, Matchless had won their first TT in 1907, before the inception of the AJS company; yet it was AJS who arguably went on to achieve greater fame in racing circles, with its overhead valve and overhead camshaft models of the 1920s. Whilst prior to the Second World War AJS had made overhead camshaft sports machines in both 350 and 500 capacities, after the conflict the first 'cammy' was only available as a 350. Although it was joined in 1953 by the Matchless G45 500cc twin cylinder machine, it was not until 1958 that AMC produced the G50, a companion single to the 7R, in the larger 500 capacity.

Identical in most respects, there appears no obvious reason why it took AMC ten years to produce a 500 version of the 7R single. It was possibly inspired by the Swedish rider, Bill Nilsson winning the inaugural World Motocross Championship in 1957 on a 7R bored out to 500cc and converted for off-road use. G50s were manufactured only from 1958 to 1963 and less than 200 left the factory. By the time of its introduction single cylinder racers were already in decline, and when the factory was struggling financially, AMC pulled the plug on both racing singles in 1963.

In 1966 the contents of the competition department were sold off to Colin Seeley, and the cammy singles acquired a new lease of life in Colin's frames. Other frames were to follow in ensuing years, and the model was to receive a further shot in the arm with the advent of classic racing, when it became competitive once again and another generation of frame makers turned their hands to making G50 racers.

The G50 offered here was purchased by the vendor approximately 4 years ago, having been restored by the previous owner over a period of time. The engine had been entrusted to well-known specialist Mick Taberer for a total rebuild, and the rest of the machine has been sympathetically restored to a very good standard, whilst retaining many of the original parts, such as the 1½ inch GP carburettor, Dunlop alloy rims, Lucas 2MTT magneto, correct alloy fuel and oil tanks, Smiths conical tachometer, and AMC clutch. At some time the engine has evidently had a replacement set of crankcases which are unnumbered. The only known departure from standard is the use of a Quaife 5 speed gearbox. The engine runs on Castor-based oil. During the present ownership the G50 has not been raced or paraded, although the owner has started it on regular occasions and advises us that the bike is ready to ride.

£30,000 - 35,000

€39,000 - 45,000

SEELEY G50 MARK 3 WOODEN REPLICA

- From the creator of the famous 'Planx Manx'
- Life size replica
- Made entirely of wood, including walnut, birch, maple, pine & tulip wood



This amazing Seeley G50 Mark 3 is a direct follow on from its creator's famous 'Planx Manx', a life-size replica of a Manx Norton created entirely in wood that took five years of its creator's spare time to complete. This Seeley has been equally long in the making, consuming almost 700 man-hours, and was only completed in January 2016.

Every single part of this Seeley G50 is made of wood: black walnut for the cam-box, hubs, and tyres; birch ply for the cylinder barrel, 'head, oil tank, brakes plates, and chain; maple for the fork yokes, carburettor, float bowl, and magneto; pine for the wheel rims, fuel tank, seat, and gearbox; tulip wood for the frame; oak for the crankcases; and mahogany for the timing case. This timber masterpiece is based on Classic Racer editor Malcolm Wheeler's Seeley G50 Mark 3 with the exception of the primary drive: chain has been chosen for originality, whereas Malcolm's bike has belt drive. Other than that, the specification is the same. Its maker would like to thank Malcolm Wheeler, George Beale, Bob Wood, and Peter Swallow for their invaluable help.

Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. Seeley's motorcycle dealership possessed an AMC agency and he was already well familiar with the Plumstead firm's race engines, having commenced his sidecar-racing career with a G50-powered outfit.

Believing that the engines possessed further potential if combined with state-of-the-art cycle parts, the previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the four-stroke singles enjoyed renewed competitiveness, Derek Minter winning first time out at the start of 1966 on both the 350cc 7R and 500cc G50-engined Seeleys. The Seeley frame progressed from the duplex cradle Mk1 to the similar but lighter Mk2 on which works rider Dave Croxford won the British 500 Championship in 1968. The down-tubes were abandoned with the Mk3, the head-stock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine.

Supported by sponsor Gus Kuhn, Seeley-mounted Croxford triumphed again in the British 500 Championship in 1969. The Seeley Mk4 introduced towards the end of 1970 featured a revised tubing layout and continued in production until 1973, achieving further successes. Production of Seeley frames was later licensed to Roger Titchmarsh and there have been countless copies made over the years, but none quite like this one!

£6,000 - 10,000
€7,700 - 13,000



403

C.1959 MATCHLESS 650CC G45 REPLICA

Frame no. 1683

Engine no. 59/G12x1191

After the Second World War the first racing machine produced by the AMC concern was the AJS Porcupine, which was never available for sale to the public. This was followed by the commercially-available overhead cam 7R single in 1948, and in 1953 by the Matchless G45 which was much more conventional in its layout than the Porcupine twin. Its basis was the rolling chassis of the 7R racer, with a twin cylinder overhead valve motor with 500cc displacement, similar to the road-going G9 engine in some respects. The G45 stayed in production until 1957, although never in large numbers. This replica G45 has been constructed with a 7R frame and a 650cc Matchless G12 engine, in homage to the twin cylinder racer. It is equipped with a Grimeca four leading shoe front brake, AMC clutch and four speed gearbox, genuine 7R oil tank, and valanced alloy rims. Carburation is via twin Amal concentrics, and ignition by Lucas magneto. It is fitted with an oil tap to prevent wet-sumping. Little is known of the history of the machine, other than that it was said to have been raced in Northern Ireland prior to acquisition by the vendor some three years ago. During the present ownership the bike has not been raced or paraded, although the owner has started it on regular occasions. This G45 replica can provide the looks, style, and probably performance of the original racer at a fraction of the price of the real thing.

£8,000 - 10,000

€10,000 - 13,000



404

1947 NORTON 490CC INTERNATIONAL SPECIAL

Registration no. ORE 331

Frame no. B4 11899

Engine no. B11 9908

'MotorCycling' concluded its July 1947 roadtest of the latest Norton International: "It looks right and every hard rider, whatever his ultimate choice, will inevitably harbour a covetous regard for that impressively deep tank with its silver, red and black motif. It is a motorcycle which offers vivid performance with a standard of safe handling difficult to express in words." The Norton International is one of those few machines better known by its abbreviated model name. In its various incarnations the "Inter" was always highly regarded by enthusiasts. It was also one of the best looking and most distinctive motorcycles on the road. This post war 'garden gate' Norton features a 1947 International engine built into an ES2 frame of the same year. It is a real eye catcher featuring a Manx type bolt through petrol tank, a wrap round competition style oil tank, alloy wheel rims, and a Brooklands can, which in period was reckoned to allow the cammy engine to put its power on the road, rather than be stifled by the standard silencer. Originally registered on September 24th 1947, this Inter was acquired by the vendor's late husband in July 2011. Believed to have been restored in the late 1990s, documentation includes a current V5C, a receipt dated 21.2.99 from cammy Norton specialist Arthur Skinner of Buntingford stating "Engine completely rebuilt and restored", two expired MoTs (the most recent issued 30.5.12), and a factory Maintenance Manual. Unused for a few years, the usual careful re-commissioning is advised before further use.

£8,000 - 10,000

€10,000 - 13,000

No Reserve



405

1955 NORTON 497CC DOMINATOR 88

Registration no. MSV 354
Frame no. K122 62984 (see text)
Engine no. 62984 K122

- *Delivered new in Birmingham*
- *Restored to original specification*
- *Wonderful condition*



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.

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951, having been previewed at the Dutch Grand Prix at Assen and also at the ISDT. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis, although the road version used arc-welded mild-steel tubing rather than the silver-bronze welded high-tensile Reynolds 531 of the Manx. Shortened Roadholder forks were fitted at the front, while at the rear the swinging arm pivoted on Silentbloc bushes.

Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements.

Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. In 1963 the standard model was discontinued leaving only the sporting 'SS' version, which remained in production until October 1966.

With its 'teardrop' silencers, aluminium-alloy cylinder head, 8" front brake, and rubber knee grips, this 1955 model is unquestionably one of the most handsome of the Dominator series. This particular Dominator 88 was sold new to one L White of Birmingham on 18th June 1955. In September 1988 the Norton was exported to South Africa and in 2005 was restored there by the current vendor's late father. The machine was inherited by his son in 2008 and brought back to the UK in April 2012. The export/import paperwork is on file and the machine also comes with old/current V5/V5C registration documents and a Norton Owners Club (copy) factory record. The latter notes that the frame number stamping is 'non original'.

£5,000 - 6,000
€6,400 - 7,700



406

SEELEY G50 500CC RACING MOTORCYCLE

Frame no. RMT MK2 40R

Engine no. G50.69R

Colin Seeley's racing frames are world renowned and earned him a reputation as one of the world's best frame designers. For many years the only person licensed to make Seeley frames and carry on that tradition has been Roger Titchmarsh. This very impressive racing motorcycle features the classic combination of a Titchmarsh built Seeley mark 2 frame and a G50 engine. The frame was originally supplied to Chris Watters in August 1990. According to Roger Titchmarsh it was equipped with an additional lightweight bracket for a horn at the request of the customer because he intended to make the machine street legal. It was finished in black stove enamel from new, again at the customer's request. It is not known whether this Seeley was ever road registered, but that horn bracket is thought to have been removed. The engine is a Rutter Developments G50, the gearbox a 6 speed Quaife with a Bob Newby clutch and belt primary drive, whilst the carburettor is a smoothbore Amal. The rear shocks are Konis, and the high level exhaust has adjustable baffles. Ignition is by an electronic self generating magneto, and a Scitsu electronic rev counter is fitted. The immediately previous owner was Adrian Cooper who rode it to victory in the 2008 Post TT meeting at Mallory Park. The trophy from that race now accompanies the bike which was last ridden by the vendor in the 2014 Bike Bonanza also at Mallory Park.

£14,000 - 16,000

€18,000 - 21,000



407

1984 MOTO GUZZI 850CC LE MANS III CAFÉ RACER

Registration no. A188 MFX

Frame no. 19807

Engine no. 20318

Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly captured the imagination of a wider public when the Le Mans burst on the scene in 1976. In 1978, the model was revamped as the Le Mans II, featuring a more elaborate Spada-style fairing, and then in 1981 came the more heavily revised Le Mans III, which incorporated new cylinder heads, a new exhaust system and refreshed styling. Without doubt one of the definitive superbikes of the 1970s, the Moto Guzzi Le Mans is today regarded as highly collectible. This matching-numbers Le Mans III was bought in October 2011 to compete in British Historic Racing's 'BEARS': British, European, American Race Series. Post-purchase modifications include 17" wheels with Morad alloy rims; a single seat; Ducati 851 silencers; clip-on' bars; and rear-set footrests. Apart from fitting Dynatek electronic ignition, the engine was left standard. Registered with BHR (B2/12 category), the Guzzi was tested by Andy Hunt at Cadwell Park and Mike Schofield at Aintree, and then raced once by Mike at Darley Moor. Mike then decided to switch to sidecar racing for 2014, and after its solitary competitive outing the Guzzi was returned to road-legal trim last year. Accompanying documentation consists of an Historic Racing Machine Registration Certificate and a V5C document. A unique and stylish Italian café racer that, unusually, has actually seen on-track action.

£4,000 - 5,000

€5,200 - 6,400



408

1965 HONDA 247CC CL72 STREET SCRAMBLER

Registration no. DSO 581C

Frame no. CL72-1006318

Engine no. CL72E-1006376

Introduced in 1960, the CB72 retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and a gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburetors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With a maximum power output of 24bhp at 9,000rpm and weighing just 340lbs, the CB72 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s. The CB's specification: overhead-camshaft engine, electric starter, rev counter, and twin-leading-shoe brakes, was unmatched by any of its rivals. In 1962 it was joined by a CL72 'street scrambler' variant, aimed at the North American market, which boasted an upswept exhaust system, sump 'bash' plate, wider handlebars and serrated footrests among other off-road adaptations. This restored example of what is now one of the most desirable of early Japanese classics was purchased by the current vendor in the early 1990s from a local motorcycle dealer (since closed). It was in poor condition, with many parts missing (photographs available). The rebuild commenced in the summer of 2013 and was completed in 2015. Described by the vendor as in generally very good condition, the machine is offered with VJMC dating letters, a V5C document, and MoT to July 2016.

£3,500 - 4,500

€4,500 - 5,800



409 N

1977 HONDA CB400F

Frame no. CB400F 1069507

Engine no. CB400F 10652296

Now regarded as one of the classics of the 1970s, the Honda 400 Four first appeared in 1974. Described as 'the poor boy's muscle bike', its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowed it a performance better than many 500s. With a stylish four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400 'represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke, and an awful lot of people are biased towards four-strokes; it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?' Currently displaying a total of 32,016 kilometres on the odometer, this example was purchased in August 2015 from a Dutch collector, its first owner, and then re-commissioned in December of that year. Highly original and said to run well, the machine is offered with a copy of its original Netherlands registration document.

£3,000 - 4,000

€3,900 - 5,200



The following 12 lots are offered from
an important private collection

410

The ex-Frank Perris

1969 SUZUKI TR250 RACING MOTORCYCLE

Frame no. 013

Engine no. 013

- *Genuine TR250 racing model*
- *In-period Grand Prix history*
- *Well documented*



The Suzuki factory commenced motorcycle racing in Japan in the early 1950s before seeking success on the world stage by entering the Isle of Man TT in 1960. Their early efforts were not successful, but the defection to the West of MZ's Ernst Degner, who came to Suzuki for the 1962 season bringing with him a wealth of two-stroke knowledge, transformed the fortunes of the Japanese firm at World Championship level. Suzuki brought its works racing programme to a halt at the end of 1967, but earlier that same year had introduced the TR250, an over-the-counter racer aimed at privateers. Based on the highly successful T20 'Super Six' roadster, the twin-cylinder TR250 was one of the fastest 250cc machines available, capable of speeds of up to 125mph.

In the UK, official Suzuki dealer Eddie Crooks of Barrow-in-Furness was one of the earliest recipients of a TR250 (list price £495). His rider Frank Whiteway lapped the Isle of Man TT course at 90.90mph during practice for the 1967 Manx Grand Prix, unofficially shattering the existing lap record. In the race Frank finished 2nd, but the following year won the Lightweight MGP riding the TR250 to give Crooks Suzuki its first major win.

At World Championship level, returning ex-works Suzuki rider Frank Perris was loaned a Crooks TR250 - number '013', the machine offered here - for the 1969 season. The partnership started well, Frank securing a 4th place finish at Imola, 3rd at Cesenatico, and 2nd at the Nürburgring (all international events) and this good run of form continued in Grands Prix, commencing with the non-championship Austrian GP at the Salzburgring where he finished 2nd.

Frank's World Championship campaign kicked off at the second round at Hockenheim where he finished 4th, which was followed by 6th at Le Mans and 2nd at the Isle of Man TT. At this point Frank's other commitments brought his season prematurely to an end and he returned home to South Africa, taking '013' with him. At the time he was in 3rd place in the 250cc World Championship...

In accompanying correspondence, Frank says of the IoM TT race: 'My swan song on the TR, it was a fantastic partnership on my mini "come-back" to finish 2nd behind Carruthers' Benelli and ahead of Herrero on the Ossa. It was a very satisfactory part season for me on Eddie Crooks' Suzuki TR250 Engine No.013, a fantastic achievement for this over the counter racer.'

'013' was later acquired by Ferry Brouwer for his collection of historic racing motorcycles, and during Ferry's ownership was ridden occasionally by Frank. After Ferry sold the Suzuki to current vendor Phil Morris, Frank subsequently rode it on two occasions, both at Mallory Park. Related correspondence is contained within the accompanying history file.

There are probably fewer than a dozen genuine TR250s now in existence, and none can boast a racing pedigree as good as this one, which has enjoyed unmatched success at Grand Prix level.

£15,000 - 20,000

£19,000 - 26,000



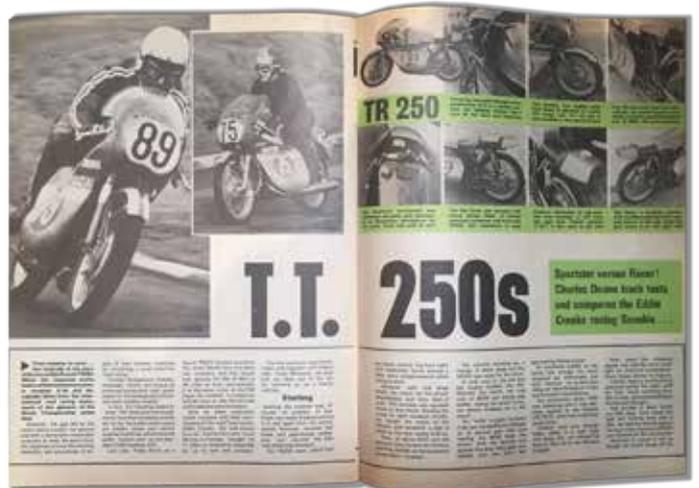
Frank Perris aboard the Suzuki TR250, 1969 TT.

© FoTTofinder



© FoTTofinder

Eddie Crooks beaming over Frank Perris following his magnificent 2nd place finish, 1969 TT.



© Mortons Archive

411

The ex-Pat Mahoney, Barry Sheene

1973 SEELEY-SUZUKI TR500 MONOCOQUE RACING MOTORCYCLE

Engine no. 10063

- Unique monocoque prototype
- Restored in the 1990s



By the late 1960s, stressed skin, or 'monocoque', chassis construction had established itself as the norm for Formula 1 cars, so it was hardly surprising that some enterprising designers sought to apply this technology to the construction of racing motorcycles. One such was Colin Seeley, who had already established himself as frame-maker par excellence to the racing community, supplying tubular frames for, initially, AMC singles before branching out to cater for other makes of engine. By 1972, Seeley was also involved in managing production of Brabham's Formula 2 and 3 cars at its factory in Surrey. Brabham understood monocoque technology, though they had been late to embrace it, while no-one knew more about racing motorcycles than Colin Seeley: the result was the machine offered here, which was built over the winter of 1972/73.

Designed by ex-AMC man Bob Cakebread, assisted by Les Apps, the Seeley monocoque chassis was made by Brabham's top F1 fabricator, Nick Goozée. Steel fabrications were used for the head stock and swinging-arm pivot, while the panels were aluminium-alloy, riveted together. The forks and swinging arm were off-the-shelf Seeley components, but the alloy wheels and plasma-sprayed aluminium brake discs were specially developed for the Monocoque. Power was supplied by a Suzuki TR500 racing engine.

Following its debut at the Motorcycle Mechanics-sponsored Racing Show in January, the completed Seeley-Suzuki Monocoque was tested at Brands Hatch in February prior to the start of the 1973 season; ridden by Barry Sheene and Pat Mahoney, it completed 37 trouble-free laps and received nothing but praise from both riders. Mahoney was Seeley's only official rider for 1973, campaigning the Monocoque in the '500' class and a conventional Seeley-Kawasaki triple in the '750' category.

In a domestic season dominated by Barry Sheene on his tubular-framed Seeley-Suzukis, the best Mahoney could manage on the Monocoque was a brace of 2nd places, both at Brands Hatch (Easter meeting and the Hutchinson 100). Sheene rode the Monocoque only once, at Mallory Park on 4th March, but dropped out with engine trouble. With Colin Seeley's time fully occupied by his other commitments, this promising machine received next-to-no development, and at the end of 1973 it disappeared from view.



For the next 20-or-so years the Monocoque remained in storage, and by 1992 was back in Colin Seeley's custody, albeit with some components missing, including the engine. Colin Seeley then sold the Monocoque to collector Stewart Newton, who proceeded to restore this unique machine to its former glory, fitting the replacement TR500 motor supplied by Colin. The story of its resurrection was published in Classic Racer magazine (copy article on file) while the story of its birth is covered in the second part of Colin Seeley's fascinating autobiography, 'Colin Seeley ...and the rest' (Chapter 4).

Stewart Newton subsequently sold the Seeley-Suzuki Monocoque to current vendor Phil Morris, and it was while the machine was in Phil's care that it was tried again by the late Barry Sheene, who rode it at the Oliver's Mount 'Cock o' The North' meeting. The machine was last ridden - by ex-Suzuki works star, the late Frank Perris - on the Parade Lap at the Isle of Man TT in 2002. The fuel tank has been signed by both Frank Perris and Barry Sheene. Accompanying documentation is contained within a substantial history file (perusal recommended).

Under different circumstances and with greater development, the Seeley-Suzuki Monocoque would surely have achieved much more; it remains one of motorcycle racing's more fascinating 'might have beens'.

£20,000 - 26,000
€26,000 - 33,000

Barry Sheene astride the machine prior to testing, Brands Hatch, 1973.

Credit: Bryan Holder



412

Ridden by Tommy Robb and John McGuinness

HONDA 250CC RC163 GRAND PRIX REPLICA

Frame no. JML/PMR002

- Constructed in 2003
- Works-pattern frame
- Honda CBR250R engine



Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action. The result of this situation has been the growth in recent years of a 'cottage industry' of replica builders, many of whom use the four-cylinder engine of the modern CB250R sports roadster, a Japan-only model never officially imported into the UK.

When first introduced in 1986 as the Type MC14, this little jewel had around 45bhp on tap at 14,500rpm. The series progressed via the CBR250R (MC17 and MC19) to the CBR250RR (MC22) and was last made in 1999, though the engine type (MC14E) remained the same throughout. Water-cooling aside, it is the closest in spirit to Honda's Grand Prix power units of the 1960s.

This MC14E-powered RC163 replica was built in 2003, with all measurements taken from Sammy Miller's Honda 250/4. The tank design and pattern came from the ex-Mike Hailwood Honda at the National Motor Museum, Beaulieu, with the help of Bernie Saunders, while the glassfibre work was done by Tony Milk, who also supplied the fairing, CR93 seat, dummy oil tank, and alloy parts including brake plates. Other noteworthy features include a powder-coated frame, Hagon rear suspension, and early Honda CB77 forks, cut down 2½". We are advised that the frame is faithful to the works specification, and the machine also features an aluminium fairing, just like the works bikes would have used. This machine was ridden by Mark Loxley throughout its debut 2003 season without any problems, and has CRMC dispensation to take part in parades (see Classic Machine Registration Certificate on file).

Ridden by former Honda works rider and Grand Prix winner Tommy Robb in numerous major events, this was his 'go-to' machine of the two available to him, and is considered by many to be the best RC163 replica produced to this day. It has also been ridden by Honda TT star John McGuinness at the 'Festival of 1,000 Bikes'. Offered with history file.

£12,000 - 16,000

€15,000 - 21,000

413

SUZUKI RZ63 REPLICA RACING MOTORCYCLE

Suzuki first emerged onto motorcycle sport's international stage in 1960 when the Japanese manufacturer made its debut at the Isle of Man TT in the Ultra Lightweight race with a trio of 125cc two-stroke twins entered under its 'Colleda' brand name. In 1962 Suzuki won the inaugural 50cc World Championship, Degner winning four of the races. The following year New Zealander Hugh Anderson took both the 50cc and 125cc world titles for Suzuki, and the stage looked set for even greater achievements. In 1963 Suzuki unveiled one of the most sensational racing motorcycles the world had ever seen: the RZ63. A 250cc 'square four' featuring disc valve induction, the RZ63 engine was in effect two of the RT63 125cc twins coupled together on a common crankcase and equipped with water cooling. With 52bhp on tap, it was as powerful as a British 500cc four-stroke single and had a top speed of around 140mph. Following an inauspicious debut at the season-ending Japanese GP in 1963, the Suzuki four was extensively redesigned for 1964, its first full Grand Prix season, emerging as the RZ64. It would be revised once more, as the RZ65, for 1965, its final year. For all its promise, Suzuki's amazing 250cc four achieved little over the course of its short life; dogged by unreliability and with a tendency to seize at high speed without warning, it is best known today by its 'Whispering Death' sobriquet, coined by Australian works rider Jack Ahearn, who was lucky to walk away from one such incident at the Isle of Man TT. We are advised that this RZ63 replica has been created using a genuine Suzuki factory TR front end, a TR500 frame, and a dry clutch version of the Suzuki RG400 roadster engine which, like its racing progenitor, is a water-cooled square four. Invoices on file indicate that it was built between circa 2010 and 2012, and the accompanying folder also contains a quantity of photographs and photocopied literature. Hardly any of Suzuki's works bikes from the 1960s survive - it was company policy to destroy them at the season's end - and thus replicas such as this are the only means of experiencing these fabulously ambitious multi-cylinder machines from Grand Prix racing's 'Golden Era'.

£14,000 - 18,000

€18,000 - 23,000



414

HONDA RC181 REPLICA RACING MOTORCYCLE

Engine no. PC008/1006078

Having won all of the smaller capacity classes at World Championship level since its arrival on the international scene in 1959, Honda turned to the premier 500cc category in 1966. Their first offering in the class - the RC181 - followed the pattern set by Honda's previous four-cylinder racers, being an across-the-frame air-cooled design boasting four valves per cylinder. To give its new project the best chance of success, Honda resigned Mike Hailwood, a past World Champion for them in the '250' class, who had just won his 4th consecutive '500' title for MV Agusta. Although the new RC181 was more powerful than the three-cylinder MV, producing 85bhp to the MV's 80, its handling was not in the same class. In spite of the RC181's 'evil' handling Mike was able to make it win, but the big Honda was also bedeviled by gearbox problems, and this lack of reliability ultimately cost him the Championship in 1966 and '67, overall victory going to MV's Giacomo Agostini on both occasions. At the end of 1967 he decided to retire from motorcycle racing, and so did Honda, whose multi-cylinder four-strokes were due to be outlawed by the FIM. The only one of its kind made, this RC181 replica was built in 2010 by John Loxley using a bespoke frame and a Honda CBX550 engine, the latter chosen because of its superficial similarity to the original RC181 racing unit. The CBX engine incorporates a lightened and fully balanced crankshaft; new big-end and main bearings; new seals; new cam chain; Newman camshafts; honed cylinders; new piston rings; modified cam covers; and a dry clutch conversion. The frame's main rails are of T45 tubing, while other noteworthy features include replicated RC181 brakes; cut down CB72 forks; modified CB72 rear hub; and a fuel tank and aluminium fairing by Peter Kyte. Since completion this unique motorcycle has been ridden by Rex Butcher and Mike Hailwood's son, David.

£18,000 - 22,000

€23,000 - 28,000



415

The ex-Robert Dunlop, William Dunlop, Michael Dunlop

2004 HONDA RS125RR RACING MOTORCYCLE

Frame no. JR01041012

Engine no. A12995/9587

- Purchased new by Robert Dunlop in 2004
- North West 200 and Irish Championship winner
- Michael Dunlop's first Isle of Man winner
- Fitted with a JHA kit



Ireland lost another of its great road-racing heroes in 2008 when Robert Dunlop, brother of the late Joey, succumbed to injuries sustained in practising for the North West 200. Born on 25th November 1960, Robert Dunlop learned his craft on short circuits before making his road-racing debut at the Temple 100 in 1979. He celebrated his first visit to road-racing's Isle of Man capital in 1983 with a win in the Manx Grand Prix Newcomers' Race and scored his first TT win in 1989 in the 125cc event. For the next few years Robert Dunlop owned the 125 TT, winning in 1990 and 1991 to cement his reputation as one of the finest riders the Ultra Lightweight class has ever seen. He also won the Junior TT in 1991.

During the 1980s and early 1990s Robert enjoyed an unprecedented run of success at the Cookstown 100, winning eight times with a triple success in 1987 that netted him the 'Man of the Meeting' award. Following his Macau Grand Prix victory in 1989, Robert Dunlop was signed by the John Player Norton team to contest the Motor Cycle News Supercup Championship and selected road course events in 1990. Riding the rotary Norton, he won twice at the North West 200, took one of the team's three wins in the MCN Supercup and finished 2nd in the F1 TT in the Isle of Man.

In 1994 he sustained serious leg injuries in the Isle of Man during practice for the TT when the rear wheel of his Honda RC45 collapsed. Out of action for the rest of the year and all of 1995, he returned to the track at his favourite Cookstown event in April 1996.

The legacy of his injuries would restrict Robert to riding 125s from then onwards, and despite not being fully fit, he nevertheless finished 9th at Cookstown in a race won by his brother, Joey. In 1997 he returned to the TT, finishing 3rd in the Ultra Lightweight race and the following year scored a fairytale win in the same event, which would be the last of his five TT victories.

Although he had proved that he was able to ride - and win - again, Robert continued to be handicapped by the lingering effects of that Isle of Man crash and in December 2003 announced he would retire from motorcycle racing at the end of the 2004 season. Early in 2005 he announced that he would be having further surgery to improve his leg, and if all went well would return to racing for one last time. He did so towards the end of that same year and in 2006 stormed to a record breaking 15th win at the North West 200.

Robert Dunlop taking the chequered flag, North West 200, 2006.



© Pacemaker Press

Robert's fatal accident occurred on 15th May 2008 when the engine of his 250 Honda seized and he was thrown from the machine. His sons William and Michael Dunlop were both racing at the North West and the following day Michael scored an emotional win in the 250 race. Robert Dunlop was laid to rest on 15th May 2008 at Garryduff Presbyterian Church next to his brother, Joey.

The Honda RS125RR we offer was purchased by Robert Dunlop in the winter of 2004 and ridden by his son William for the full 2005 Irish road racing season, in which he scored his first ever road race win (at Athea). He also raced the Honda on several short circuits that year, during the course of which it also appeared in the orange and black livery of sponsor P F Flynn. In the winter of 2005 Robert bought the JHA kit that is still fitted to this machine (an expensive purchase at £20,000).

It was on this Honda in 2006 that Robert won his 15th and last North West 200 race. He also won that year's Ulster Grand Prix and the 125cc Irish Road Racing Championship on this machine, and took wins at the Southern 100 and Scarborough riding it. Robert said it was the fastest 125 he ever rode. A full breakdown of this Honda's racing history is available, and the history file also contains a letter of authentication from Paddy Flynn, who sold it to the current vendor Phil Morris, and an action photograph signed by Robert Dunlop.

William's younger brother Michael Dunlop also rode this Honda in 2006 and achieved his first Isle of Man victory on it in that year's Manx Grand Prix Newcomers' Race. In 2007 William Dunlop finished 3rd in the Irish Championships on the machine. Ridden by three members of the Dunlop dynasty: Robert, William, and Michael, this Honda RS125RR is a motorcycle of considerable historic significance.

£20,000 - 24,000
€26,000 - 31,000

416

The ex-Guy Martin, Hydrex Honda, Sean Muir Racing

2008 HONDA CBR1000RR FIREBLADE SUPERSTOCK RACING MOTORCYCLE

Frame no. JH25C59A38M003768

- Ridden by Guy Martin in 2008/2009
- Isle of Man TT and Ulster GP podium finishes
- Certificate of Authenticity



Few sports personalities achieve recognition outside of the enthusiast following for their chosen sport, which makes road-racer Guy Martin something of a phenomenon; indeed, not since Barry Sheene back in the late 1970s has there been a British motorcyclist with a higher public profile. Guy first came to the attention of the wider public following the release in 2011 of the film 'Closer to the Edge' a documentary about the 2010 Isle of Man TT races. That was the year Guy experienced one of his more spectacular crashes when he parted company with his Honda Fireblade at super-fast Ballagarey, the bike exploding in a horrifying ball of flame. Guy has since gone on to become one of the more unlikely stars of British television, fronting a hugely successful series of documentaries with a technological and/or record-breaking theme.

Guy had been racing for the Ireland-based Wilson Craig team in 2010, having been with Sean Muir Racing (SMR) for the preceding three seasons. He had signed for SMR at the end of 2006 to ride the team's Hydrex-sponsored Honda Fireblades in the 'big' classes and the Honda CBB600RR in the Supersport category.

The Fireblade offered here was used by Guy during the 2008 and 2009 seasons, a time when he was still competing in the British Superbike Championship as well as on his favourite road courses. Guy rode this machine in the Superstock category, a class that severely limits the modifications that can be made to an otherwise standard motorcycle. His most notable results over the course of these two seasons were 3rd in the 2008 Isle of Man Superstock TT; 2nd in the 2009 Superstock TT; and 4th in the 2009 Ulster Grand Prix Superstock race.

The machine was purchased by the current vendor in 2014 and comes with a Certificate of Authenticity signed by SMR Hydrex Honda Chief Engineer, Mick Shanley. The history file also contains sundry invoices, the 2014 purchase receipt, selected photographs, and a quantity of 'Guy Martin' stickers. Some Goodridge brakes hoses and fittings are included in the sale.

£12,000 - 16,000

€15,000 - 21,000

417

C.1985 SUZUKI RG500-YAMAHA RD500 FORMULA 1 RACING MOTORCYCLE

- Built by Mike Booy's
- Raced in period by Chris Faulkner
- Restored by Nigel Everett



This interesting racing 'special' was constructed circa 1985 by Mike Booy's, an accomplished competitor in the Formula 2 category, who built it to compete in Formula 1 events. It later passed to fellow Formula 2 competitor, Chris Faulkner, who raced this hybrid at the Isle of Man TT (see letter on file) and later found its way into the ownership of collector Elwyn Roberts.

The current vendor, Phil Morris, purchased the hybrid from Steve Griffith in November 2000. It has since been expertly restored by Nigel Everett, former mechanic with the Heron Suzuki Grand Prix team, who completed the task in April 2003.

Nigel's report states: 'On inspection of above motorcycle the machine was found to be in almost complete condition. The main extra work to be done over the estimated price is the fitting of the rear wheel. This will need extra machining work to be carried out. The frame is Suzuki RG500 Mk7 modified to take the Yamaha engine. Front wheel is Campagnolo with Suzuki discs, front forks are unknown to myself. The yokes are Suzuki but the top yoke is broken and will need specialist repair work done. The throttle and temperature gauge are Suzuki, as is the radiator; rear shock is White Power and will need a complete overhaul by them as the hose is perished. The rear linkage is Suzuki but the swinging arm is, I think, modified road bike.'

Nigel's concluding report states that the engine was found to be in very good condition, merely requiring new oil seals and gaskets, and that it has been set up to run on 50/50 Avgas/super unleaded. This unique racing motorcycle is offered with a history file containing photographs and other paperwork.

£10,000 - 14,000

€13,000 - 18,000

HONDA RC111 REPLICA 50CC RACING MOTORCYCLE

Frame no. AC15-1002009

Engine no. E1002009



- Built by former Grand Prix race mechanic and Classic team owner Ferry Brouwer
- Based around a modern CB50 Dream
- Includes works forks and a magnesium head stock



Introduced for the 1962 season, the RC111 was Honda's first offering in the 50cc racing category, newly promoted to World Championship status. The single-cylinder engine boasted twin overhead camshafts and four valves, and produced 9.5bhp at 14,000rpm. It started with six gears, which were increased to eight and then ten as the season progressed, but was always playing catch-up to the more powerful Suzuki and Kreidler two-strokes.

Considered to be the closest copy of the factory bikes ever attempted, this RC111 replica was built by the former Grand Prix race mechanic and classic team owner, Ferry Brouwer, using a modern CB50 Dream as the basis.

The stock CB50 frame has been modified to incline the engine by 15 degrees, and the machine's specification also includes works forks and a magnesium headstock; ex-works (RC115) front and rear brakes; (reproduction) Smiths tachometer; and an aluminium fairing made by ex-GP rider, Kees van Dongen.

The engine incorporates the following HRC parts: single-port cylinder head, camshafts, piston, ignition, clutch and gearbox, while the clutch casing and exhaust were made by Ferry (see documentation on file). Acquired by Phil Morris from previous owner Steve Kempster, the Honda has been ridden by former Grand Prix star Tommy Robb on many occasions over the last few years.

£12,000 - 16,000

€15,000 - 21,000

419

HONDA RC115 REPLICA 80CC RACING MOTORCYCLE

Frame no. JML/PMR/004

Engine no. RC12E1006822

- Based around a modern CB50 Dream
- Built by John Loxley
- Engine built using HRC spares including six-speed gearbox, camshafts, valves and valve springs



Introduced for the 1965 season, the RC115 was in effect the 'Mark 2' version of the preceding year's RC114, Honda's first twin-cylinder offering in the 50cc class, which had marked the Japanese manufacturer's return to the 'tiddler' category after a year's absence. The RC115 proved good enough in Ralph Bryans' capable hands to bring Honda its first 50cc World Championship in 1965, after which it withdrew from both the 50cc and 125cc classes.

This RC115 replica is based on a modern CB50 Dream that had been acquired, with only 200 miles recorded, by ex-racer Charlie Mates. Charlie and John Loxley then set about creating an accurate RC115 replica, fabricating a complete new frame using that of a CR110 over-the-counter racer for guidance.

In a letter on file, John states that he built the engine using HRC spares - six-speed gearbox, camshafts, valves, valve springs - ported the cylinder head and machined the flywheels. He also fitted a Takegawa 80cc 'big bore' kit.

After completion in 2002, this RC115 replica was ridden by Charlie Mates in CRMC parades during the 2003, 2004, and 2005 seasons, and comes with its Classic Machine Registration Certificate (for parades only). Since its acquisition by Phil Morris, the Honda has been ridden by the 1965 50cc-class World Champion Ralph Bryans on many occasions over the last few years.

£8,000 - 12,000
€10,000 - 15,000

420

The ex-Doug Polen

1996 SUZUKI GSX-R750 RACING MOTORCYCLE

Frame no. JS1GR7DA 1T2102295

Engine no. R276-104088

- Raced by Doug Polen in the AMA Superbike Championship
- Rebuilt condition
- Equipped with numerous Suzuki race kit parts



This Suzuki GSX-R750 was raced by two-time World Superbike Champion Doug Polen on his return to AMA competition in the USA. Born in Texas in 1960, Polen learned his craft contesting money-paying club events in the USA, before landing a works ride with Yoshimura Suzuki in 1988. He had already won the Supersport championship and did so again in 1988, adding the new 750cc-class championship for good measure. Staying with Suzuki, he moved to Japan and claimed the Formula 1 and Formula 3 titles in 1989, becoming the first foreigner to win a domestic championship in that country, while a one-off ride at the Sugo round saw him win his first WSB race that same year. A serious injury delayed the star of Polen's 1990 season, but the indefatigable Texan still managed to finish 3rd in the Japanese Formula 1 championship.

It was then that Italian-American tuner Eraldo Ferracci offered Polen a full WSB season on the 'Fast by Ferracci' Ducati 888. Despite not being on a full works bike, Polen dominated the 1991 season in a manner that would not be seen again until Jonathan Rea switched to Kawasaki for 2015.

Using Dunlop tyres in a field of mainly Michelin runners, he won 17 of the 24 races, including seven consecutively, was on the podium 21 times, claimed 10 out of 13 pole positions, set six lap records, and beat runner-up Raymond Roche on the full works Ducati by a massive 150 points. He repeated the feat again in 1992, though with several of the front runners now on Dunlops it was more of an even contest.

Ducati then asked him to concentrate on AMA races for 1993, and he duly obliged the Italian factory by claiming that year's AMA Superbike Championship with 64 points to spare. Returning to World Superbikes for 1994, but this time with Honda, he struggled with the RC45, as many did, and left the team at the start of the 1995 season, though winning the prestigious Suzuka 8-Hours with WSB team-mate Aaron Slight was some consolation.

For 1996 Polen returned to the USA and privateer status, running his own Suzuki GSX-R750 - the machine offered here - in the AMA Superbike championship and Formula USA. It was a difficult year, one of the few highlights being the achievement of Bridgestone's first national road race win in the USA. At the year's end Doug shared a SERT Suzuki with Terry Rymer and Peter Goddard at the Bol d'Or round of the World Endurance Championship, the team finishing second in a race it should have won.



That led to a full-time ride with SERT for 1997, and Doug and Peter Goddard ended the year as World Endurance champions. The American stayed with the WEC for 1998, riding for the factory Honda squad on the by-now much improved RC45. He won the Championship for a second time. Laid low by a then undiagnosed medical condition that would come close to costing him his life, Doug Polen retired from racing at the end of 1998.

Totally rebuilt prior to its acquisition by current vendor Phil Morris in 2013, this ex-Polen GSX-R750 incorporates a host of special factory 'kit' racing parts, including the head gasket, camshafts, pistons, carbon fibre air box, charging system, endurance radiator, ignition coils, tachometer, wiring harness, oil pan, and titanium exhaust system.

A full listing of its specification is available (perusal recommended). The accompanying history file also contains the Suzuki's original 'Certificate of Origin for a Vehicle' (dated January 25th 1996 and naming Doug Polen as owner) together with a quantity of parts invoices and dynamometer printouts.

£15,000 - 20,000

€19,000 - 26,000



2000 TRIUMPH TT600 RACING MOTORCYCLE

Frame no. SMT TH800S XY104578

Engine no. 104885

- One of the first racing TT600s
- Ridden by Jason Griffiths
- Current ownership since 2001



Triumph's first offering in the vitally important 600cc class, the TT600 arrived in 2000 to less than universal acclaim. Handling and braking were judged as good as any but the fuel injection needed further work, a shortcoming addressed by a succession of improved fuelling 'maps' downloadable from Triumph dealers. By 2002 Triumph had eliminated most of the glitches. Comparing it to the Japanese opposition, Bike magazine declared: 'The TT has the best combination of handling and ride quality, for normal riders on normal roads – not just of any bike here, but of anything you can buy.'

It was inevitable, given the design's obvious potential, that the TT600 would be raced in the Supersport class. One of the first to do so was Manx-resident Welshman Jason Griffiths, a recognised 'roads' specialist whose one-man team was run by ex-racer Tom Dickie and sponsored by General Guarantee Finance Ltd. Jason had already assisted with the TT600's international riding launch back in February 2000, setting up the machines for the attending journalists.

Run and developed with factory's blessing, the machine used for Jason's racing effort is that offered here. The engine was blueprinted and fitted with re-profiled cams by renowned specialist, Chris Mehew, and the engine management remapped to suit the Micron exhaust, while the front was re-valved by Maxton, who also supplied the rear shock absorber. The highlight of what was effectively a development year was Jason's 116.84mph lap of the Isle of Man TT course (from a standing start) in June 2000. In the race an electrical fault brought the Triumph to a halt. Later in the year Jason claimed pole position at the Gold Cup meeting at Oliver's Mount, Scarborough, and in the race finished 2nd. At the same track's 'Cock o' the North' meeting in July, he had bagged a 1st and a 3rd on the Triumph.

At the season's end the Triumph was sold off via the trade. Documents on file show that it was invoiced by Triumph to Bill Smith Motors on 25th June 2001, and then by BSM to the current vendor, Phil Morris, on 17th July 2001. This historic racing motorcycle is offered with a substantial history file.

£4,000 - 6,000
€5,100 - 7,700

Further properties

422

2005 METMACHEX-SUZUKI 1,157CC BANDIT

Registration no. FH05 UKT

Frame no. SMETMA001CHEX0305

Engine no. V720-101745

- *Unique design*
- *The sole survivor of two made*
- *Bought directly from the manufacturer*



This unique motorcycle was constructed in 2004 by Metmachex Engineering, the British company known worldwide for its special aluminium-alloy swinging arms and other components. Now based at Alfreton, Derbyshire, Metmachex was founded in 1978, its trading name being derived from the words 'Metal Machining Experts'. At first the firm's main source of income was sub-contract work, interspersed with design and machinery repairs. Their first swinging arm was made after a customer asked for his Yamaha RD350LC swinging arm to be repaired; the repair was found to be too costly, so Metmachex designed a new one made out of aluminium. The rest, as they say, is history.

The Metmachex-Suzuki was designed and built by the firm's chief engineer, Bill Ryde, using £30,000 of his own money and a similar amount from the Government as an engineering innovation grant. This motorcycle's most innovative feature is its 'steering head', which uses a pair of spherical (Rose) joints instead of the conventional ball or taper-roller races. The engine is that of a Suzuki Bandit 1200, which in standard trim produces 100bhp-plus and over 70lb/ft of torque. Given that the Metmachex is considerably lighter than the 211kg Suzuki donor bike, you can be assured that its performance is more than adequate.

The current vendor bought this machine directly from Metmachex in 2009, and in June of that year it was featured in Motor Cycle News. MCN quoted the owner as saying: 'the steering is a little tight on take off but then the whole bike changes. Without doubt this is the BEST handling bike bar none I have ridden. It's extremely stable at all speeds and just glides around bends.'

Metmachex made only two of these machines; the other one was stolen and disappeared, believed destroyed, leaving the example offered here as the sole survivor. It has covered only 70 miles from new and is presented in commensurately excellent condition. Representing a unique opportunity for collectors, this testament to British engineering excellence is offered with the purchase receipt, an expired MoT (2010) and a V5C registration document.

£10,000 - 15,000

€13,000 - 19,000



423 N

1976 YAMAHA RD250

Frame no. 1A2 100279

Engine no. 1A2 100279

Yamaha's final shot at an air-cooled quarter-litre twin, the RD250C arrived in 1976 looking just like the simultaneously introduced RD400. Indeed, the two machines were identical apart from bore/stroke dimensions, overall gearing and the use of cast alloy wheels on the RD400, the RD250 sticking with the conventional wire-spoked variety. In those days (the mid-1970s) learner motorcyclists could jump straight on a 250 after passing their 17th birthday, and the RD250, with its 15-second quarter-mile time and 90mph-plus top speed, provided all the thrills a teenager could want, on the road at least. The model was up-dated as the 250E for 1978 gaining electronic ignition and the 400's cast wheels; it was replaced by the water-cooled RD250LC in 1980. Currently displaying a total of 22,067 kilometres on the odometer, this example was purchased in 2015 from a Dutch collector, having already been restored, and is said to run well. Offered with (copy) Belgian registration papers, the machine should require only minimal re-commissioning before returning to the road.

£3,000 - 4,000

€3,900 - 5,200



424 N

1994 YAMAHA RD350R

Frame no. YA9C62UA003N0006975

Engine no. 2UA-006975

After only a couple of years in production, the original Yamaha RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the 'YPVS' initialism standing for 'Yamaha Power Valve System'. Yamaha slotted this heavily revised engine into a new frame equipped with linkage-operated mono-shock rear suspension, while the original rear drum brake was replaced by a disc. After little more than a year the LCII was replaced by the mechanically similar RD350F (faired) and RD350N (naked) models, which in their turn were superseded by the FII and NII. Although improved in some areas, the newcomers suffered from power-restricted engines, and by 1988 only the FII remained in production.

When production ceased in Japan in 1991, dealers were able to import the Brazilian-made RD350R version, which needed to be de-restricted in order to offer the same level of performance as its distant predecessor. Assessing the relative merits of the various models, Bike magazine reckoned that the RD350Rs 'once set up were the best of the YPVs.' This RD350R has had only two owners and was restored by the second of them (invoices available). Presented in beautiful condition, the machine currently displays a total of 28,067 kilometres on the odometer and is offered with (copy) Netherlands registration papers.

£2,800 - 3,200

€3,600 - 4,100



425 N

1978 HONDA CB750F2

Frame no. CB750G 1010741

Engine no. CB750GE 1009004

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. Just how far ahead of the game it was, may be gauged from the fact that the first significant face-lift did not arrive until 1975, in the form of the CB750F Super Sport, a café racer-styled variant with a four-into-one exhaust and rear disc brake. 'It feels more compact, more manageable and, hallelujah - it handles,' enthused *Bike* magazine. The machine offered here is an example of the short-lived F2 model. Produced during 1978/79 only, the latter featured ComStar wheels, triple disc brakes, twin exhausts, and a black-finished engine that produced more power than before. Currently displaying a total of 36,012 kilometres on the odometer, this F2 was purchased in August 2015 from its first owner and is presented in generally good, running condition, complete with 'crash' bars and replacement 4-into-1 exhaust. Un-restored, the machine will require re-commissioning and the customary safety checks before further use. Offered with (copy) Netherlands registration papers.

£3,000 - 4,000

€3,900 - 5,200



426 N

1984 HONDA XL250R

Frame no. MD03-5018846

Engine no. HD03E 602678

Honda's long line of successful off-road models commenced in 1972 with the launch of the SL250 trail bike, though the nomenclature soon changed to the more familiar XL250. A that time Honda was Japan's biggest bike manufacturer (it still is, of course) but the smallest producer of off-road models. Big H's first attempt at building an engine specifically for 'dirt' use, the XL single-cylinder four-stroke motor was typically Honda in conception, being an all-alloy, overhead-cam, four-valve unit with integral five-speed gearbox, which was housed in a robust cradle-type frame. Weighing 305lbs with fuel and oil, the XL was on the heavy side for a 250cc dirt single but that figure was a reflection of its superior build quality and level of equipment. Top speed on the road was around 65mph. Honda's trail bike range was updated in the early 1980s, gaining Pro-Link mono-shock rear suspension (as developed on the factory moto-crossers), long-travel front forks and an 'R' model suffix. We are advised that this XL250R has had three owners from new. Currently displaying a total of 22,007 kilometres on the odometer, it has been re-commissioned by the vendor, and the engine repainted. The machine is offered with (copy) Netherlands registration papers.

£2,000 - 2,500

€2,600 - 3,200





427

1998 DUCATI 996CC FOGGY REPLICA

Registration no. 690 UMN (Isle of Man)
 Frame no. ZDMH100AAWB001623
 Engine no. 001777

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Within a short time the original 916 Strada was superseded by the Biposto (two-seat) version and the higher-specification SP. Next came the ultra-exclusive 916 SPS ('Sport Production Special') derivative of which only 1,462 were made (plus 202 of the UK-only 'Fogarty Replica' version). Despite the name, the 916 SPS came with an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. Of all the members of the 916 family, the SPS and closely related 'Fogarty Replica' are considered the most collectible. This 916 SPS was first registered in the UK on 16th July 1999 as 'T819 YHO'. The lady vendor's late husband bought the Ducati in 2010 and it was registered on the Isle of Man on 31st July 2012. There are service invoices on file dating back to 2000, the most recent of which was issued in October 2015 (timing belts changed, new battery, etc). The machine has covered only a tiny handful of miles since (current odometer reading: 5,010 miles). Presented in commensurately good condition, this highly desirable 'Fogarty Replica' comes complete with its original standard silencers, tool kit, warranty document, owner's manual, UK number plate, SORN paperwork, Isle of Man registration document, and its original numbered plaque ('143').

£10,000 - 14,000

€13,000 - 18,000



428

Property of a deceased's estate

C.1970 SEELEY 499CC G50 MARK 3

Frame no. MK3CS267

Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the ageing four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69. The Seeley frame progressed from the duplex cradle original to the similar but lighter Mark 2, before the down-tubes were abandoned with the Mark 3, the headstock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine. Introduced in May 1972, the Mark 4 featured a revised tubing layout and continued in production until 1973. This genuine Seeley Mark 3 was purchased new in May 1972 by prominent sponsor, Jim Ball, for Malcolm Moffat to ride in that year's Isle of Man Senior TT. In 1980 it was purchased by the late Brian Richards and since then has achieved numerous Manx Grand Prix Classic Senior 'Replica' finishes, most notably in 1996 with Bill Horsman, who finished in 3rd place at an average speed of 102.11mph. This Seeley has also been ridden by Bill Swallow, Bob Jackson, Danny Shimmin, and Scottish champion Brian Alexander. It was last raced in 2014 and was mildly refreshed during the winter of 2015.

£20,000 - 24,000

€26,000 - 31,000



429 N

Genuine 'telaio rosso' model

1971 MOTO GUZZI V7 SPORT

Frame no. VK11149

Engine no. VK30076

- Partially restored in 1980
- Current ownership since 1998
- Registered in Italy



An engine design that originated in the early post-war years, Moto Guzzi's venerable 90-degree v-twin is still around today powering the company's latest generation of superbikes. Guzzi's transverse v-twin engine had been conceived to power a lightweight military three-wheeler intended for the Italian army, and only later was it reassessed for possible motorcycle use. The first motorcycle to make use of this remarkable engine, the 703cc V7, appeared at the International Milan Show in December 1965. The work of Ing. Giulio Carcano, the man who had masterminded Guzzi's spectacular V8-engined Grand Prix racer, the V7 was the biggest and fastest roadster ever to come out of the factory at Mandello del Lario. Its military origins had dictated that the Guzzi v-twin should be both simple and easily maintained; indeed, accessibility was outstanding, while the shaft-drive transmission, another military requirement, provided virtually maintenance-free running.

The Guzzi v-twin would undergo a seemingly never-ending series of enlargements, the first of which, to 757cc, occurred in 1969 on the Ambassador/Special. By this time Carcano had retired, leaving his successor, Lino Tonti, to create the first true sports version - the V7S (Sport) - in 1971.

In creating the V7 Sport Tonti did away with the electrical generator mounted atop the crankcase, opting instead for an alternator carried on the crankshaft nose, thus enabling a much lower frame to be used. In marque expert Mick Walker's words, the result was 'an amazing transformation of a formerly staid, overweight package.' Together with its new frame, the V7S featured a 749cc engine to qualify for 750cc-class racing, a five-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52bhp available at the rear wheel, the magnificent V7 Sport was good for 120mph.

This V7 Sport comes with Moto Guzzi Certificate of Origin confirming the year, frame number and the fact that it is a 'telaio rosso' (red frame) model. Partially restored in 1980, this V7 has been in the current ownership since 1998 and has always been kept in a heated garage. Described as in generally excellent condition, the machine is offered with Italian libretto and ASI papers.

£18,000 - 21,000

€23,000 - 27,000

430 N

1949 MV AGUSTA 125CC 'QUATTRO MARCE' RACING MOTORCYCLE

Engine no. 16527-SS-2

- *Early MV Agusta racing model*
- *Four-speed version*
- *An older restoration*



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

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

For 1949 there was an entirely new version, featuring a more streamlined engine, a four-speed gearbox (replacing the earlier three-speed) and a new frame with swinging-arm rear suspension. An ideal machine for privateers, the racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke F.B. Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni, and build a four-stroke racer of his own, and in 1950 the works team ceased to use the two-stroke.

An older restoration, believe completed some ten years ago, this beautiful little MV featured the period-correct 21" wheels and is described by the vendor as in generally excellent condition. There are no documents with this Lot.

£7,000 - 9,000
€9,000 - 12,000

431 N

1965 DUCATI 204CC ELITE

Frame no. DM200-156065
Engine no. DM200-156313

- *Charismatic Italian OHC single*
- *Restored to 'concours' condition*
- *Italian registered*



Previously a producer of radios and electronic equipment, Bologna-based Ducati turned to motorcycle manufacture after WW2 with the Cucciolo ('little pup'), a clip-on engine designed for bicycle attachment. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the Cucciolo was soon followed by a range of proper, lightweight motorcycles, the first of which, the '60', appeared in 1949 and was powered by a 60cc overhead-valve engine. Another landmark was the arrival in 1952 of the '98' designed, like its predecessors, by Giovanni Fiorio. Fiorio's pushrod engine would be further enlarged and developed, finally featuring in a range of stylish 125cc models that would be produced into the early 1960s.

Designed by newly arrived Fabio Taglioni, Ducati's first motorcycle to have an overhead-camshaft engine - the single-cylinder 100 Gran Sport - first appeared on the racetrack in 1955 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 the 1956 season, the sports version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models, but from 1961 onwards the Elite's engine was based on that of the 250cc model. Top speed of either was in the region of 85mph. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukes are a purist's delight to ride.

Restored to 'concours' condition and period correct, the example offered here has to be one of the most beautiful Elites currently available. The machine is offered with its original Italian libretto and ASI Targa Oro. The competition-type Veglia rev counter is particularly worthy of note.

£7,000 - 8,000
€9,000 - 10,000

432 N

**1965 AERMACCHI HARLEY-DAVIDSON 246CC
ALA VERDE**

Frame no. 223450

Engine no. 250N-241766

- *Charismatic Italian 'flat single'*
- *Five-speed model*
- *Professionally restored*



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. The racing versions were christened 'Ala d'Oro' (Golden Wing). Alberto Pagani's 9th place on the 250's Dutch TT debut in 1960 demonstrated the racer's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix.

That same year an unlikely alliance between the Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250 and 350cc four-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's two-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva.

The five-speed Ala Verde offered here has covered relatively few kilometres since a comprehensive professional restoration, and comes with FIM homologation papers testifying to its originality. The competition-type Veglia rev counter, complete with original mounting, is particularly worthy of note.

£4,000 - 5,000

€5,100 - 6,400

433 N

C.1956 FERRARI 125CC SUPER SPORT

Frame no. 43038

Engine no. 38

One can only imagine the excitement when it was rumoured that Ferrari would unveil a motorcycle at the 1953 Milan Show. What appeared was a 125cc single-cylinder two-stroke painted in bright Italian rosso corsa, complete with a version of Ferrari's 'prancing horse' badges. The latter only lasted for the duration of the show but nevertheless succeeded in achieving the desired publicity and orders. Of course, what was on offer was not the product of Enzo Ferrari but Fratelli Ferrari, two brothers who happened to share his surname, a not at all uncommon one in Italy. Enzo Ferrari was not best pleased. The motorcycle itself was a typical Italian lightweight of the era, boasting a simple tubular frame, telescopic front forks and friction damped, torsion bar rear suspension, while the engine looked like a copy of the contemporary Parilla. Today genuine Fratelli Ferrari motorcycles are extremely rare and highly prized by discerning collectors, particularly those that already have one of their four-wheeled namesakes in the garage. This is one of the last motorcycles built by Ferrari before they stopped production circa 1956/1957. Comprehensively restored and beautifully presented, it has not been used since its restoration and has been on static display in the previous owner's collection alongside a Ferrari motor car. There are no documents with this Lot.

£5,500 - 6,500

€7,100 - 8,300



434 N

1956 PARILLA 175CC SPORT SPECIAL RACING MOTORCYCLE

Frame no. 400603

Engine no. 407086

Giovanni Parilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a Parilla. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. The firm went on to build a range of lightweight machines using two-stroke and four-stroke engines, and in 1952 at the Milan Show introduced the 'high cam' (cammie rialzata) model for which it is best remembered. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods. Stunningly beautiful, Parilla's production racer was also exceedingly quick, one not-yet-run-in Competizione being clocked at over 96mph by an American magazine. Not surprisingly the 'high-cam' model proved extremely successful on the racetrack, particularly in the USA, and enlarged versions of 200cc and 250cc capacity followed. Its engine race-prepared in period, this Parilla 175 Sport Special has been built for historic racing using period components, including a Veglia competition rev counter, offset footrests, lower handlebars, racing seat, and racing fuel tank. We are advised that this machine is ready to be used for historic racing or parading, or just for show. There are no documents with this Lot.

£3,500 - 4,500

€4,500 - 5,800





435

1967 HONDA CB450

Registration no. NAX 794F
 Frame no. CB450 1019851
 Engine no. CB450E-1006939

Although the Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, 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 numerous 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 motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. Imported from the USA in 1971, this example has been dry stored for the last 20-plus years. We are advised that the engine has been rebuilt and many new and refurbished parts fitted. Offered in running order, the machine comes with a V5C registration document and copies of bills for parts. It should be noted that the mirrors and passenger footrests are missing.

£3,500 - 4,500
€4,500 - 5,800



436

1968 HONDA CB450

Registration no. ORY 373G
 Frame no. CB450 1019779
 Engine no. CB450E-1017582

Although the Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, 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 numerous 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 motorcycle industry. This example was painted red by the supplying dealer, a not uncommon practice endorsed by Honda UK. Described as all original and un-restored, apart from a fuel tank repaint as some time, 'ORY 373G' has had only two previous owners (father and son), and has been dry stored for the last 30 years (it was last taxed in 1985). Recently serviced, re-commissioned and running, the machine comes with a V5C registration document and current MoT.

£3,500 - 4,500
€4,500 - 5,800



437

1974 HONDA CB750 K2

Registration no. XGU 730M
Frame no. CB750 2308248
Engine no. CB750E 2308075

- Imported from the USA
- Recently refurbished
- 18,253 miles recorded



'Seldom has a road-test model attracted such a wide interest and appreciative comments from bystanders. That it justified the praise goes without saying. No manufacturer has come nearer than Honda to producing an ideal roadster.' - *Motor Cycle*, testing 'YLY 70H' in 1970.

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight.

Bike magazine summed up Honda's achievement thus: 'Like BSA/ Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal.

The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup.' A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after by collectors.

This K2 model was imported from the USA and first registered here (to the current vendor) on 1st June 2012. The machine was re-commissioned in 2013, when works carried out included stripping down and examining the engine. The cylinder bores were cleaned; pistons checked and found to be original; valve clearances measured; and the engine reassembled with new gaskets, spark plugs, oil and oil filter. Cosmetic work included a repaint; re-chroming of brightwork; renewing rubbers; replacing the seat (with an original component); and fitting factory-correct Dunlop K70 Gold Seal tyres. The invoice for these works, which cost £4,342, is on file and the machine also comes with fresh MoT, State of Ohio Certificate of Title, and a V5C document. A total of 18,253 miles is currently displayed on the odometer.

£7,000 - 10,000
€9,000 - 13,000

438

2011 TRIUMPH 865CC T100 BONNEVILLE

Registration no. WW11 POW
Frame no. SMTTJ9157GB469435
Engine no. 470239

- *Inspired by 'The Great Escape'*
- *Uniquely customised*
- *One owner*
- *8,500 miles from new*



Ever since the re-emergence of newly revitalised Triumph in 1990, enthusiasts had been eagerly awaiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so. The design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology. The need to recapture the sound and feel of the original meant that the power unit had to be an air-cooled parallel twin with 360-degree crankshaft, while applying similar criteria to the cycle parts dictated wire-spoked wheels and a twin-shock rear end. At 790cc (initially) the new 8-valve engine was bigger than any preceding Bonneville while a balancer shaft, something the original could have done with, was deemed essential to dampen vibration inherent in the traditional engine layout. The new Bonneville debuted to critical acclaim at Munich in 2001 and before long the concept had been expanded to include cruiser-style Bonneville America, super-sports Thruxton and various other models such as the T100.

First registered in March 2011, this unique one-owner T100 has covered only 8,500 miles from new. It was inspired by the Triumph motorcycle used in the 1963 motion picture 'The Great Escape', which was ridden by the charismatic loner played by Steve McQueen, although his great friend Bud Ekins performed the stunts.

In 2011, nearly 50 years after the making of this iconic movie, a group of ex-servicemen and policemen, many of whom had family members linked to the actual escape from Stalag Luft III or had served elsewhere in WW2, decided to pay tribute to their forebears and at the same time raise money to help today's servicemen and women in need. On a group of motorcycles, they travelled over 3,000 miles around Europe's battlefields and POW camps, paying homage to both the men involved and enjoying their own identification with the movie in the process.

One of the motorcycles used was this Triumph T100 Bonneville, which was given the unique registration 'WW11 POW' and transformed by Laguna Motorcycles in Kent, with Triumph's blessing, into a one-off replica with a modern twist. Noteworthy features include Hagon shock absorbers, wider handlebars, concealed indicators, modified mudguard, solo seat, Triumph performance exhausts, and 'military drab' paintwork. The machine is offered with a V5C document, MoT to October 2016, and its original Triumph wallet containing the manual and service booklet.

£7,000 - 10,000
€9,000 - 13,000

439

1976 HONDA CB550F

Registration no. RFE 297R

Frame no. CB550F-1021064

Engine no. CB550E-1131949

- *Overhead-camshaft engine*
- *4-into-1 exhaust*
- *Described as in generally good condition and lovely to ride*



Honda followed its sensational CB750 with a range of smaller fours, the first of which, the CB500, appeared in 1971. The newcomer was just as well specified as its larger brother, boasting an overhead-camshaft engine, five-speed gearbox, electric starter, and disc front brake. Upping the engine capacity, the CB550 offered the same blend of performance and civility when it first arrived in the USA in 1973.

UK buyers had to wait another three years to sample it, by which time the model had been joined by the CB550F, with 4-into-1 exhaust and sportier styling. Bike magazine was unstinting in its praise of Honda's newly enlarged middleweight, stating: 'We believe the CB550 provides one of the finest balances between performance, economy and handling quality in today's motorcycling arena', virtues often claimed nowadays by protagonists of the successor 600cc class.

Britain's best-selling motorcycling magazine went on to state that it considered the CB550 'one of the better bikes to emerge from Honda's design team in recent years'.

Acquired by the vendor in July 2014, this CB550F is described as in generally good condition and lovely to ride, with a very smooth engine. The machine is offered with V5C document, MoT to March 2017 and a bill for a major service (including new tyres) dated September 2011.

£2,000 - 2,500

€2,500 - 3,200

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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* on each lot purchased:

(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. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

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.
- WT Objects displayed with a WT will be located at the Ward Thomas Removals Ltd warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

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

4 COLLECTION OF THE LOT

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

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

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	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;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
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> , <i>VAT</i> 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	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"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)

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

Data protection – use of your information

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

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There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

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

If successful

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

Sale title: THE SPRING STAFFORD SALE		Sale date: 23 and 24 April 2016													
Sale no. 23600		Sale venue: Stafford													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
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City		County / State													
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Preferred number(s) in order for Telephone Bidding (inc. country code)															
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By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

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FOR WINE SALES ONLY

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

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Your signature: _____ Date: _____

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Lot No	Year	Model	Lot No	Year	Model
432	1965	Aermacchi Harley-Davidson 246cc Ala Verde	257	c.1958	Francis-Barnett 197cc Falcon 74
209	1925	AJS 2½hp Project	358	1970	Gilera 175cc Regularità Enduro
208	1927	AJS 2½hp Project	278	2000	GM 500cc Speedway
207	1927	AJS 498cc Model H8 'Big Port' Project	222	1962	Greeves 24TE 197cc 'Scottish' Trials
210	1937	AJS 982cc Model 37/2	268	1962	Greeves 250cc International ISDT
264	1954	AJS 348cc Model 16MS Project	267	c.1967	Greeves 246cc Challenger
280	1956	AJS 348cc 16MCS Trials	266	1968	Greeves 380cc Challenger/Watsonian Combination
370	c.1957	AJS 498cc Model 18C Trials	349	1934	Harley-Davidson 750cc Model R Motorcycle Combination
221	1959	AJS 646cc Model 31	379	1992	Harley-Davidson 1,340cc Dyna Glide Custom FXDC
356	1997	Aprilia RS125SP Racing Motorcycle	378	1994	Harley-Davidson 1,340cc Low Rider Custom FXLR
363	c.1928	Ariel 250cc	377	1996	Harley-Davidson 1,340cc Heritage Softail FLSTN
390	c.1950	Ariel 598cc VB	376	1996	Harley-Davidson 1,340cc Electra Glide Classic FLHTC-I
333	1953	Ariel 998cc Square Four Mark I	347	1923	Henderson 1,301cc De Luxe
217	c.1920	Automoto 148cc	354	c.1962	Honda 125cc CR93 Racing Motorcycle
281	1938	BMW 597cc R66 Project	238	c.1962	Honda 49cc C110 Sports Cub
282	1953	BMW 594cc R68 Project	239	c.1964	Honda 49cc C100 Cub
258	1978	BMW 785cc R80/7	408	1965	Honda 247cc CL72 Street Scrambler
298	1926	Brough Superior SS100 Project	237	c.1965	Honda 305cc C77 Dream
296	1932	Brough Superior 800cc Model BS4 Project	389	1966	Honda 50cc CZ100 'Monkey Bike' Project
303	1936	Brough Superior 982cc SS80 Project	435	1967	Honda CB450
302	1937	Brough Superior 982cc SS80 De Luxe Project	236	c.1967	Honda CT90
301	1938	Brough Superior 1,096cc 11-50HP Project	362	c.1967	Honda P50 Moped
311	1938	Brough Superior 982cc SS100	436	1968	Honda CB450
297	1938	Brough Superior 982cc SS100 Project	319	1970	Honda CB750 'K0'
300	1938	Brough Superior 982cc SS80 Motorcycle Combination	437	1974	Honda CB750 K2
299	1938	Brough Superior 982cc SS80 Special Project	439	1976	Honda CB550F
214	1921	BSA 557cc Model K Project	409	1977	Honda CB400F
215	1928	BSA 174cc A28	425	1978	Honda CB750F2
293	1935	BSA 493cc Model M35-10 'Sloper' Combination	327	1984	Honda CB1100R
292	1939	BSA 500cc Silver Star	426	1984	Honda XL250R
269	c.1947	BSA 499cc B33	375	1988	Honda VFR750R Type RC30
325	c.1954	BSA 500cc Gold Star	350	1994	Honda RS125 NF4 Grand Prix Racing Motorcycle
328	c.1955	BSA 646cc Rocket Gold Star Replica	351	1994	Honda RS125 NF4 Racing Motorcycle
254	c.1956	BSA 499cc B33 Project	352	1998	Honda RS125R Racing Motorcycle
279	1960	BSA 250cc C15T Trials	415	2004	Honda RS125RR Racing Motorcycle
252	c.1962	BSA 646cc Super Rocket	416	2008	Honda CBR1000RR Fireblade Superstock Racing Motorcycle
380	1966	BSA 650cc Lightning A65L			
253	1971	BSA 650cc Lightning	412		Honda 250cc RC163 Grand Prix Replica
366	1971	BSA Rocket III 750cc 'Rob North' Racing Motorcycle	418		Honda RC111 Replica 50cc Racing Motorcycle
271	1975	BSA 250cc C15T Trials Special	419		Honda RC115 Replica 80cc Racing Motorcycle
234	c.1951	Capriolo 75	414		Honda RC181 Replica Racing Motorcycle
235	c.1951	Capriolo 75 Project	345	c.1908	Indian 5hp 'Camelback' Twin Project
231	1960	Capriolo 125 Gran Turismo Project	346	c.1915	Indian 7hp Big Twin
290	c.1911	Clément 2CV	218	1946	James Superlux Autocycle
343	1926	Cotton-Blackburne 348cc Model 29 TT	386	1996	Kawasaki GPz900R
287	1928	Coventry Eagle 350cc	385	2005	Kawasaki ZRX1200R
312	1929	Coventry-Eagle 980cc Flying-8 OHV	240	c.1951	Lambretta 125cc Model C
272	1928	Douglas 498cc DT5 Speedway Racing Motorcycle	241	c.1955	Lambretta 150 D
329	1967	Dresda 650cc Triton	243	c.1970	Lambretta Lui 50 CL
431	1965	Ducati 204cc Elite	244	c.1961	Laverda 49cc Mini Scooter Projects (x2)
230	c.1969	Ducati 250cc Racing Motorcycle Project	265	1982	Maico 490cc Moto-Cross
374	1996	Ducati 916 SP3	211	1932	Matchless 394cc Silver Arrow
427	1999	Ducati 916 SPS Fogarty Replica	332	1937	Matchless 982cc Model X
216	1922	Edmund 350cc Model 2B	220	1953	Matchless 348cc G3LS
317	c.1970	Egli-Vincent 1,150cc	270	1955	Matchless 497cc G80 'Enduro'
277	1950	Erskine Staride-JAP 500cc Speedway	403	c.1959	Matchless 650cc G45 Replica
348	1928	Excelsior 750cc Super-X	401	c.1960	Matchless 496cc G50
212	c.1932	Excelsior-JAP 500cc Competition Project	422	2005	Metmachex-Suzuki 1,157cc Bandit
276	1950	Excelsior-JAP Mark IV 500cc Speedway	359	1972	Mondial 125cc RCE Enduro
433	c.1956	Ferrari 125cc Super Sport	353	1987	Mondial 125cc Grand Prix Racing Motorcycle

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232	c.1956	Moto Guzzi 250cc Aironc Sport	202	1930	Scott Sports Squirrel Project
429	1971	Moto Guzzi 749cc V7 Sport	428	c.1970	Seeley 499cc G50 Mark 3
259	1979	Moto Guzzi 490cc V50 II	406		Seeley G50
407	1984	Moto Guzzi 850cc Le Mans III Café Racer	402		Seeley G50 Mark 3 Wooden Replica
261	1990	Moto Guzzi 949cc Mille GT	411	1973	Seeley-Suzuki TR500 Monocoque Racing Motorcycle
260	1998	Moto Guzzi 1,064cc California	275	1930	Sunbeam 500cc Dirt Track Racing Motorcycle
357	1968	Motobi 175cc Racing Motorcycle	288	1931	Sunbeam 3½hp Model 6 Lion 'Longstroke'
233	c.1964	Motom Sports Moped	410	1969	Suzuki TR250 Racing Motorcycle
430	1949	MV Agusta 125cc 'Quattro Marce' Racing Motorcycle	262	1975	Suzuki 497cc RE5
229	1953	MV Agusta 150cc TEL	384	1978	Suzuki GT750
323	1978	MV Agusta 350 Sport	394	1983	Suzuki RGB500 Mark 8 Racing Motorcycle
320	1978	MV Agusta 832cc Monza	417	c.1985	Suzuki RG500-Yamaha RD500 Formula 1 Racing Motorcycle
322	2000	MV Agusta 750cc F4 S			
344	c.1933	New Imperial 350cc Grand Prix Project	421	1996	Suzuki GSX-R750 Racing Motorcycle
289	1929	Norton 490cc Model 18	413		Suzuki RZ63 Replica Racing Motorcycle
291	1930	Norton 490cc Model 18	206	c.1923	Triumph 494cc Model P Project
224	c.1934	Norton 490cc International Model 30 Project	294	1935	Triumph 348cc Model 3/5 Sports
404	1947	Norton 490cc International Special	364	1939	Triumph 498cc Tiger 100
318	1949	Norton 490cc Model 30 International	219	1951	Triumph 349cc 3T
398	c.1950	Norton 500cc International Special	324	1957	Triumph 649cc T110
331	1951	Norton 490cc ES2	256	1975	Triumph 744cc T140V Bonneville
399	c.1952	Norton 350cc Manx Special	382	1976	Triumph 740cc T160 Trident
405	1955	Norton 497cc Dominator 88	383	1998	Triumph T595 Daytona
395	1956	Norton 348cc Manx Model 40M	420	2000	Triumph TT600 Racing Motorcycle
225	1958	Norton 350cc Model 50	438	2011	Triumph 865cc T100 Bonneville
400	c.1959	Norton 500cc ohc Special	295	1937	Velocette 498cc MSS
342	c.1959	Norton-JAP 998cc Sprinter 'Thor'	391	1953	Velocette 349cc MAC
396	1960	Norton 498cc Manx Model 30 Racing Motorcycle	248	1954	Velocette 498cc MSS
330	c.1960	Norton 500cc 'Domiracer' Replica Racing Motorcycle	247	c.1956	Velocette 349cc Viper
227	1961	Norton 490cc ES2 Project	249	1956	Velocette 498cc MSS Project
226	1961	Norton 596cc Dominator Model 99 'SS'	371	c.1959	Velocette 350cc MAC Special
255	c.1961	Norton 600cc Dominator 99	251	c.1960	Velocette 499cc Venom
369	1971	Norton 745cc Commando Mark III Fastback	250	c.1961	Velocette 499cc Venom
381	1973	Norton 850cc Commando Roadster	223	1962	Velocette 499cc Venom
367	c.1975	Norton 850cc Commando Racing Motorcycle 'Mick's Nightmare'	213	1934/41	Velocette 249cc MOV Competition Motorcycle
			361	1981/82	Villa Seebing 125
368	1977	Norton Commando 850 MkIII Interstate	360	2001	Villa TR400 Enduro
326	1988	Norton 588cc Classic	338	1935	Vincent-HRD 498cc Series-A Meteor Project
263	1989	Norton 588cc Commander	336	1937	Vincent-HRD 498cc Series-A Comet Project
397		Norton 'Domiracer'	334	1939	Vincent-HRD 998cc Series-A Rapide
228	1955	NSU 247cc Max	313	1939	Vincent-HRD 998cc Series-A Rapide Project
434	1956	Parilla 175cc Sport Special Racing Motorcycle	316	c.1947	Vincent 998cc Series-B Rapide to 'Black Shadow' specification
242	c.1951	Piaggio 125cc Vespa 'Low Light'			
245	2003	Piaggio 198cc Vespa & Squire Sidecar	321	1950	Vincent 998cc Series-C Black Shadow
392	1958	Rickman Métisse Velocette 495cc Venom	365	1951	Vincent 998cc Series-C Rapide
393	1966	Rickman Triumph 649cc Street Métisse	314	1951	Vincent 998cc Series-C Black Shadow
372	c.1990	'Rickman Métisse' Triumph 750cc T150 Trident Racing Motorcycle	340	1952	Vincent 998cc Series-C Rapide
			341	1954	Vincent 499cc Series-C Comet
373		'Rickman Métisse' Triumph 499cc Special	337	1954	Vincent 998cc Series-C Black Shadow Project
205	c.1910	Royal Enfield 2¼hp	315	1955	Vincent 998cc Black Prince
273	1930	Rudge 500cc Speedway	335	1956	Vincent 499cc Series-C/D Comet
274	1930	Rudge-JAP 500cc Speedway	246	2008	Xingyue 150cc Vogue Tricycle
339	1936	Rudge 495cc 'Sports Special'	423	1976	Yamaha RD250
283	1929	Sarolea 350cc Model 25 O	388	1990	Yamaha FZR1000 EXUP
204	c.1926	Scott 596cc Super Squirrel Project	387	1993	Yamaha YZF750R Genesis
286	1926	Scott 596cc Super Squirrel	424	1994	Yamaha RD350R
203	1927	Scott 596cc Three-Speed Super Squirrel Project	355	1994	Yamaha TZ125 Racing Motorcycle
284	c.1928	Scott 596cc Flying Squirrel			
201	1929	Scott 498cc TT Replica Project			
285	1929	Scott 596cc Flying Squirrel			





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