

THE SPRING STAFFORD SALE

Staffordshire County Showground
Sunday 23 April 2017



Bonhams





THE SPRING STAFFORD SALE

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

Sunday 23 April 2017

The 37th Carole Nash International Classic MotorCycle Show

Sandylands Centre

Staffordshire County Showground



CAROLE NASH
The care it deserves

The Classic
MOTORCYCLE

VIEWING

Saturday 22 April
09:00 to 17:00

Sunday 23 April
from 09:00

SALE TIMES

Spares & Memorabilia 10.00
Motorcycles 11.30

CATALOGUE £25.00 + P&P

(admits two)

ADMISSION TO THE INTERNATIONAL CLASSIC MOTORCYCLE SHOW

Admission is not included
in the price of the catalogue.
Tickets can be purchased
in advance from
classicbikeshows.com
or purchased on entry to
the show

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

Live online bidding is available for
this sale and requires an additional
level of registration prior to being
approved to bid online. Please
email bids@bonhams.com with
"Live bidding" in the subject line no
later than 48 hours before the
auction to register for this service.
Failure to register for this service at
least 48 hours in advance of the
sale will result in your account not
being authorised for live bidding.

Please note that bids should be
submitted no later than 16:00 on
Friday 21 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.

ENQUIRIES

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

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

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

Motorcycle Administrator
Andy Barrett
+44 (0) 20 8963 2817
+44 (0) 8700 273 625 fax
andrew.barrett@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

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

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

IMPORTANT INFORMATION

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

Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Antony Bennett, Matthew Bradbury,
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Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Matthew Haley,
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Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
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Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Ralph Taylor,
Charlie Thomas, 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.

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 at 7pm on the day of 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 **Spare & Memorabilia** lots will adhere to Bonhams group policy, 25% up to £100,000 of hammer price, 20% from £100,001 to £2,000,000 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 **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.

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: you may pay for lots purchased by you at this Sale with notes or coins 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 or notes
- bank transfer: Bonhams require an irrevocable guarantee from your bank. Please note bank transfers (in particular overseas transfers) can take several days to clear Bonhams Trust Account. It is therefore advisable you contact Polygon Transport in advance of the sale to discuss any associated uplift and storage charges whilst payment clears. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

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

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

- Debit cards: 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.

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.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price.

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

Carole Nash
+44 (0) 333 254 8604
bikes@carolenash.com

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.

Live online bidding is available for this sale

Live online bidding is available for this sale and requires an additional level of registration prior to being approved to bid online. Please email bids@bonhams.com with "Live bidding" in the subject line no later than 48 hours before the auction to register for this service. Failure to register for this service at least 48 hours in advance of the sale will result in your account not being authorised for live bidding.

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.

Payment by card

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.

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.

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;

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 £100,000 of hammer price, 20% from £100,001 to £2,000,000 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 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 be uplifted 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.

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 all motorcycle files 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 to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must 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. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

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. Please note DVLA's processing time for V5C's is 4 – 6 weeks.

Vehicle Tax Disc

Vehicle tax is no longer transferable from owner to owner. For more information on taxing your vehicle, please visit www.gov.uk/vehicle-tax

You can tax the vehicle using the New Keeper Supplement (V5C/2) section 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. Please note those machines sold without a V5C cannot be taxed online.

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

Your contacts for this sale

Motorcycle Specialists

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

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

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

Malcolm Barber
+44 (0) 20 7468 8238
malcolm.barber@bonhams.com

Lancs, Yorks, N. Counties,
Scotland & N.Wales
+44 (0) 1457 872 788
mark.garside@bonhams.com

Lancashire
+44 (0) 1204 844 884
alan.whitehead@bonhams.com

Lincs & East Anglia
+44 (0) 1507 481 890
david.hawtin@bonhams.coms

West Midlands & S.Wales
+44 (0) 1543 411 154
robert.cordonchamp@bonhams.com

Northants & South Midlands
+44 (0) 1327 323 006
roger.etccl@bonhams.com

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

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

Hampshire & Dorset
+44 (0) 1794 518 433
mike.jackson@bonhams.com

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

Paris
+33 (0) 142 611 011
eumotorcycles@bonhams.com

Italy
+39 333 564 3610
gregor.wenner@bonhams.com

Germany
+49 160 94984316
paul.gockel@bonhams.com

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

Motorcycle Administrator

Andy Barrett
+44 (0) 20 8963 2817
andrew.barrett@bonhams.com

Buyers/Sellers Accounts

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

Catalogue subscriptions

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

Press Office

Poppy McKenzie Smith
+44 (0) 20 7468 8363
poppy.mckenzie@bonhams.com

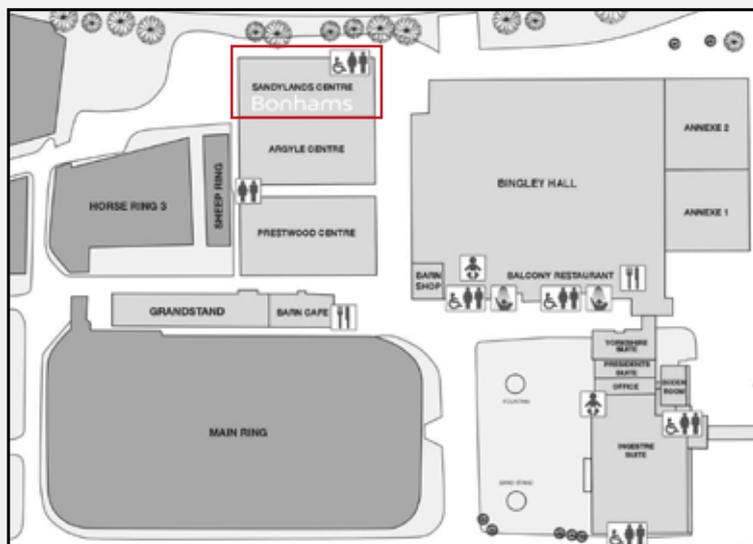
Recommended Transporters

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

Recommended Vehicle Insurance

Carole Nash
+44 (0) 333 254 8604
bikes@carolenash.com

Where to find us at the Staffordshire County Showground



Directions to the Staffordshire County Showground

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 Centre
Staffordshire County Showground
Weston Road
Stafford
ST18 0BD

Collections

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 7pm Sunday 23 April. All un-collected purchased lots shall then be removed to Bonhams storage facility at:

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

Lots will be available for collection from 10am Thursday 27 April 2017 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 25 April, by appointment with Polygon Transport.

Vehicle Removal charges to local store in Stoke-on-Trent

£85 + VAT per motorcycle
£130 + VAT per motorcycle combination

Storage charges

£10.00 + VAT per day per motorcycle
£16.00 + VAT per day per motorcycle combination

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

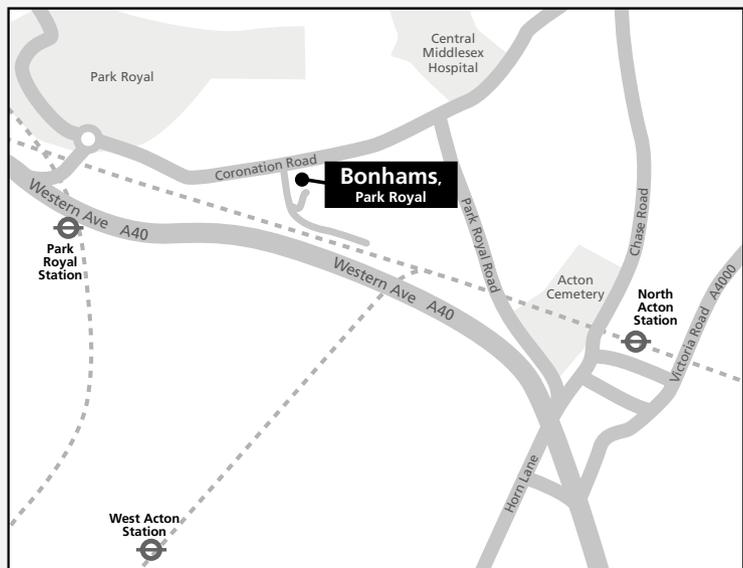
£110 + VAT per motorcycle
£160 + VAT per motorcycle combination

Storage charges

£10.00 + VAT per day per motorcycle
£16.00 + 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 & MEMORABILIA

Sunday 23 April 2017 at 10.00
Lots 1 - 84

Images of each lot can be found at:
www.bonhams.com/23955

KING SIZE  ROTHMANS KING





SIZE ROTHMANS KING SIZE ROTHMANS KING SIZE ROTHMANS KING SIZE

HAILWOOD
MIKE
AVON
PYRELL

9

AVON
HONDA
SID

SID

RIG ANDREWS

1 ♦

AN AUTOJUMBLER'S LOT,

comprising two petrol tanks, assorted rear stands, mudguard stays, primary chaincases and other related items.

(Qty)

£250 - 350

£290 - 400

No Reserve

2

A QUANTITY OF BELIEVED VINTAGE AND ASSORTED SADDLE FRAMES,

together with various leather covers and a quantity of saddle springs.

(Qty)

£250 - 350

£290 - 400

No Reserve

3

A GOOD SELECTION OF BELIEVED VINTAGE MOTORCYCLE OIL SIGHT FEEDS AND OIL HAND PUMPS,

and other assorted spares, for restoration, close inspection advised.

(Qty)

£300 - 400

£340 - 460

No Reserve

4 ♦

A SELECTION OF BELIEVED VELOCETTE AND ASSORTED MOTORCYCLE TINWARE,

including oil tanks, primary chaincases, mudguards, brackets and other associated items.

(Qty)

£300 - 400

£340 - 460

No Reserve

5

AN ASSORTMENT OF BELIEVED VELOCETTE AND ASSORTED SIDESTANDS,

together with various foot controls, close inspection advised.

(Qty)

£250 - 350

£290 - 400

No Reserve

6

A LARGE QUANTITY OF ASSORTED MOTORCYCLE CARBURETTORS,

including Amal & other assorted makers, close inspection advised.

(Qty)

£300 - 500

£340 - 570

No Reserve

7 ♦

A QUANTITY OF VARIOUS AMAL AND AMAL BELIEVED VINTAGE MOTORCYCLE CARBURETTORS,

including brass bodied and nickel plated examples, for restoration, close inspection advised.

(Qty)

£300 - 500

£340 - 570

No Reserve

8

A LUCAS ALTO HORN,

together with a 'Clear Hooters' example and a quantity of assorted horns.

(Qty)

£250 - 350

£290 - 400

No Reserve

9 ♦

A LARGE QUANTITY OF HUBS, WHEEL SPINDLES, BRAKE PLATES AND STAYS,

some believed Velocette, various ages and conditions, close inspection advised.

(Qty)

£300 - 400

£340 - 460

No Reserve

10 ♦

AN ASSORTMENT OF WHEEL HUBS AND RIMS,

condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

£290 - 400

No Reserve

11

A LUCAS DOUBLE TURN BULB HORN,

japanned black, together with a Lucas single turn example and other assorted horns, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

£290 - 400

No Reserve

12

TWO SETS OF BELIEVED VINTAGE GIRDER FORKS,

together with various steering dampers, brackets and steering head cups, for restoration, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

£460 - 690

No Reserve

13

AN ASSORTMENT OF MOTORCYCLE EXHAUST SILENCERS,

together with exhaust pipes, close inspection advised, condition and completeness unknown.

(Qty)

£250 - 350

£290 - 400

No Reserve

14 ♦

FOUR VELOCETTE GEARBOXES,

numbered: 11-3149; 9-15914; 9-18079 and 9-15775 together with related spares including clutch spares, gears and other items, together with a gearbox shell and an unidentified gearbox numbered GT33318, close inspection advised.

(Qty)

£300 - 500

£340 - 570

No Reserve

15

A STURMEY ARCHER GEARBOX,

numbered LS1054011, together with other assorted Sturmey Archer spares, close inspection advised.

(Qty)

£300 - 400

£340 - 460

No Reserve

16

A LARGE QUANTITY OF ASSORTED HANDLEBAR LEVERS AND CONTROLS,

throttle controls, fittings, various makers including Doherty, close inspection advised.

(Qty)

£300 - 500

£340 - 570

No Reserve

17 ♦

AN AUTOJUMBLERS LOT OF BELIEVED VINTAGE MOTORCYCLE RELATED SPARES,

including a large assortment of kickstart return springs, a quantity of petrol taps, cycle thread nuts and bolts, tank knee pads, oil pipe and pump fitting, various pushrods, assorted cables and other assorted parts, close inspection advised.

(Qty)

£300 - 500

£340 - 570

No Reserve

18

AN ASSORTMENT OF MAGNETOS,

including Lucas, BTH, ML and a quantity of magneto spares, close inspection advised.

(Qty)

£300 - 400

£340 - 460

No Reserve

19 ♦

A QUANTITY OF LUCAS MAGDYNOS,
in varying condition, close inspection advised.
(Qty)
£250 - 350
€290 - 400
No Reserve

20 ♦

A BOSCH TYPE DA2 MAGNETO,
together with an assortment of magnetos
including EIC, Lucas and CAV, for restoration,
condition and completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

21

**A GOOD QUANTITY OF MOTORCYCLE
SPEEDO DRIVES AND ASSORTED CABLE
SPARES,**
including various Smiths models, assorted
speedo drives and cables in varying condition,
condition and completeness unknown, close
inspection advised.
(Qty)
£250 - 350
€290 - 400
No Reserve

22 ♦♦

**A GOOD QUANTITY OF TIMING GEARS,
MAGNETO AND ENGINE SPROCKETS,**
together with con-rods, valves and other
assorted spares, close inspection advised.
(Qty)
£300 - 400
€340 - 460
No Reserve

23

**A LARGE QUANTITY OF BELIEVED
VINTAGE NOS MOTORCYCLE AND CYCLE
HEADLAMP GLASSES,**
various sizes, together with a selection of
Vintage motorcycle tail lamps, for restoration,
close inspection advised, condition and
completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

24

A LUCAS H52 HEADLAMP,
together with a Lucas Type MS30 headlamp, for
restoration, close inspection advised, condition
and completeness unknown.
£250 - 350
€290 - 400
No Reserve

25

**A GOOD SELECTION OF BELIEVED
VINTAGE BICYCLE HEADLAMPS,**
including Lucas, Powell & Hanmer and Miller,
the majority nickel plated, for restoration, close
inspection advised, condition and completeness
unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

26

**A QUANTITY OF MOTORCYCLE
HEADLAMPS,**
including Powell & Hanmer, for restoration,
close inspection advised, condition and
completeness unknown.
(Qty)
£300 - 400
€340 - 460
No Reserve

27

**A LUCAS KING OF THE ROAD NO.442
HEADLAMP,**
together with five assorted headlamps, for
restoration, close inspection advised, condition
and completeness unknown.
(6)
£300 - 400
€340 - 460
No Reserve

28

**AN ASSORTMENT OF BELIEVED VINTAGE
MOTORCYCLE CARBIDE GENERATORS,**
including Miller, Powell & Hanmer and other
makers, for restoration, close inspection
advised, condition and completeness unknown.
(Qty)
£300 - 400
€340 - 460
No Reserve

29

**A SELECTION OF BELIEVED VINTAGE
CYCLE HEADLAMPS,**
various makers, the majority nickel plated, for
restoration, close inspection advised, condition
and completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

30

**A SELECTION OF BELIEVED VINTAGE
CYCLE HEADLAMPS,**
various makers, the majority nickel plated, for
restoration, close inspection advised, condition
and completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

31

**A POWELL & HANMER MOTORCYCLE
HEADLAMP,**
complete with mounting brackets, together
with a Lucas No.350, P&H No.105A and
various other headlamps, for restoration, close
inspection advised, condition and completeness
unknown.
(Qty)
£300 - 500
€340 - 570
No Reserve

32

**A GOOD SELECTION OF BELIEVED
VINTAGE NICKEL PLATED CYCLE LAMPS,**
including Lucas and Powell & Hanmer
examples, for restoration, close inspection
advised, condition and completeness unknown.
(Qty)
£250 - 350
€290 - 400

33

**A GOOD QUANTITY OF BELIEVED
VINTAGE CYCLE LAMPS,**
various conditions and makers, for restoration,
close inspection advised, condition and
completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

34

**A GOOD QUANTITY OF BELIEVED
VINTAGE CYCLE LAMPS,**
various conditions and makers, including
sidecar lamps, for restoration, close inspection
advised, condition and completeness unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

35

**A GOOD SELECTION OF MOTORCYCLE
HEADLAMPS,**
various dates and makers, for restoration, close
inspection advised, condition and completeness
unknown.
(Qty)
£250 - 350
€290 - 400
No Reserve

36 ♦♦

**AN ASSORTMENT OF BELIEVED
VELOCETTE ENGINE SPARES,**
together with a GTP engine & gearbox
numbered GR 5374 (completeness and
condition unknown), cylinder heads, barrels
and other assorted spares, close inspection
advised.
(Qty)
£400 - 500
€460 - 570
No Reserve

37

**A QUANTITY OF BELIEVED VINTAGE
DOUGLAS ENGINE SPARES,**
including crankcases (numbered 60485,
crankcase mating numbered 55), carburettors,
various barrels and valves, piston, crankshaft
and other assorted spares, close inspection
advised.
(Qty)
£300 - 400
€340 - 460
No Reserve



38



40



43



39



42



44

38 ◊
A C.1925 DOUGLAS 2 3/4 HP SIDEVALVE ENGINE,
numbered 78608, together with BTH magneto and Amac carburettor, sold strictly as viewed, close inspection advised, condition and completeness unknown.

£600 - 800
€690 - 920
No Reserve

39 ◊
A VELOCETTE MAC 350CC ENGINE,
number illegible, together with a gearbox numbered 9-12058, completeness and condition unknown, close inspection advised.

£400 - 500
€460 - 570
No Reserve

40 ◊
A VELOCETTE 500CC MSS ENGINE,
numbered MSS6154, together with a gearbox numbered 9-11828, with a spare crankshaft, completeness and condition unknown, close inspection advised.

(Qty)
£400 - 500
€460 - 570
No Reserve

41 ◊
A RALEIGH ENGINE
numbered BSFN 1563, together with a gearbox shell numbered GTX, various timing covers and JAP crankcases numbered M7208 & 10/H 10279, completeness and condition unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 400
No Reserve

42 ◊
A BELIEVED VINTAGE BSA 250CC 'ROUND TANK' ENGINE,
numbered B.39168 W, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£200 - 300
€230 - 340
No Reserve

43 ◊
AN UNIDENTIFIED BELIEVED VINTAGE TWO-STROKE ENGINE,
possibly Veteran, numbered 24145, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£200 - 300
€230 - 340
No Reserve

44 ◊
A BELIEVED VETERAN NEW HUDSON 500CC ENGINE,
unnumbered, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£400 - 600
€460 - 690
No Reserve

45 ◊
AN UNIDENTIFIED BELIEVED VINTAGE TWO-STROKE ENGINE
possibly Veteran, numbered 9026. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£350 - 550
€400 - 630
No Reserve

46 ◊
A 1940 BSA 350CC OHV SILVER SPORT ENGINE
numbered WB29.332, dismantled, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£400 - 600
€460 - 690
No Reserve



45



47



49



46



48



53

47 ♦

A BELIEVED HUMBER 4½HP TWIN-CYLINDER ENGINE

numbered 4350, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£1,000 - 1,500

€1,100 - 1,700

No Reserve

48 ♦

A 1930S DOUGLAS 596CC TWIN-CYLINDER AERO ENGINE,

unnumbered, fitted with BTH magneto, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£500 - 800

€570 - 920

No Reserve

49 ♦

A BELIEVED 1930S ROYAL ENFIELD 350CC ENGINE,

numbered 5296, condition and completeness unknown. Prospective bidders should satisfy themselves as to the vintage, capacity, completeness and condition of the engine prior to bidding.

£250 - 350

€290 - 400

No Reserve

50 ♦

A C.1947 AJS 497CC MODEL 18 ENGINE, numbered 47/18 3586, incomplete, condition unknown; together with a selection of gearbox shells, numbered N15979, GB2AF53.

(Qty)

£200 - 300

€230 - 340

No Reserve

51 ♦

TWO SETS OF TRIUMPH CRANKCASES;

numbered CTH 51271; the other numbered OTO 65493, together with three incomplete gearboxes including Sturmey Archer numbered FW 7401, BSA 3-Speed gear (unable to locate a number) and another unidentified, numbered 1230; an unidentified crankshaft; three bulb horns; an Amac carburettor and two unidentified magnetos.

(Qty)

£200 - 300

€230 - 340

No Reserve

52 ♦

A C.1941 TRIUMPH 3HW 350CC ENGINE, no. 3HW 43283, condition and completeness unknown.

£300 - 400

€340 - 460

No Reserve

53

A VINCENT COMET SERIES C REAR FRAME MEMBER,

no. RC/1/8758, condition unknown.

£800 - 1,200

€920 - 1,400

No Reserve

54

A VINCENT FRONT WHEEL WITH BRAKE DRUMS AND AVON 300X20 TYRE,

together with a Vincent front hub with brake drums, speedometer drive gearbox, wheel spindle, bearings and brake shoes, condition and completeness unknown.

(Qty)

£250 - 350

€290 - 400

No Reserve

55

A VINCENT BLACK SHADOW CLUTCH, together with a Burman clutch, condition and completeness unknown.

(2)

£250 - 350

€290 - 400

No Reserve

56

A VINCENT TWIN CRANKSHAFT FULLY RECONDITIONED WITH NEW BIG END ASSEMBLY,

two new mainshafts, and dynamically balanced for 7.3 to 1 pistons, accompanying invoice for reconditioning from Maughan and Sons Ltd, close inspection advised.

£800 - 1,000

€920 - 1,100

No Reserve



56



60



63



58



61



64

57

A LUCAS KVF 50-DEGREE V-TWIN MAGNETO,

together with a Miller dynamo (believed 12 volt) with Miller regulator box, accompanying invoice for reconditioning magneto dated 1995, condition and completeness unknown.

£250 - 350

€290 - 400

No Reserve

58

A PAIR OF VINCENT BLACK SHADOW SERIES B AMAL CARBURETTORS,

numbered 289M/1DO and 289N/2DS, with float chambers and spare new throttle slides, condition and completeness unknown.

£400 - 600

€460 - 690

No Reserve

59 ♦

AN AUTOJUMBLER'S LOT,

comprising two Vincent-type silencers, a Triumph-type silencer, three Craven panniers, four wheel rims, Vincent Comet chainguard, Vincent-type Stainless steel two-piece rear mudguard, a large quantity of race programmes dating from 1953-onward, and a large quantity of MPH magazines dating from 1975 to 1987, and 1989 to 2002, all in varying conditions, close inspection advised.

(Qty)

£250 - 350

€290 - 400

No Reserve

60 ♦

A SET OF CRAVEN PANNIERS AND TOP BOX, believed suitable for Vincent; including pannier rack and top box rack. Prospective bidders should satisfy themselves as to the condition and suitability prior to bidding.

£250 - 350

€290 - 400

No Reserve

61

A GOOD QUANTITY OF ASSORTED SPARES,

including some suitable for Vincent, comprising two Amal carburettors (one rear marked 276/022R); a rear 52T sprocket; a 12V horn; a Miller headlamp rim and deep dish glass (for spares); a selection of alternators including Lucas; believed original petrol taps; a wheel spindle; Vincent type tank and seat covers; a brake drum and various internals; an engine sprocket; clutch spares; a reproduction 'Stop' taillight and other related spares, close inspection advised.

(Qty)

£500 - 800

€570 - 920

No Reserve

61A

A QUANTITY OF SPARES

Mostly Velocette including a MAC engine (no. MAC 24561), gearbox (no. 14-3293) with connecting plates (condition unknown), together with assorted Velocette parts comprising 2 front brake plates, some clutch parts, inner primary chaincase, 2 rear brake drums with brake plates, a rear number plate, a Lucas K1F magneto, a pair of Craven panniers, all in varying condition, close inspection advised.

(Qty)

£250 - 350

€290 - 400

No Reserve

62 *

A SELECTION OF BELIEVED VINTAGE MOTORCYCLE HEADLAMPS,

containing Dreadnaught, Powell & Hanmer Ltd, Miller, Cetolite, Riemann, together with various acetylene generators, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

€340 - 460

No Reserve

63

A FIVE INCH SPEEDOMETER,

with Smiths 150mph dial; in good cosmetic order; mechanical condition and completeness unknown, prospective bidders should satisfy themselves as to the suitability and manufacture prior to bidding.

£500 - 800

€570 - 920

No Reserve

64

A FIVE INCH SPEEDOMETER,

with Smiths 150mph dial; in average cosmetic order; mechanical condition and completeness unknown, prospective bidders should satisfy themselves as to the suitability and manufacture prior to bidding.

£400 - 600

€460 - 690

No Reserve

65

A BONNIKEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY,

nickelled dial, with time and trip subsidiary dials and milometer, nickelled rim and case numbered C502, with straight drive.

£500 - 700

€570 - 800

No Reserve



65A



66



67



67A



73

65A
A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, nickelled dial, with time and trip subsidiary dials and milometer, case numbered C2408, with gearbox drive and related spares, restored by The Bonniksen Boy recently, an invoice is on file.
 (Qty)
£600 - 1,000
€690 - 1,100
No Reserve

66
A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, nickelled dial, with time and trip subsidiary dials and milometer, nickelled rim and case numbered B6098, with straight drive.
£500 - 700
€570 - 800
No Reserve

67
A BINKS 'MOUSETRAP' MOTORCYCLE 1¼ INCH CARBURETTOR, cast alloy, stamped 40 682, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 690
No Reserve

67A
A BELIEVED HUMBER VETERAN TYPE FUEL TANK, approximately 68cm in length. Close inspection advised.
£800 - 1,200
€920 - 1,380

68
TWO MOTORCYCLE FUEL TANKS, including believed Suzuki GS1000 and a Fiberglass Norton Featherbed type; together with three used saddles; a Dunlop wheelrim WM1 (1 1/4) x 19 and another unidentified wheel rim, close inspection advised.
 (Qty)
£200 - 300
€230 - 340
No Reserve

69
TWO BELIEVED BRITISH MOTORCYCLE FUEL TANKS, including one for AJS; together with an unidentified wheel and mudguard, close inspection advised.
 (Qty)
£200 - 300
€230 - 340
No Reserve

70
A SELECTION OF MONZA STYLE PETROL CAPS, in varying condition, close inspection advised.
 (8)
£250 - 350
€290 - 400
No Reserve

71
AN ASSORTMENT OF ARIEL 4G SPARES, including cylinder heads, barrels, exhaust pipes, gearbox (numbered 2C PBD 29830 condition and completeness unknown), mudguards, wheel and other assorted spares, close inspection advised.
 (Qty)
£600 - 800
€690 - 920
No Reserve

72
A SIDECAR PROJECT, comprising a replacement hand crafted unfinished body, mudguards and wheel, condition and completeness unknown, close inspection advised.
£300 - 500
€340 - 570
No Reserve

73 • ♦
THE TINY AYRES MOTORCYCLE LIBRARY, comprising various works and titles including Bartlett's Bicycle Book; Davison – The Story of the Ulster; Davidson – The Racing Game; Pirsie – Zen and the Art of Motor Cycle Maintenance; Thompson – MotorCycle in Colour; Bacon – Taking up Motor Cycle Racing; Ashley – With a Motor Bike in the Bush; C. Mortimer – We went racing; Ayton – Post War Motor Cycles; The Daily Mail Motorcycling Book; Davison – Racing Through the Century; Irving – Two Stroke Power Units; Hailwood and Walker – The Art of Motorcycle Racing; Higgins – Britain's racing Motorcycles; together with a selection of Castrol Achievements for 1950, '52, '53, '54, '55, '59, '63, '64, '65, '66, '59; various bound copies of Motor Cycle and Scooter Mechanics for 1959, '60 and '61; a selection of Pitman's Motor Cyclists Library titles for Douglas, New Imperial, J.A.P, Ariel, Velocette, Rudge, Royal Enfield and a selection of service sheets for BSA M33, C10L, M20 and M21's; 1927 AJS H3: 1914 BSA and Ware Department Motorcycles, some MotorCycling reprints.
 (Qty)
£250 - 350
€290 - 400
No Reserve



74



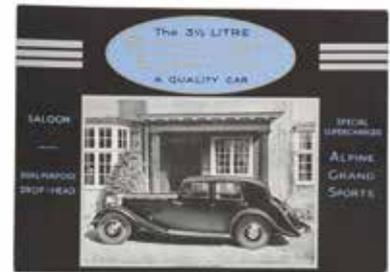
75



76



77



78



**74
A LARGE COLLECTION OF SPEEDWAY MEMORABILIA,**

including programmes from Wembley, West Ham and New Cross meetings, badges, magazines and other assorted items, (Qty)

£600 - 800
€690 - 920
No Reserve

**75
A RARE 1928 BROUGH SUPERIOR RANGE BROCHURE,**

green card in worn condition stamped with 'The MotorCycle questions & replies' covers with 'cut-out' window, containing illustrations, details and specifications for SS 100 Alpine Grand Sports, Overhead 680, SS 80 Deluxe and Standard, and 750 Side Valve models, race successes and sidecars, together with a 1929 Brough Superior 130mph successes leaflet.

(2)
£300 - 400
€340 - 460
No Reserve

**76•
A 1935 BROUGH SUPERIOR 11-50 RANGE BROCHURE,**

together with 'The Brough Superior After Delivery Service' booklet and Instruction booklet, both worn, and a Brough Superior Alpine Grand Sport sidecar brochure insert.

(4)
£300 - 400
€340 - 460
No Reserve

**77•
TWO BROUGH SUPERIOR RANGE BROCHURES FOR 1937 & 1938,**

each back card covers without creases, each illustrated with details and specifications for the SS100, SS80, 11-50 and other models for the range.

(2)
£250 - 350
€290 - 400
No Reserve

**78•
A SALES LEAFLET FOR A BROUGH SUPERIOR 3 1/2 LITRE CAR,**

fold-out two page card leaflet, printed by Cooke & Vowles Ltd, Nottingham, with illustrations and specifications for the Saloon Dual Purpose Alpine Grand Sport model, 4to.

(1)
£300 - 400
€340 - 460
No Reserve



79

79
A SCRATCH BUILT SCALE MODEL OF A BSA GOLD STAR ENGINE BY MOTO MINIATURES, OFFERED FOR SALE ON BEHALF OF THE JOAN SEELEY PAIN RELIEF MEMORIAL TRUST,
 approximately 4/10 scale, 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 - 700
€570 - 800
No Reserve

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

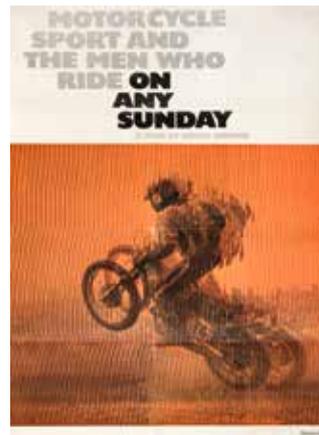


80A



80

80A ◊
A 'SHELL' FUEL FILLER,
 as used from the late 1960's through to the early 1980's for I.O.M TT and Manx Grand Prix races. These iconic fillers were banned c.1985 when safer all alloy examples were introduced. c.150 of these fillers are believed to have been produced and later sold off by the Isle of Man Government. An iconic piece of TT and Manx Grand Prix memorabilia. Complete with hose and missing fuel gun.
£500 - 800
€570 - 920



81

80
A HONDA RACING SHIRT SIGNED BY FOUR FORMER WORLD CHAMPIONS, ALL PROCEEDS TO BE DONATED TO CANCER RESEARCH UK,
 the buttoned short-sleeve shirt by Arlennes Bikewear, size L, in white with black and lime green trim with sponsors' logos, signed to front in black marker by Carlos Checa, Jonathan Rea, Kenan Sofuoglu and Andrew Pitt.
£300 - 400
€340 - 460
No Reserve

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

81
'ON ANY SUNDAY', AN ORIGINAL FILM POSTER STARRING STEVE MCQUEEN, 1971,
 US style 'A' poster, depicting image of McQueen on his trials motorcycle, some wear to fold-creases, 103 x 69cm.
 (1)
£500 - 700
€570 - 800
No Reserve

82 ◊
A RALEIGH 'THE ALL STEEL BICYCLE' ENAMEL SIGN,
 Approx 7.1" x 2' 1". Age related condition.
£400 - 600
€460 - 690
No Reserve



83 *

**GRAEME CROSBY'S 1983 6 HOUR
CASTROL AUSTRALIAN ENDURANCE
GRAND PRIX RACING LEATHERS,**

by Kushitani with 'Apple', 'The Computer Shop', 'Kiwi Helmets' and Dunlop sponsors' logos and Crosby stitched leather name to the back, in white leather with rainbow trim, race worn with some stains and scuffs and repairs to cheek.

£1,000 - 1,500

€1,100 - 1,700

No Reserve

To say that New Zealander Graeme Crosby's arrival on the UK racing scene in 1979 caused a sensation would be something of an understatement. At a time when a full fairing and clip-on handlebars were considered essential for a racing motorcycle, here was a Moriwaki-tuned Kawasaki Z1000 production machine wearing normal handlebars, ridden by an unknown from 'down under' sitting upright, which immediately had the measure of the home-grown stars. Crosby had come to the UK with the Isle of Man TT at the top of his agenda. In an astonishing debut, the talented New Zealander brought his Moriwaki Kawasaki home in 4th place in the Formula 1 race, and at the season's end finished in 3rd place overall in the TT F1 World Championship.

These achievements earned Croz a factory ride with Texaco Heron Team Suzuki for 1980. He won the Isle of Man Senior TT and the TT F1 World Championship that year, and, teamed with Wes Cooley, also won the ultra-prestigious Suzuka 8 Hours endurance race. In 1981 Croz added two more TT victories, a second TT F1 World Championship, and the British TT F1 and British 500cc championships to his tally.

That first Grand Prix win still eluded him, and for 1982 he joined Giacomo Agostini's Marlboro-sponsored Yamaha factory team. He began the season by winning the prestigious Daytona 200, and at the year's end finished 2nd overall in the 500cc World Championship despite a season plagued by injuries. By this time somewhat de-motivated, Crosby retired and returned to his native New Zealand where he pursued successful careers in business and, for a time, in touring car racing.

One of his last competitive outings on a motorcycle was in 1983 at the Castrol 6-hour race at Bathurst, Australia where he was sponsored by the vendor's company, 'The Computer Shop'. As the race was broadcast live by the ABC, it seemed the ideal opportunity to promote this new venture. Croz and Mike Cole were recruited to ride the vendor's Honda, the bulk of the sponsorship coming from Apple as 'The Computer Shop' was their biggest retailer in Australia. It is believed that this is one of only two instances of Apple being involved with motor sports sponsorship, the other being with a Porsche at Le Mans and Spa. The team was doing very well in the race until Croz threw the Honda down the road.

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



84 *

**MIKE HAILWOOD'S 1978 BATHURST
GRAND PRIX RACING LEATHERS,**

manufactured by Harold 'Johnno' Johnson, white leather with black trim with Avon Tyres and SIDI stitched sponsors' logos with some race wear and staining, 'Mike' to left breast and 'Hailwood' to both sleeves.

£3,000 - 4,000

€3,400 - 4,600

No Reserve

Mike Hailwood's 1978 Isle of Man TT comeback ride is the stuff of legend. Out of top-flight bike racing for seven years and away from the Island for eleven, he took on and beat the might of the Honda works team to win the Formula 1 TT at record speed.

Prior to his TT comeback Mike had competed in a handful of warm-up races in Australia, having emigrated to New Zealand with his family in 1976. After a couple of successful outings in 'historic' races at Amaroo Park, finishing 2nd to local star Jim Scaysbrook on both occasions, he shared a Ducati with Scaysbrook in the six-hour production machine race at Amaroo in October 1977. He then arranged to ride a modern racing machine at the big Easter event at Bathurst in 1978.

Jim Scaysbrook organised a Yamaha TZ750 from Milledge Brothers, the Yamaha distributors in Victoria, with sponsorship from Walker Radial, which was the Australian distributor of Avon tyres and Sidi boots among other products. Walker Radial (the vendor's company) ran the successful 'Team Avon Tyres' that had won numerous motorcycle races in Australia. It was Walker Radial that commissioned Mike's leathers to be made by Harold Johnson in Sydney, hence the 'Leathers by Johnno' patch on them. In the wet race, Mike's Yamaha was plagued with plug trouble and he could only finish 9th.

Following his successful return to the Isle of Man, Mike raced for the vendor again in 1979, wearing the same leathers, at the Adelaide three-hour race on Jim's Scaysbrook's Honda CB900, sharing the ride with him. The pair finished 14th, but the outing was only intended to get Mike fit for what would be his last ever visit to the Isle of Man TT in 1979. He duly won the Senior race (his 14th TT victory) and finished 2nd in the Classic to bring the curtain down on one of the most glittering careers in motorcycle racing history.

Having seen action on only a handful of occasions, Mike's suit remains in generally very good condition and represents a rare opportunity to acquire a genuine set of ex-Hailwood leathers possessing impeccable provenance. Together with the leathers is an original 'Edgar Jessop was here' sticker (Edgar Jessop being the alter ego of Mike so famously created after an interview with an American Women's Magazine during the TT).

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



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

MOTORCYCLES

Sunday 23 April 2017 at 11.30

Lots 101 - 304

Images of each lot can be found at:
www.bonhams.com/23955

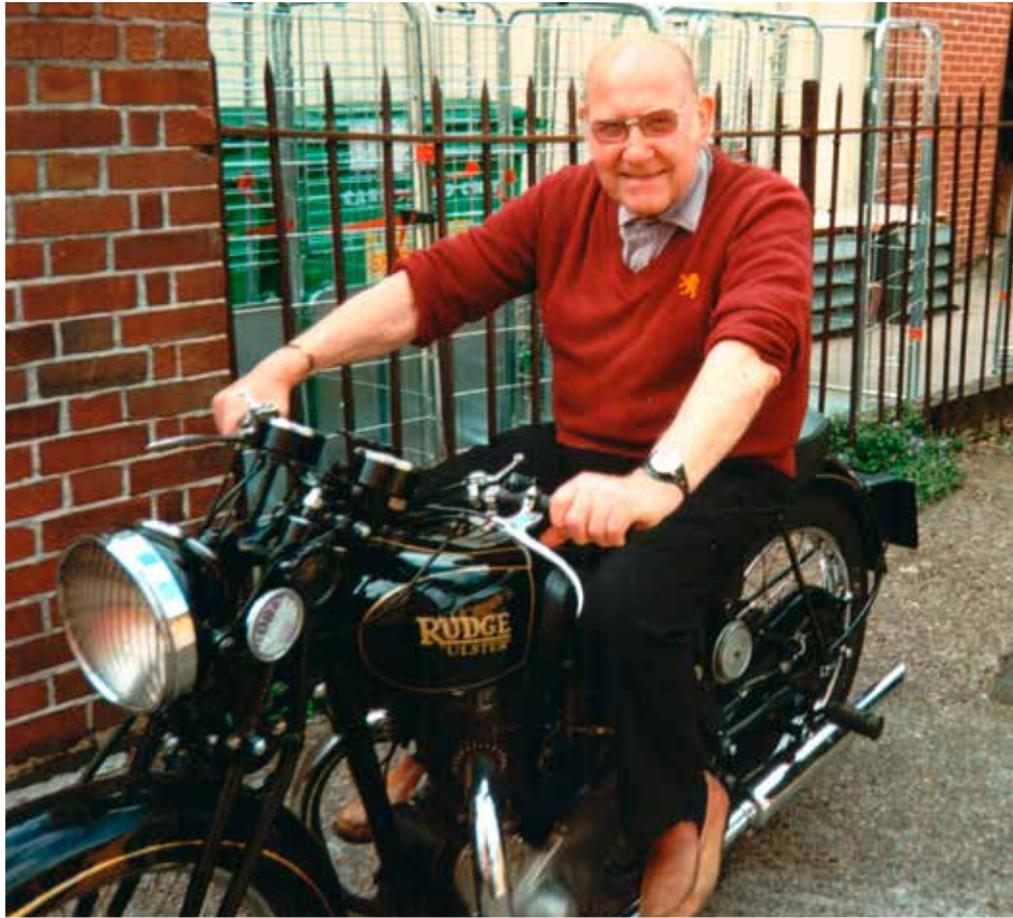




THE FOLLOWING 11 LOTS ARE OFFERED FROM THE ESTATE OF THE LATE FREDERICK GEORGE PERRIS. THEY WILL REQUIRE RECOMMISSIONING OR RESTORATION TO A GREATER OR LESSER EXTENT AND ARE THEREFORE SOLD STRICTLY AS VIEWED.

FREDERICK GEORGE PERRIS

(1929-2016)



Fred was born near Exeter in Devon, where he lived and worked all his life, and had a passion for Vintage motorcycles from a very early age. Fred rode, worked on, bought or sold almost every make of British motorcycle in his lifetime, but his lifelong favourites were Rudges, Vincents, and Velocettes.

When 'doing a deal' he always preferred to trade or swap bikes and parts - monetary payment was always the last option for Fred. He was a very patient man and well known for keeping a frame and parts for many years, acquiring the other parts needed to complete the machine over many decades.

Fred's technical knowledge of maintaining and running of motorcycles was vast, and he was frequently called upon for advice and help by many friends and enthusiasts. The hours that Fred spent in his small workshop at the back of the family home in Exeter are uncountable, and he would frequently make many parts from scratch to complete his projects. This was quite remarkable, as at 14 years of age Fred lost two fingers of one hand in an accident while working on the land for a local farmer.

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101

1937 RUDGE 499CC ULSTER

Registration no. 670 UXY

Frame no. 62432

Engine no. U.5643

Formed by the acquisition in 1894 of the Rudge Cycle Company Ltd by the Whitworth Cycle Company, Rudge-Whitworth built its first motorcycle in 1910 and is best remembered for its pioneering use of four-valve cylinder heads. Rudge Whitworth's first four-valve production motorcycle appeared in 1924, and the company persevered with the layout until manufacture ceased at the outbreak of WW2. The motorcycling public's response to this new four-valve, four-speed model was enthusiastic, and by the end of 1924 twice as many machines had been produced as in 1923. The full potential of Rudge's four-valves-per-cylinder design was slow to emerge but in 1928 Graham Walker's works 500 became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph. This feat led to the introduction of the legendary 'Ulster Grand Prix' sports model, known universally as the 'Ulster'. Several different valve arrangements were tried across a variety of 250cc, 350cc, and 500cc four-valve models as the Rudge range developed throughout the next decade. Sadly, the marque did not re-emerge after WW2. Although notes in the accompanying file appear to show that in the past there has been some doubt about this machine's origins, the Rudge Enthusiasts Club Dating Certificate on file confirms that it is a 1938 model manufactured in November 1937, the engine being built in October of that year. Additional documentation consists of a V5C registration document, SORN paperwork, an expired MoT (2007), and an old-style RF60 logbook issued in 1952.

£8,000 - 12,000

€9,100 - 14,000



102

1929 VELOCETTE 249CC MODEL U

Registration no. RE 6335

Frame no. U1118

Engine no. U1111

The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. Although dropped at the end of 1926, the two-stroke Velocette reappeared at the 1927 Motor Cycle Show as the heavily revised Model U (for 'Utility') boasting improved brakes, lightweight Webb forks, and the newly fashionable 'saddle' tank. Its predecessor's 63x80mm bore/stroke dimensions were retained, but the twin-port motor now had a roller big-end bearing and drove via a three-speed, hand change gearbox. Well engineered in the best Veloce tradition, the Model U quickly gained a reputation for exemplary reliability and was soon joined by a USS sports version with detachable cylinder head. According to the accompanying letter from the Velocette Owners Club, this Model U was invoiced to Cope & Sons Ltd, Bearwood in October 1928. It was first registered in Reading in March 1929. Acquired from Cotswold Classics by its late owner in December 2010, the machine is offered with an old-style RF60 logbook (issued 1958), a V5C Registration Certificate, and the 2010 sales receipt.

£3,500 - 4,000

€4,000 - 4,600



103

1938 VELOCETTE 349CC KSS MARK II PROJECT

Registration no. EHA 568

Frame no. 4584

Engine no. KSS 8450



Velocette's innovative two-strokes had proved reliable, economical and very popular but by the early 1920s it had become apparent that a more upmarket model was required. Other manufacturers were fielding new overhead-valve and overhead-camshaft machines, and Veloce Ltd followed suit, the Percy Goodman-designed, overhead-cam Model K first appearing in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase, an arrangement determined by the existing transmission and frame design, which made for a stiff crankshaft assembly. By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy, and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS. This dismantled KSS MkII is offered for restoration and sold strictly as viewed. The machine comes with a V5C Registration Certificate and an old-style logbook (issued 1945) listing six keepers including the late owner.

£3,500 - 5,500

€4,000 - 6,300



104

1930 VELOCETTE 249CC GTP

Registration no. ASV 317

Frame no. GP1620

Engine no. GA1603



The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. Although dropped at the end of 1926, the two-stroke Velocette reappeared at the 1927 Motor Cycle Show as the heavily revised Model U (for 'Utility'). Some two years later it was superseded by a more advanced design, the GTP, which debuted at the Olympia Show in the autumn of 1929. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed Velocette's characteristic slim-line clutch. The GTP remained in production up to 1940 but, sadly, Velocette's two-stroke line was not revived post-war. Dating from the first year of production, and thus a Vintage-era motorcycle, this hand-change GTP was purchased by the vendor's late father in October 2006 from a Mr Roger Lovell of Exeter, its owner since 1984. Substantially, but not 100%, complete, the machine is offered with a V5C Registration Certificate.

£3,000 - 3,500

€3,400 - 4,000

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105

1935 VELOCETTE 249CC MOV PROJECT

Registration no. AUM 516

Frame no. 2023

Engine no. 1247

In 1933 Veloce Limited augmented its K-Series 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 that had been developed on the works racers. 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. Post-war, Velo's overhead-valve trio continued much as before, with rigid frames and - initially - Webb girder forks. The MOV was dropped at the end of 1948 but the MAC soldiered on into the 1960s, gaining an alloy engine top end and Velocette's own telescopic fork for 1951 plus a swinging-arm frame in 1953. This particular MOV was acquired by its late owner in April 1994; it is not known when it was last used. The machine appears substantially original and complete, with relatively few parts missing, one of which is the silencer. Offered for restoration and sold strictly as viewed, it comes with an old-style V5C Registration Certificate.

£3,000 - 3,500

€3,400 - 4,000



106

1937 VELOCETTE 249CC GTP

Registration no. DFJ 234

Frame no. 6379 (see text)

Engine no. 6336

The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in the line-up for 1930. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed Velocette's characteristic slim-line clutch. The GTP remained in production up to 1940 but, sadly, Velocette's two-stroke line was not revived post-war. This foot-change GTP was purchased by the vendor's late father from a Mr Derek Maidment of Dartford in September 2012. On file is the sales receipt and a related letter, the latter describing the GTP as 'approximately 80% complete' when purchased. Subsequently restored, the machine also comes with DVLA correspondence, a V5C Registration Certificate, and an old-style continuation logbook (issued 1954) listing three owners up to 1960. It should be noted that the frame number appears to have been re-stamped.

£2,500 - 3,500

€2,900 - 4,000



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107

C.1921 DOUGLAS 2¾HP MODEL WD/21 PROJECT

Frame no. 40696

Engine no. 35521

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second, and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of military machines. Dating from circa 1921, this early Vintage-era Douglas has the 350cc sidevalve engine of fixed head type with outside flywheel and BTH magneto ignition. The transmission comprises chain primary drive to a two-speed gearbox with belt final drive. Believed Druid, and thus incorrect for this machine, the front fork is of the side-spring type with stirrup front brake, while rear wheel retardation is achieved by a v-block belt-rim brake. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£4,000 - 6,000

€4,600 - 6,900



108

1926 TRIUMPH 494CC MODEL P PROJECT

Registration no. CO 9796 (see text)

Frame no. 933312

Engine no. 231272

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 among them - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake. Offered for restoration and sold strictly as viewed, this Model P was first registered in Cornwall and comes with its original old-style RF60 logbook recording ownership changes up to 1933. Prospective purchasers should note that there is no V5C Registration Certificate with this Lot and that the registration 'CO 9796' is not on the HPI or DVLA databases. Should the successful purchaser wish to retrieve the original registration, an application will have to be submitted to the DVLA for their consideration.

£3,500 - 4,500

€4,000 - 5,100



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109

1926 RALEIGH 2¾HP PROJECT

Registration no. YB 5549

Frame no. 25774

Engine no. M1465

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular '350', 2¾hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day. Numerous different versions were offered over the years. A typical Vintage-era Raleigh lightweight, this example is powered by a 348cc single-cylinder sidevalve engine and has a Sturmey-Archer countershaft gearbox and all-chain drive. It exemplifies the progression of motorcycle technology in the 1920s, having a drum rear brake yet retaining the outdated dummy belt-rim front stopper of its predecessors. Acquired by its late owner in October 2006, 'YB 5549' is incomplete and offered for restoration. The machine comes with a V5C Registration Certificate and is sold strictly as viewed.

£3,500 - 4,000

€4,000 - 4,600



110

1929 COVENTRY EAGLE 350CC SPORTS PROJECT

Registration no. GK 4870

Frame no. 50603

Engine no. GPROCE276

'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 1929, ranging from the diminutive 147cc D21 lightweight to the formidable 998cc 'Flying 8' v-twin. Among them were two new overhead-valve sports models with Sturmey-Archer twin-ports engines: a '350' and a '500'. The Sturmey-Archer models continued in the Coventry Eagle range for the next few years, latterly with sloping cylinders, and were dropped at the end of the 1932 season. This rare Coventry Eagle sports roadster was acquired by the late owner in October 2006 from Mr Roger Lovell of Exeter, its owner since December 1983. Presented in dismantled and incomplete condition, the machine is offered for restoration and sold strictly as viewed. A V5C Registration Certificate comes with it.

£2,800 - 3,200

€3,200 - 3,700



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111
C.1937 AJW PROJECT
Frame no. 37157

Founded in Exeter by publisher Arthur John Wheaton, AJW stunned the motorcycling public by displaying an advanced four-cylinder prototype at its first Earls Court Show in 1928. The 'Super Four' never made it into production, but throughout the 1930s the firm offered a diverse range powered by proprietary engines - Anzani, JAP, Rudge Python and Villiers - though production never amounted to more than 250 machines per year. After WW2, AJW changed hands and relocated to Dorset where production re-commenced using JAP engines. When the supply of these ceased in the 1950s, the company began importing Giulietta lightweight motorcycles and mopeds from Italy, and in the 1970s marketed a range of small-capacity Minarelli-engined models built to its own specifications. This AJW is believed to date from circa 1937, when the company listed just two models - the JAP-engined Red Fox and Flying Fox, both of 500cc - so most likely left the factory with one of the Tottenham firm's engines installed. Incomplete, the machine is offered for restoration and sold strictly as viewed. There is no registration document of any kind with this Lot.

£3,000 - 4,000
€3,400 - 4,600

FURTHER PROPERTIES



112
C.1932 ARIEL MODEL 4F SQUARE FOUR PROJECT
Registration no. FB 9146 (see text)
Frame no. to be advised
Engine no. to be advised

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the Model 4F grew to 601cc in 1932 before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939, but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet charismatic machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. Although this 4F's accompanying old-style logbook (issued 1947) gives the date of first registration as 10th April 1934, most of its major components date from circa 1931/1932, with the notable exception of the fuel tank, which is from later foot-change model. Sold strictly as viewed, 'FB 9146' was purchased by the vendor's father in August 1948 and dismantled in 1951, though it is not known why. Prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise prior to bidding. There is no V5C registration document with this Lot, and prospective purchasers should also satisfy themselves with regard to its current registration status.

£5,000 - 8,000
€5,700 - 9,100

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113

1931 ARIEL 499CC MODEL SF31 'SLOPER'

Registration no. RSL 679

Frame no. S1417

Engine no. 1484

Ariel's range for 1931 encompassed a dazzling variety of models: vertical engines, sloping engines, sidevalves, overhead valves - two or four per cylinder - all were represented along with Edward Turner's revolutionary Square Four. Following the then fashionable trend, the SF31 was one of three half-litre 'Sloper' models that joined the range in the spring of 1931. Like that of its fellows, the newcomer's overhead-valve engine was inclined at 30 degrees from the horizontal, conveying the benefits of better cooling, greater accessibility, and a lowered centre of gravity for improved handling. A twin-pipe exhaust system, exiting from a transverse silencer box ahead of the engine, was a particularly striking feature. Sadly, the model lasted for just one season, the economic recession and Ariel's own sorry financial plight seeing the range slimmed down at the Slopers' expense. This ultra-rare SF31 was one of a pair despatched to Ariel's main dealer, South of Ireland Motorcycles in Cork, on 11th February 1932. An old Irish logbook showing the original registration comes with it. The machine is presented in beautifully restored condition, boasting stainless steel wheel rims and spokes, stainless steel exhaust system, re-chromed fuel tank, etc. Accompanying paperwork consists of a VMCC dating certificate, V5C registration document, and the aforementioned logbook. A later two-brush dynamo is the only notified deviation from factory specification.

£8,000 - 10,000

€9,100 - 11,400



114

1934 ARIEL 498CC RED HUNTER

Registration no. JSJ 762

Frame no. Y6444

Engine no. CD407

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Revived after WW2, the Red Hunters were continuously developed - gaining a telescopic front fork, swinging-arm rear suspension, an alloy cylinder head, and full-width alloy hubs in the process - until production of Ariel four-strokes ceased in 1959. This pre-war Red Hunter was acquired by the current owner in November 2004. Comprehensively restored to 'as new' condition in 2009, it won the 'Best Post-Vintage' award at the Hove Engineering Motorcycle Run in 2010, and is only offered for sale because of the owner's ill health. Accompanying documentation consists of an SORN, V5C Registration Certificate, and sundry invoices for parts.

£8,000 - 12,000

€9,100 - 14,000



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115



117



116



118

115

C.1950 MOTOBÉCANE MOBYLETTE 49CC

Registration no. TAS 592 Frame no. 2711826 Engine no. 2711826
As French as the beret, Motobecane's sturdy, reliable, and cheap Mobylette was perhaps the most famous moped of them all. It first appeared in 1949 and was hugely successful. At the height of its popularity some 750,000 Mobylettes rolled off the production line every year. This example appears to be a very early original and unrestored machine. The V5C states 1959 but we believe that it is more likely to be an AV3 model dating from c.1950. The vendor was told that it was a factory show model at the Paris Salon. He has owned it for just six months, and it has not been run in that time. It is accompanied by a V5C and three old tax discs. Following a period of inactivity re-commissioning is advisable before taking to the highway. This is a rare chance to secure a really early Mobylette.

£400 - 600

€460 - 690

No Reserve

116

1964 MOTOBÉCANE MOBYLETTE AV42 MOPED PROJECT

Registration no. AHT 542B Frame no. 42140164 Engine no. 4790066
Founded in 1923, the French Motobécane company had by the 1970s become the world's largest manufacturer of mopeds and bicycles. In the early 1960s, a change to France's licensing laws brought about the demise of Motobécane's lightweight motorcycles and scooters, leaving only the immensely successful mopeds, the first of which had appeared in 1939. The best known of these is the Mobylette, which was launched in November 1949 and would be produced in countless versions over the years. This Mobylette was purchased second-hand by the lady vendor's father prior to 1974 and used up to 1981 when it was still in full working order. Stored outside for the last ten years, the machine is offered for restoration and sold strictly as viewed. A spare engine (number 'B32074') is included in the sale, and the machine also comes with an old-style V5 registration document.

£100 - 150

€110 - 170

No Reserve

117

1958 AJS 348CC MODEL 16MS PROJECT

Registration no. 107 FL Frame no. A61864 Engine no. 58/16MS 33120
Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 16M and G3L respectively, the two 350cc models 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. This swinging arm-framed Model 16MS was completely dismantled in 1976. Dry stored since then, it is offered for restoration and sold strictly as viewed. Some new parts have been purchased, including an exhaust pipe and silencer, and the vendor advises us that – as far as he is aware – all parts are present. Nevertheless, prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise prior to bidding. Offered with a V5 registration document.

£500 - 700

€570 - 800

No Reserve

118

Property of a deceased's estate

1960 FRANCIS-BARNETT 199CC FALCON 87 PROJECT

Registration no. 92 LLP (see text) Frame no. BF90244 (see text)
Engine no. 20T 4323
Post-WW2, Francis-Barnett concentrated on the production of lightweight two-strokes powered by Villiers engines at first, though from 1957 Associated Motor Cycles' own engine was fitted to many models. In the Falcon's case, the 199cc AMC engine was first fitted to the Falcon 87 for 1960. Production ceased in 1966. This totally dismantled Falcon 87 is offered for restoration and sold strictly as viewed. It is evident that some renovation has already been carried out; nevertheless, prospective purchasers should satisfy themselves with regard to the machine's completeness or otherwise, and with regard its registration status, prior to bidding. The machine is offered with an old-style V5 registration document and (copy) instruction manual. It should be noted that the frame number has been over-stamped.

£400 - 600

€460 - 690

No Reserve

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119



121



120



122

119

Property of a deceased's estate

1955 BSA 348CC B31 PROJECT

Registration no. UTJ 661 Frame no. B31 3061 Engine no. BB31 13439
BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days. Produced initially with rigid frame and telescopic front fork, the B31 gained (optional) plunger rear suspension in 1949 and an all-new swinging-arm frame in '54. A good all-round performer by the standards of its time, the B31 could cruise comfortably all day at 60mph while returning 75-plus miles per gallon. In the late owner's hands since January 1986, this B31 is offered for restoration and sold strictly as viewed. Some parts are detached, others loosely assembled, and the carburettor is incomplete. Offered with old-style V5 documents.

£1,600 - 2,200

€1,800 - 2,500

No Reserve

120

Property of a deceased's estate

1954 BSA 499CC B31/B33 SPECIAL

Registration no. 567 UXP Frame no. CB31 8459 Engine no. BB33 8163
Based on the pre-war B29, BSA's rugged and reliable B31 was manufactured from 1945 to 1959, its overhead-valve engine providing the basis for the renowned Gold Star. Produced initially with rigid frame and telescopic front fork, it gained (optional) plunger rear suspension in 1949 and a swinging-arm frame in '54. A '500' version – the 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. This B31 left the Small Heath factory on 17th December 1954 but at some time has been fitted with a 499cc B33 engine dating from 1956. An earlier restoration, the machine was last taxed in 2015 and is offered with a V5C registration document and BSA OC dating certificate.

£2,200 - 2,700

€2,500 - 3,100

121

Property of a deceased's estate

1956 BSA 348CC B31

Registration no. UYD 454M Frame no. EB31 5766

Engine no. BB31 26161

Based on the pre-war B29, BSA's rugged and reliable B31 was manufactured from 1945 to 1959, its overhead-valve engine providing the basis for the renowned Gold Star. Produced initially with rigid frame and telescopic front fork, it gained (optional) plunger rear suspension in 1949 and a swinging-arm frame in '54. A good all-round performer by the standards of its day, the B31 could cruise comfortably all day at 60mph while returning 75mpg-plus, virtues that endeared it to private owners and police forces alike. This B31 comes with a BSA OC dating certificate revealing that it was despatched to the Ministry of Supply, Whitchurch on 4th October 1956. First registered (for civilian use) on 1st November 1973, the BSA was acquired by the late owner in July 1984. Accompanying paperwork consists of old V5 documents and the aforementioned dating certificate.

£2,200 - 2,800

€2,500 - 3,200

122

Property of a deceased's estate

1956 BSA 348CC B31

Registration no. 810 YUE Frame no. EB31 5647 Engine no. BB31 26035

Based on the pre-war B29, BSA's rugged and reliable B31 was manufactured from 1945 to 1959, its overhead-valve engine providing the basis for the renowned Gold Star. Produced initially with rigid frame and telescopic front fork, it gained (optional) plunger rear suspension in 1949 and a swinging-arm frame in '54. A good all-round performer by the standards of its day, the B31 could cruise comfortably all day at 60mph while returning 75mpg-plus. This B31 is an ex-Ministry of Supply machine that retains some of the Ministry's stencilled markings on the front mudguard. The late owner purchased the BSA from dealer Andy Tiernan in January 2012. The sales receipt is on file together with a note concerning a top-end rebuild, but no associated bills. Additional paperwork consists of some old tax discs and MoTs (most recent expired 2012), a previous sales receipt, and old/current V5/V5C documents.

£2,200 - 2,800

€2,500 - 3,200

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123



125



124

123

Property of a deceased's estate

1954 NORTON 490CC ES2

Registration no. 630 XUX Frame no. J4 58785 Engine no. 35478 F4 Norton's top-of-the-range, overhead-valve single, the ES2 was built in several versions during a production run lasting from 1927 until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Landsdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959), and the slimline version of the race-developed Featherbed frame, introduced on the single-cylinder range for 1961. Apparently an older restoration, this ES2 is a 1954 model fitted with an engine dating from 1951. The machine was purchased from GB Motorcycles in 2010. There is evidence on file of an engine top-end overhaul and other mechanical refurbishment carried out since then. The machine is offered with DVLA and other correspondence, some MoT certificates (most recent expired October 2008), and old/current V5C documents.

£3,000 - 4,000
€3,400 - 4,600

124

1959 BSA 646CC GOLDEN FLASH

Registration no. HSV 119 Frame no. FA7 9335 (see text)
Engine no. DA10 5857

Fully restored by the immediately preceding owner, HSV 119 was purchased by the vendor in 2004. Following an engine problem in 2011 he entrusted the engine to well-known specialists Cake Street Classics, who carried out a full rebuild, regrinding the crankshaft, fitting new shells, main bearing and bush, pistons, camshaft, cam followers, valves and guides. Since completion and refitting of the engine the owner has covered only 600 miles, so is still running in. The magneto was also reconditioned, in 2014 and the clutch renewed in recent times. It should be noted that the frame number is not a factory stamping in the normal position. Documentation consists of a current V5C.

£3,000 - 4,000
€3,400 - 4,600



126

125

1939 BSA 249CC C11

Registration no. BSK 712 Frame no. XC10G 38 Engine no. XC1119ZZ Aimed at the ride-to-work market, BSA's 'C' range of lightweight singles was first introduced in 1938. Its first exemplar was the C10, a sidevalve-engined model with coil ignition and three-speed hand-change gearbox. A deluxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11 variant. The original girder front fork was superseded by a telescopic unit in mid-1946, and part way through '49 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the updated C10L and C11G, with alternator electrics, plunger rear suspension, and a four-speed gearbox, eventually bowing out in 1957. The vendor believes that this C11 was one of the many motorcycles requisitioned by the government for military service immediately after the outbreak of WW2. Last run in April 2016 and currently SORN'd, the machine is described as in generally fair/good condition. Offered with a V5C Registration Certificate.

£700 - 1,000
€800 - 1,100
No Reserve

126

1952 BSA 249CC C11

Registration no. YTS 486A Frame no. ZC10S 6743
Engine no. ZC11 23134 (see text)

Aimed at the ride-to-work market, BSA's 'C' range of lightweight singles was first introduced in 1938. Its first exemplar was the C10, a sidevalve-engined model with coil ignition and three-speed hand-change gearbox. A deluxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11 variant. The original girder front fork was superseded by a telescopic unit in mid 1946, and part way through '49 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the updated C10L and C11G, with alternator electrics, plunger rear suspension, and a four-speed gearbox, eventually bowing out in 1957. Last run in 2014 and currently SORN'd, this C11 is described by the vendor as in generally fair/good condition. We are advised that the engine was changed during a previous ownership. Offered with a V5C Registration Certificate.

£600 - 1,000
€690 - 1,100
No Reserve

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127



129



128

127

1950 SUNBEAM 489CC S8

Registration no. EDP 989 Frame no. S8 2020 Engine no. S8 2581
The Sunbeam inline twin was introduced in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive, plunger rear suspension, and balloon tyres. A deliberately more conventional, and also lighter and cheaper, S8 version was introduced in 1949. The S8's front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation. This Sunbeam S8 came into the vendor's family's possession during the late 1960s/early 1970s, and lay unused in a barn until 2009 when a full restoration was undertaken by Armour Engineering of East Bergholt, Suffolk (bills available). Since completion the machine has been taxed and ridden occasionally. Described as in generally excellent condition, it is offered with a V5C registration document. A BSA dual seat is the only notified deviation from factory specification.

£4,000 - 5,000

£4,600 - 5,700

128

1961 MATCHLESS 348CC G3 PROJECT

Registration no. 762 BXU Frame no. A80913 Engine no. 61/G3 41017
Honest workaday mounts, the typical British 350s of the 1950s were chosen chiefly for their inherent strength, dependability, and economy rather than outright speed. AMC's offerings in this important market sector were the Matchless G3/G3L and AJS Model 16/16M, models identical in all essential respects, tank badge and magneto position excepted. 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. This Matchless G3 was purchased by the vendor in 1975 and was last on the road in 1983, since when it has been dry stored. Substantially original and complete, it is an excellent candidate for restoration and sold strictly as viewed. Accompany documentation consists of an old-style logbook and a V5 Registration Certificate.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



130

129

Property of a deceased's estate

1959 VELOCETTE 348CC MAC

Registration no. PRC 652 Frame no. RS8464 Engine no. MAC 25190
PRC 652 was purchased by the vendor's late husband in approximately 1972. Thereafter he used the machine for occasional runs plus local club runs and events. The bike was used most years of the present ownership until 2012. At some point in its life the wheel hubs have been changed for the Venom-type full width ones, but the original MAC hubs are offered with the bike. Since 2012 it has been kept in dry storage and will require light re-commissioning and basic safety checks prior to use by a new owner. Documentation consists of a current V5C, an old MoT certificate from 1979/80, and an invoice for reconditioning the magneto in 2006.

£2,800 - 3,500

€3,200 - 4,000

130

1948 PANTHER 348CC REDWING MODEL 70

Registration no. to be advised Frame no. 20945 Engine no. 80910A
Panther introduced its most significant model of the 1930s - a 249cc overhead-valve 'sloper' - in 1932. This would be bored out to 348cc and in 'Red Panther' form was sold exclusively and in large numbers by South London dealers Pride & Clarke. Panther's 'own' versions were titled Redwing 70 and 80 respectively, and featured twin-port cylinder heads and four-speed gearboxes. Post-war, the models gained telescopic front forks and switched to single-port heads. This model 70 was acquired by its late owner in 1976 and restored, winning various concours awards in the immediately succeeding years before being taken off the road in 1979. Kept in dry storage, the machine will require re-commissioning and the customary safety checks will be required before it returns to the road. Offered with an old-style continuation logbook, old-style V5 document, and an expired MoT (1980).

£2,000 - 3,000

€2,300 - 3,400

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131

1956 BSA 646CC GOLDEN FLASH COMBINATION

Registration no. YAS 254

Frame no. EA 73525

Engine no. CA 109263

Post-WW2, BSA followed the lead of Ariel and Triumph in featuring the pushrod, OHV parallel-twin as their new models, while continuing with their well-regarded 'singles', the latter the base of their competition programme. The 1939-designed A7 '500' made its debut in 1946 and the A10 '650' followed in 1949-50, along with a revised A7, both Bert Hopwood designs. The twins found immense favour with the buying public, being torquey, powerful and reliable and being regarded as more robust than the rival offerings, particularly for sidecar use. YAS 254 is a late-model A10, in excellent condition and has been well-maintained by its long-term owner. Used mainly for pleasure trips and enthusiast meetings, it is coupled to a period-style Watsonian 'G.P. Sports' sidecar in matching black, itself in 'as-new' condition. Running well, with 6,600 miles registered since rebuild and complete with V5C, this sporting BSA outfit is reluctantly for sale only because of the owner's advancing years.

£4,500 - 6,000

€5,100 - 6,900



132

1958 MATCHLESS 497CC MODEL G80S

Frame no. A56183

Engine no. 57/G80S 131070

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced (the latter initially for export only), models so-equipped being suffixed 'S'. Major changes to the engine were the big news for 1958, a switch from dynamo to alternator electrics on the roadsters necessitating the adoption of a cast-alloy primary chaincase. Battery/coil ignition was adopted at the same time so the distinctive magneto drive cover was deleted and the timing gears contained within a smaller case. The next major revisions were seen in the 1964 range, which featured Norton hubs/brakes and Roadholder forks together with short-stroke engines based on the scrambles unit. Representing the model in its earlier and more handsome form, this G80S was first registered to one Roy Kemp, RNAS Culdrose. Acquired by the late owner in the mid-1970s and restored, it won various concours awards in the immediately succeeding years before being taken off the road in 1978. Kept in dry storage, the machine will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of the original logbook, an old-style V5 document, and an expired MoT (1979).

£4,000 - 5,000

€4,600 - 5,700



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133

1959 VELOCETTE 499CC VENOM TO 'CLUBMAN' SPECIFICATION

- *An older restoration*
- *Numerous Clubman-style enhancements*
- *VOC dating letter*

Registration no. 186 XUV

Frame no. RS 12474

Engine no. VM 3035



Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter had disappeared from the range in 1948, reappearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was up-dated, changing to 'square' bore and stroke dimensions of 86x86mm and gaining an alloy cylinder barrel and 'head. Engine development pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper.

The MSS frame and forks were retained for the newcomers but full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. 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.

Produced until the end of Velocette production in 1971, the Venom in its various guises represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after.

This particular Venom had already been restored when the late owner bought it from a friend of his. A copy of the factory despatch record (on file) shows that the machine was sent to Pankhurst in Weymouth and first owned by one P E Cobner of Portland. Noteworthy features include alloy wheel rims, rear-set footrests, Thruxton-style twin-leading-shoe front brake, 'long' fuel tank, swept-back exhaust pipe, Amal Concentric carburettor, and a Smiths tachometer. Kept in dry storage, unused, for several years, the machine will require re-commissioning and the customary safety checks before it returns to the road. Accompanying documentation consists of a VOC dating letter, a V5C Registration Certificate, and the aforementioned copy factory record.

£6,000 - 7,000
€6,900 - 8,000

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134 N

1957 TRIUMPH 348CC TWENTY ONE

Frame no. H5

Engine no. 21 H5

- *Earliest surviving Twenty One*
- *One of the first batch produced*
- *Historically significant*
- *Superbly restored*



The Triumph Twenty One was first displayed in March 1957, at the RAI Motorcycle Exhibition in Amsterdam. As a result of the exhibition, the first order was from the Dutch importer, Stokvis & Zonen, who duly received the first batch comprising H1, H2, H5 and H6. From these only H5 and H6 are thought to have survived.

H5 was discovered in a shed in Holland when the previous owner was looking for a machine to restore. Aware of the significance of the early machine, he felt compelled to buy and restore it. The latter he did thoroughly. The frame and all the cycle parts were stripped and repainted in the original 'Polychromatic Silver Grey' colour. The engine was stripped, and all bearings were replaced as a matter of course, although the machine appeared to have seen little use, and the pistons, valves, and cylinder bores only needed cleaning. All the clutch parts are original, as is the Vokes air filter housing, although no substitute element could be found. Original fork stanchions were hard-chrome plated and reground to size. The carburettor was refurbished by a specialist, the distributor was restored by Roy Price. A new wiring harness was fitted, the coil is the original Lucas. Both chains were replaced with new, exhaust pipes were re-chromed and the silencers replaced. Both wheels were rebuilt with new old stock rims, new spokes, and wheel bearings replaced.

Apart from the colour, which Triumph later changed to Shell Blue, there are several differences between this early example and later ones. The lack of the seam on top of the petrol tank, for one, and the absence of the tank parcel rack for another.

After restoration of H5 it was displayed, with H6, at the 2004 Classic Motorcycle Show on the Triumph Owners Club stand, and awarded a class win. H5 was seen at the show by the present owner, and when he later saw it for sale, he made contact, a deal was agreed, and he duly collected the machine from Holland. The vendor has kept it in dry storage, replaced the tyres and tubes, and has started the bike at regular intervals. It should only need a basic service and very light re-commissioning before use by a new owner.

Documentation consists of a Dutch registration document bearing the same registration it has had from new, some notes about the machine's history and restoration, sundry photographs, and a copy instruction manual and parts list.

£4,000 - 6,000

€4,600 - 6,900

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135 N

1950 TRIUMPH 499CC SPEED TWIN

Registration no. not UK registered

Frame no. 12279N

- *Delivered new to Turkey*
- *Restored in Germany*
- *Circa 20 kilometres since completion in 2000*



'When I took over Triumph in 1936 it was my intention to introduce a vertical 500 twin and in 1938 I offered one to the general public known as the "Speed Twin" which was an entirely new mechanical layout. The general proportions of this engine were most eyeable (Sic) and in performance it was even more remarkable inasmuch that the first prototype was producing nearly 30 horsepower.' – Edward Turner.

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but the Coventry firm's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions.

The example offered here dates from 1950, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. This particular machine also has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. Other noteworthy features include a tank-top luggage grid and the distinctive headlamp nacelle that had been introduced on the Triumph range for 1949.

We are advised that this Speed Twin was sold new to Turkey, where it was purchased in 1998 and taken to Germany where its restoration began that same year. Refinished in 'Amaranth Red', the Triumph was built up from parts (including the Sprung Hub) and completed in 2000, since when only some 20 kilometres have been covered. We are advised that the dynamo and magneto were overhauled in 2012. There are no documents with this Lot.

£5,200 - 5,800

€5,900 - 6,600

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136
1960 TRIUMPH 649CC TIGER 110
Registration no. HAS 844
Frame no. D6759
Engine no. T110 D6759

The Tiger 110 was announced in 1953. Taking its name from its top speed potential, it debuted with a new cast iron cylinder head, only changing to alloy for 1956. It remained much the same, apart from styling changes, until the advent of the duplex frame for the 1960 model year. The company had dipped its toe into the waters of enclosed 'streamlined' models with the Twenty One in 1957. A step further was equipping all the larger models with this look in 1960, except for the Bonneville and Trophy. They were billed as 'Performance Twins with Modern Refinement', but the enclosures lasted only until 1962. The T110 was discontinued in 1961 after just two years with the new look. HAS 844 was purchased by the vendor in 2004. It had received a full restoration at the hands of the previous owner, including the engine and gearbox. He fitted a new carburettor and used the bike only occasionally for local shows etc. Whilst it has not been used since 2006 it has been kept in dry storage and started at regular intervals. The vendor will fit a new battery prior to the sale and the machine should only need basic safety checks before being used on the road again. Documentation comprises a current V5C, old V5C, old V5, 3 old MoT certificates, a dating certificate from the Triumph Owners club, and miscellaneous papers.

£4,500 - 6,500
€5,100 - 7,400



137
C.1950 TRIUMPH 498CC THUNDERBIRD/TROPHY SPECIAL
Registration no. Unregistered
Frame no. 11491N
Engine no. TR5 1777NA

When Triumph resumed manufacturing in 1946 after the War, they continued with their 500cc pushrod twins. With the drive for exports in full flow during the 1940s they felt the pressure from their distributors in the USA for larger capacity machines. The result of this was the introduction of the 650cc Thunderbird in 1949. This special combines a 1950 Triumph Thunderbird frame with an engine from a 1950 500cc Trophy. We understand that records indicate the Thunderbird was exported to Australia in 1950, whilst the engine was part of a machine sent to the USA in December 1950 (and therefore a 1951 model). The two major components were combined with a range of Triumph parts to form the special presented for sale. Purchased by the vendor in the USA, the machine evokes the style of the early post-war twins with the separate headlamp and rear grab handles, linked with the all-alloy close-finned engine; arguably one of the most attractive pre-unit engines ever made by Triumph. Given its present styling, the machine forms an attractive mount as it is, or would lend itself to the creation of a singularly distinctive 'bobber' style machine. Requiring the usual safety checks and re-commissioning, the Triumph is sold strictly as viewed and prospective bidders should satisfy themselves as to the vintage and suitability of its components prior to bidding. Accompanying documentation comprises a Certificate of Title (State of Florida), HMRC correspondence confirming its NOVA declaration and duties paid. The successful purchaser will need to apply to the DVLA to register the machine.

£4,000 - 6,000
€4,600 - 6,900



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138

1949 TRIUMPH 499CC GRAND PRIX REPLICA

Frame no. TF 31418

Engine no. T100C 77800

The Triumph Grand Prix entered motorcycling legend when Ernie Lyons won the rain-soaked 1946 Senior Manx Grand Prix on the machine's Isle of Man debut, and the prototype's success resulted in a production version introduced in 1948. The Tiger 100 was the project's starting point, its engine suitably modified with the lightweight alloy cylinder head and barrel from the wartime Triumph generator unit. Twin Amal carburettors were mounted on a special inlet manifold, high-compression pistons and race camshafts installed, and the valve gear lightened and polished. The bottom end remained close to standard, though the polished crankshaft ran in roller rather than ball bearings, and the heavy-duty rods and bearing caps ran directly on the crankpins. Primary drive was by exposed chain, and the gearbox contained close ratios. Cycle parts were close to stock T100, the rear sprung hub's 8" brake being matched by an experimental one of same size up front. Built in limited numbers (thought to total between 150 and 200), the Grand Prix is among the rarest and most desirable of post-WW2 Triumphs. As with all such exotica there is a continuing demand for replicas, this example employing a Speed Twin frame and TR5 Trophy engine. Restored circa 2000, the machine was last used for quarter-mile sprinting (we are advised that the carburettors require tuning). There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900



139

C.1951 TRIUMPH 499CC THUNDERBIRD/SPEED TWIN RACING MOTORCYCLE

Registration no. NSV 608

Frame no. 15657

Engine no. 5T 04023

Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the Montlhery circuit at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory. When displayed at the Earls Court Show in October, the new twin featured the headlamp nacelle and fuel tank with luggage grid first seen the previous year. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. The Triumph racing special offered here consists of a Thunderbird frame built in either 1950 or 1951, and a Speed Twin engine dating from November 1956. We are advised that the engine is 'very strong'. The machine is offered with a V5C Registration Certificate stating that there have been no changes of ownership since 1984.

£2,500 - 3,500

€2,900 - 4,000



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140
1961 TRIUMPH 649CC T120R BONNEVILLE
Registration no. 783 UPJ
Frame no. T120R D11876
Engine no. T120R D11976

Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburettors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Triumph lost no time in capitalising on its technical breakthrough, announcing a new model equipped with the splayed 'head and twin Amal carburettors in September 1958: the Bonneville. Testing a T120 'Bonnie' in June 1961, Motor Cycling found that Triumph's range-topping sports roadster possessed abundant vitality. 'With exceptional top-end performance goes extraordinary vigour and tractability at low and medium speeds - a combination which makes it perhaps the fastest point-to-point roadster produced in Britain today.' The current vendor purchased this '61 Bonnie in October 2016. Aged 66 and used to riding BSAs, he has found it difficult to kick-start the relatively high-compression engine, hence the decision to sell the machine. Accompanying documentation consists of a V5C Registration Certificate and an expired MoT (April 2016).

£9,000 - 11,000
€10,000 - 13,000



141
C.1959 TRIUMPH 649CC 'BOBBER' SPECIAL
Registration no. Unregistered
Frame no. 023006
Engine no. T120 023006 (see text)

Triumph introduced a 650cc overhead valve twin-cylinder model with the Thunderbird in 1949 for the 1950 model year, in response to North American demand for a larger capacity machine. Following the success of the initial model, further 650s were added to the range over time. These were the Tiger 110, Trophy TR6, and Bonneville T120. The 650s were initially equipped with cast iron cylinder heads, but alloy heads became a necessity when higher power outputs were needed, again to satisfy the American market. This special was acquired by the vendor in the USA and comprises a single downtube frame modified with a rigid rear end, and fitted with a 650 pre-unit alternator engine. The engine number relates to a Bonneville model of 1959, but is thought to have been renumbered at some time. The front forks, front wheel, yokes and headlamp appear to be from a circa 1966 unit 650 Triumph model, sensibly uprating the front brake and suspension. Some of the other components are period aftermarket custom parts, and the overall styling is that of the popular 'bobber'. Requiring thorough safety checks and re-commissioning, the Triumph is sold strictly as viewed. Prospective bidders should satisfy themselves as to the vintage and suitability of the components prior to bidding. Accompanying documentation comprises a Certificate of Title (State of Florida), HMRC correspondence confirming its NOVA declaration and duties paid. The successful purchaser will need to apply to the DVLA to register the machine.

£4,000 - 5,000
€4,600 - 5,700



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142

1958 MATCHLESS 592CC G11CSR

Registration no. 425 FPK

Frame no. A65392

Engine no. 58/G11CS07999

Matchless introduced a 600cc twin, the G11, for 1956. Next was a performance version, the G11CS, which debuted for the 1958 season, and was aimed at the US off-road competition market. Soon after, a road-oriented version of this, the G11CSR, joined it in January 1958. The G11CSR was top of the line-up of Matchless road models in 1958, but was produced for less than a year before being superseded in September 1958 by the larger 650cc G12CS Scrambler and G12CSR Sports Twin. 425 FPK was found locally by the present owner, having languished in a dry garage since approximately 1985. Sold new by Comerfords in Thames Ditton, the CSR had two owners before being purchased by the previous owner in 1965. When found by the vendor, a few parts had been removed from the bike, but the bores had been oiled and the engine turned over regularly. He refitted the parts, fitted new plugs, HT leads, plug caps, pick-ups, and a battery. The wheels were removed, brakes checked and cleaned, bearings re-greased, and new tyres, tubes and rim tapes fitted. The bike started second kick and has since been used intermittently. Factory build details from the Owner's Club, confirm this machine has the original engine, frame and gearbox. Documentation comprises the aforementioned dating certificate, current V5C, and the original RF60 buff log book, together with several instruction maintenance and spare parts booklets. It is presently taxed for the road.

£3,500 - 4,500

€4,000 - 5,100



143

1963 NORTON 497CC DOMINATOR 88 SS

Registration no. LJM 62

Frame no. R122 107174P

Engine no. R122 107174P

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. 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. When the 1963 range was announced, the Dominator 99 SS had been dropped, leaving the 88 SS to continue until October 1966. This Dominator 88 SS was fully restored in the 1970s and is believed to have last been taxed and MoT'd in 1976. Dry stored since then, it will require re-commissioning at the very least, and probably more extensive renovation, before further use. Also included in the sale is a quantity of spares to include a gearbox, fuel tank, other sundry components, and much of a 650cc engine. The machine is offered with an old-style logbook, V5C document, and a quantity of Norton-related literature. Sold strictly as viewed.

£4,500 - 5,500

€5,100 - 6,300



THE FOLLOWING 13 LOTS ARE OFFERED FROM A PRIVATE COLLECTION AND HAVE BEEN STOOD FOR A NUMBER OF YEARS. ACCORDINGLY, ALL LOTS WILL REQUIRE RECOMMISSIONING AND OR RESTORATION TO A GREATER OR LESSER EXTENT AND ARE THEREFORE SOLD STRICTLY AS VIEWED.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



144
1959 BSA 646CC 'SUPER ROCKET' (SEE TEXT)

Registration no. 363 VMC
 Frame no. FA7 13513
 Engine no. DA10R 1721 (see text)

'The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future. On the other hand, the current model can be throttled back to accept happily the inevitable limitations of built-up-area riding. In these less spectacular circumstances, one's patience in jogging along at 30mph is rewarded by a remarkable – for a lusty 650cc twin – fuel consumption also in the three-figure class.' - Motor Cycling. An old-style continuation logbook on file (issued 1967) shows that this motorcycle was previously fitted with engine number 'DA10 6508' and thus almost certainly was manufactured as an ordinary A10 model. The engine currently fitted (number 'DA10R 1721') is from a Super Rocket built in 1960. Acquired by the vendor in July 2002 and last taxed to 31st January 2004, the machine has covered only 38 miles since restoration and will require re-commissioning before returning to the road. Accompanying documentation consists of some restoration photographs, sundry invoices, two expired MoTs, old-style V5/V5C Registration Certificates, and the aforementioned logbook. Prospective purchasers must satisfy themselves with regard to the origin of this machine's components, its construction, and subsequent model designation prior to bidding.

£4,200 - 4,800
€4,800 - 5,500



145
1957 BSA 650CC 'ROAD ROCKET' (SEE TEXT)

Registration no. OVS 699
 Frame no. EA7 4690
 Engine no. CA10R 2150 (see text)

BSA's range for 1955 embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. Available only for export at first, the Road Rocket reached the UK market in 1956, by which time it had been equipped with the stylish Ariel full-width hubs, but lasted in production for only another season before being superseded by the Super Rocket. Finished in the model's characteristic red/black livery, this rare Road Rocket featured on the front cover of Classic Bike Guide magazine's April 2002 edition and inside as the lead article (copy on file). On sale at Planet Motorcycles in Croydon when tested, 'OVS 699' was acquired by the current owner in May 2002. The machine has covered only 1,770 miles since restoration and was last MoT'd to 30th November 2002; re-commissioning will be required before it returns to the road. Accompanying documentation consists of two expired MoTs, SORN paperwork, and old-style V5/V5C Registration Certificates. It should be noted that the engine number has been re-stamped and thus it cannot be determined with any certainty that the machine was originally manufactured as a Road Rocket. Prospective purchasers must satisfy themselves with regard to the origin of this machine's components, its construction, and subsequent model designation prior to bidding.

£4,200 - 4,800
€4,800 - 5,500



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146

1960 BSA 500CC 'GOLD STAR' REPLICA (SEE TEXT)

Registration no. RWH 559

Frame no. CB32.9882 (see text)

Engine no. DBD.34.GS.4619 (see text)

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road-going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. Both the frame and engine numbers of this Clubman-style machine appear to have been re-stamped, and thus it is not possible to determine the origin or date of manufacture of these components. Accompanying documentation consists of an old-style V5 document and an expired MoT (1999). Prospective purchasers must satisfy themselves with regard to the origin of this machine's components, its construction, and subsequent model designation prior to bidding. Sold strictly as viewed.

£7,000 - 9,000

€8,000 - 10,000



147

1960 NORTON 600CC 'DOMINATOR 99' (SEE TEXT)

Registration no. OEE 778

Frame no. R122 90263 (see text)

Engine no. 91321 14R (see text)

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. Originally a 'slimline' Dominator 88, this motorcycle was fitted with a 600cc (Dominator 99) engine in 1972, as recorded in the accompanying old-style continuation logbook. Issued in 1971, this logbook records five different owners up to November 1976. The machine has also been upgraded with an Amal Concentric carburettor and flashing indicators. Last taxed to 30th November 1999, 'OEE 778' will require re-commissioning before returning to the road. The machine is offered with sundry invoices, SORN paperwork, and old-style V5/V5C documents. It should be noted that there are signs of over-stamping to both the frame and engine numbers.

£3,800 - 4,200

€4,300 - 4,800



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148

1959 ROYAL ENFIELD 693CC CONSTELLATION

Registration no. YCR 10
Frame no. 7899 (see text)
Engine no. 8609

Extensive revisions to the 693cc Meteor engine and the adoption of a new frame (shared by the Bullet singles) ushered in the Super Meteor in the autumn of 1955. While the Super Meteor was a fine performer, Enfield's next development - the Constellation - was outstanding. Based on its immediate predecessor, the new sports roadster featured a 51bhp engine, revised frame, and a handsome 4.25-gallon fuel tank. On test with Motor Cycling magazine in Belgium, a Constellation recorded a top speed of 115mph while averaging 51mpg, impressive figures by any standard. This example of one of Britain's rarer parallel twins was purchased by the current owner in 2002. The Enfield had been advertised in Classic Bike as 'ridden by Bob MacIntyre in 1959 Thruxton 500'. We have not been able to confirm this, but MacIntyre's '59 machine was entered by Lawton & Wilson, Royal Enfield agents for the Southampton area, and this example carries their brass plaque on the rear light housing. Furthermore, 'YCR 10' is a Southampton registration. Unfortunately, photographs of MacIntyre's machine at this event show it racing without a front numberplate (removed for safety reasons). Further research is required, and prospective purchasers should satisfy themselves with regard to this machine's provenance prior to bidding. Accompanying documentation consists of sundry invoices, SORN paperwork, copy workshop manual, and old/current V5/V5C documents. It should be noted that the frame number recorded in the V5C is a casting number, the actual (stamped) number is '7899'.

£3,600 - 4,200

€4,100 - 4,800



149

1953 ARIEL 1,000CC SQUARE FOUR MKII

Registration no. SSU 497
Frame no. ES296
Engine no. TM442 (see text)

Conceived as an overhead-camshaft 500, the Model 4F grew to 601cc in 1932 before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939, but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. We are advised that, according to Ariel Owners Club records, this Square Four MkII left the factory on 14th February 1953 bound for Dunns in Sunderland, and was originally finished in red (Ariel Maroon). The engine number is that of a 1952 Ariel Square Four MkI that left the factory on 28th November 1951 bound for Archers of Aldershot. The 'two-pipe' MkI engine is very different from the MkII, necessitating a degree of ingenuity in getting the 'four-pipe' cylinder head to fit (the spacing of the cylinder holding-down studs is different). The Burman GB6 gearbox did not come from a Square Four, which uses the GB7 type. The two types are 90% interchangeable. 'SSU 497' has covered only 843 miles since restoration by a previous owner (circa 1990) and was last taxed to 31st January 1997; re-commissioning will be required before it returns to the road. Acquired by the current vendor in 2002, the machine is offered with an old-style V5 document, expired MoT (2003), two 1954 tax discs, photocopy workshop manual, and a copy of a Classic Motorcycle Mechanics article about its restoration.

£8,000 - 12,000

€9,100 - 14,000



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150

1968 VELOCETTE 499CC VENOM THRUXTON

Registration no. VLO 662G

Frame no. RS19708

Engine no. VMT785

- *An older restoration*
- *1,678 miles since restoration*
- *Original logbook*



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

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

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

This Thrupton comes with its original logbook showing that it was sold new via one of the most famous of all Velocette dealers: L Stevens Ltd of Goldhawk Road, Shepherds Bush, London W12. Four private owners are listed therein, the last of whom, Leslie Piper, acquired the machine in the 1970s (date stamp indistinct).

The current (fifth) owner acquired the Thrupton in July 2002, and Mr Piper is recorded as the previous keeper on the accompanying V5 document. Invoices on file indicate that the Velo had been restored by Barrie Bourner (Classic Motorcycle Restorations) in 2001, and we are advised that it has covered only 1,678 miles since restoration (the Amal Mk2 Concentric carburettor is an obvious departure from standard, as are the Koni shock absorbers). The machine is offered with some old MoTs (most recent expired July 2003), SORN paperwork, and old-style V5 document, (copy instruction manual, and a VOC parts list. Re-commissioning is advised before returning it to the road.

£14,000 - 18,000
€16,000 - 21,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



151
1961 AJS 650CC MODEL 31CSR
Registration no. YAS 656
Frame no. A79659
Engine no. 61/31CSR x6829

Associated Motor Cycles were late in producing a twin-cylinder model to rival those of Triumph, BSA and Norton. When announced in 1948, the AJS Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the sprung frame recently introduced to the heavyweight singles line-up. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR', a designation AMC had first used on the superseded 600s. Well-finished, stylish, and deservedly popular despite lacking the performance image of certain rivals, the AMC twins were much missed after their demise in 1966. This AJS 31CSR was despatched to Pride & Clarke Ltd of London SW9 in February 1961. The machine was acquired by the current owner on 1st January 2004. Offered in restored condition, it has covered only 141 miles since the rebuild's completion and still presents well. YAS 656' was last taxed to 31st May 2015 and should require only minimal re-commissioning before further use. The machine is offered with dating certificate, SORN paperwork, old/current V5C documents, two MOT certificates (most recent expired June 2015), and sundry invoices for parts including an anti-sumping oil tap.

£3,800 - 4,200
€4,300 - 4,800



152
1964 MATCHLESS 646CC G12CSR
Registration no. AGA 512B
Frame no. 85316
Engine no. 31/x 10506

'Largest, fastest and most powerful machine in the current Matchless range, the 650cc G12CSR is essentially designed for sport. This its specification - tuned motor, siamesed pipes, good ground clearance and semi-competition equipment - shows at a glance. But it is also at home under normal road conditions. Here, in fact, is a dual-purpose mount.' – Motor Cycling. Announced in 1948 and progressively developed thereafter, AMC's twins had already undergone a number of capacity increases before finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR', a designation AMC had first used on the superseded 600cc versions. Motor Cycling managed a top speed of 108.5mph from 'their' G12CSR, while fuel consumption averaged 51mpg over the course of the 500-mile test. This Matchless twin would appear to have been fitted with an exchange engine from an AJS Model 31 as indicated by the '31/x' engine number prefix. Acquired by the current owner on 22nd May 2006, 'AGA 512B' was last taxed to 31st December 2006 and will require re-commissioning before returning to the road. The machine is offered with an expired MOT (November 2006), SORN paperwork, and old/current V5/V5C documents.

£3,600 - 4,200
€4,100 - 4,800



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153

1970 TRIUMPH 649CC T120R BONNEVILLE

Registration no. EGC 527H

Frame no. JD58515 T120R

Engine no. JD58515 T120R

As the 1960s dawned, Triumph's larger twins remained recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The café racer's favourite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sports roadster, arriving at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, while welcome improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburettors, and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged before the disastrous launch of the Umberslade Hall-designed 'oil-in-frame' models in 1970 precipitated the collapse of the entire BSA-Triumph Group. Belonging to the last 'pre-Umberslade' generation, this Bonneville was sold new abroad. The Triumph was first registered in the UK in May 1998, and the following month was registered to the current owner. We are advised that only 127 kilometres have been covered since restoration. Last taxed to 30th April 2000, 'EGC 527H' will require re-commissioning and the customary safety checks before returning to the road. The machine is offered with SORN paperwork, an expired MoT (May 1999), and old-style V5/V5C documents.

£6,000 - 8,000

€6,900 - 9,100



154

1966 TRIUMPH 490CC TIGER 100SS

Registration no. JUL 12D (see text)

Frame no. T100SS H41838

Engine no. T100SS H41838

Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's unitary construction '500' twin, the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly. The T100A's replacement, the Tiger 100SS built between 1961 and 1970, featured an abbreviated rear 'bathtub' enclosure (in its first incarnation) together with larger-diameter wheels and a slightly more powerful engine equipped with coil ignition. This Tiger 100SS displays a total of 35,160 miles on the odometer and has covered only 12 miles since being restored by Ned Smyle. The machine comes with its original logbook, which shows that it was sold new by 'Owens For Motor Cycles' of Battersea, London SW11 to Independent Television News Limited (ITN). The machine is fitted with electronic ignition. It is not known when it was last used and thus re-commissioning is advised before further use. Accompanying documentation consists of a dating certificate, expired MoT (December 1999), DVLA correspondence, and the aforementioned logbook. It should be noted that the registration mark 'JUL 12D' is not recorded on the HPI database. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£3,500 - 4,500

€4,000 - 5,100



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155

1975 NORTON COMMANDO 850 MKIIA

Registration no. GHG 981N

Frame no. 850 F 106165

Engine no. 315153

Launched in 1967, the Commando deployed the preceding Featherbed-framed Atlas model's 750cc engine in the new vibration-beating Isolastic chassis and was an instant hit, 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 electric-start MkIII was introduced. This Commando 850 displays a possibly original total of 54,902 miles on the odometer. Last taxed to 30th September 1996, the machine appears substantially original and would respond well to detailing; re-commissioning and the customary safety checks are advised before returning it to the road. Accompanying documentation consists of five MoT certificates (most recent expired May 1999), an old-style V5 Registration Document, and a copy of the previous V5.

£3,800 - 4,600

€4,300 - 5,300



156

1998 HARLEY-DAVIDSON 1,340CC FLSTS HERITAGE SPRINGER

Registration no. S85 EGJ

Frame no. 1HD1BRLIIWY049322

Engine no. BRLW049322

An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its variants would prove an enduring success. This example is a FLSTS Heritage Springer. The machine was bought new by the vendor from legendary Harley-Davidson agents F H Warr & Sons Ltd, and was ordered with numerous accessories including a Shorty dual exhaust system, S/E carburettor assembly, teardrop front fork rocker covers, 4-piston brake calliper, sissy bar, passenger foot boards, etc (detailed bill on file). SORN'd in recent years, it has covered a little over 2,000 miles from new. The machine is offered with a service invoice; a quantity of old tax discs and MoTs (most recent expired July 2009); SORN paperwork; and old/current V5C documents.

£5,000 - 6,000

€5,700 - 6,900



FURTHER PROPERTIES

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157

1996 HARLEY-DAVIDSON FLSTC HERITAGE SOFTAIL CLASSIC

Frame no. 1HD1BJL04TY043213

Engine no. BJLT 043213

- One owner
- Circa 19,590 miles from new
- Numerous accessories



An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its variants would prove an enduring success.

This Heritage Softail Classic was purchased new by the current vendor and has always been very carefully maintained and garaged at all times. Thoroughly reliable, it has covered only circa 19,590 miles since delivery and comes with 19 MoT certificates and all 19 tax discs from new.

Also on file is Stadium Harley-Davidson's original sales invoice for £13,838.17, which did not include the cost of the DVLA 'N666 HOG' number plate. The vendor has since spent many hundred of pounds on accessories such as 'Live To Ride' chrome; H-D instruments including a tachometer, volt meter, oil pressure and temperature gauges, clock, and thermometer; plus heated handlebar grips.

The vendor's reason for selling is that he is now in his mid-70s and is beginning to find the Harley heavy to manoeuvre. The machine is offered with an MoT to April 2018, old/current V5/V5C registration documents, and both sets of keys.

£5,000 - 7,000
€5,700 - 8,000

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158

1940 VELOCETTE 349CC KSS MKII

Registration no. 184 UEA

Frame no. KDD 6963

Engine no. KSS 9241

- *One owner for its first 55 years*
- *Copies of original sales documents*
- *Restored condition*



Continuously developed, the innovative Velocette two-strokes had proved reliable, economical and very popular, but by the early 1920s it had become apparent that a more upmarket model was required. Other manufacturers were fielding new overhead-valve and overhead-camshaft machines, and Veloce Ltd followed suit, the Percy Goodman-designed, overhead-cam Model K first appearing in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase, an arrangement determined by the existing transmission and frame design, which made for a stiff crankshaft assembly. A Junior TT win in 1926 followed by 2nd place in 1927 and another win in 1928 ensured a healthy demand for Velocette's overhead-cam roadsters and prompted the launch of the KTT, one of the most successful over-the-counter racers of all time.

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

Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS tourer. In this form the KSS resumed production post-war in November 1946 before being updated, together with the other road models, with (optional) Dowty Oleomatic telescopic front forks in August 1947. Expensive to produce, the KSS was dropped from the range at the year's end.

This KSS MkII was purchased new in October 1940 by Mr Kenneth Gardner-Powell, who kept it until his death in the mid-1990s, by which time the original registration ('DWD 306') had been transferred off (see copy letter on file). A copy of the original sales invoice (on file) reveals that the KSS was purchased from The Premier Motor Company (Birmingham) Ltd for £83, plus 11s 6d for a Hartley headlamp mask, the latter being a legally required blackout precaution. On Mr Gardner-Powell's death, the Velocette passed to his widow and in June 1996 was sold to one Walter McRobie. Now superbly restored to original specification, it comes with an old-style continuation logbook, old-style V5 documents, spare parts list, instruction book, expired MoT (2010), and copies of assorted Velocette factory correspondence.

£12,000 - 16,000

£14,000 - 18,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

159

1936 VELOCETTE 349CC MAC

Registration no. 915 YUT

Frame no. MD 5609

Engine no. MAC 2077

In 1933 Veloce Limited augmented its overhead-camshaft range with an overhead-valve 250 - the MOV. The newcomer's engine was a 'high camshaft' design with enclosed valves, and in addition 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 500 MSS. By lengthening the stroke it was possible to use the MOV's top end almost unaltered, thus saving on production costs. The 250's cycle parts were likewise retained for the MAC, which with its greater power yet scarcely increased weight, was a worthy rival to Hall Green's more expensive overhead-camshaft K-Series models. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. Production ceased in 1960. This pre-war MAC had already been restored by a previous owner when it was acquired by the current vendor in December 2014. Currently SORN'd, the machine was last run in September 2016 and is described as in generally good condition. Accompanying documentation consists of sundry restoration invoices and a V5C Registration Certificate.

£2,500 - 3,500

€2,900 - 4,000

No Reserve



160

1948 VELOCETTE 495CC MSS

Registration no. CPR 444

Frame no. KDD 10395

Engine no. MSS 8001

After the First World War Velocette were firmly committed to two-stroke machines, only turning to four strokes in the late nineteen twenties with production of the K and KS overhead camshaft models. They continued with other overhead cam models, but did not produce a conventional overhead valve engine until the introduction of the first of the M-series models, the MOV, in 1933. The MSS model was first produced in 1935, and was the third of the M-series of overhead-valve singles which included the MOV, MAC, Venom, and ultimately the Thruxton, all of which featured the high-camshaft layout. Except for a short break from 1948 to 1953, it remained in production until 1970. This superbly presented MSS was given a full professional restoration by Phil Cotton of Cumbria. No details of the work are available, but the results of the restoration speak for themselves. Since acquisition in 2004, the vendor has used the machine only for local shows, where it has won two 'best in show' awards. Although not used on the road in the present ownership, it was last run a year ago, and should be ready for use by a new owner. Documentation comprises a current V5C, together with an old V5C, a continuation RF60 buff log book dating from 1961, an old MoT certificate, sundry papers, and a service manual.

£5,000 - 7,000

€5,700 - 8,000



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161

1968 VELOCETTE 499CC 'THRUXTONISED' VENOM

Registration no. JXG 483F

Frame no. RS14301

Engine no. VM4490

- *Electric Starter fitted*
- *Belt drive clutch conversion*
- *New Thruxton spec. cylinder head*
- *New BTH magneto*
- *Alton alternator*



The Goodman family concern produced its first motorcycle under the name of Veloce in 1905. Further machines were made under this name until the Velocette title was rolled out for the first time in 1913. In the boom years of the pre-Great War period the company prospered. Their first appearance at the TT in 1913 was inauspicious however, and, interrupted by the great conflict, their initial victory would not be until the Junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would forever be linked mainly to four-strokes.

In 1956, the Viper and Venom Sports models were introduced in 350 and 500 capacities to enliven the model range, which, by 1955 had become somewhat staid in character. This move succeeded in reviving sales a little, and led to the subsequent introduction of the Clubman models in 1960, and eventually the ultimate overhead valve sports model, the Thruxton, in the hope that Velocette's fortunes could be improved.

JXG 483F was acquired by the vendor in 2013, and at the time of purchase was substantially as seen today, having been restored and 'Thruxtonised' by the previous owner who had rebuilt the engine with all new bearings and bushes, together with valve guides and springs.

The gearbox had been stripped and rebuilt with new bearings and two new gears. The forks had been rebuilt and the steering head fitted with taper roller bearings. All wheel bearings were replaced and new bushes fitted to the swinging arms. The bike was equipped with 12 volt electrics, an Alton alternator and electric starter. It also benefits from Thruxton-type petrol and oil tanks.

The vendor purchased and fitted a new KTT Services Thruxton-type cylinder head with coil valve springs, together with some new clutch parts. Unhappy with the clutch, he then fitted a complete new KTT Services clutch and belt drive conversion, in addition to a new Mikuni carburettor, new BTH Self-generating magneto, and a rearsset footrest kit. Since this additional work the owner has used the machine occasionally. It is currently taxed for the road and, on consignment, was seen to fire up readily with the electric starter.

Documentation consists of a current V5C, valid MoT certificate, 4 old MoT certificates, a variety of invoices, plus details of the electric starter & generator.

£8,000 - 11,000

£9,100 - 13,000

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162

1960 VELOCETTE 192CC VALIANT VEELINE

Registration no. KSK 872

Frame no. 2323/33

Engine no. V200/2175

A sports version of Velocette's LE must have seemed improbable but nevertheless the Hall Green firm went ahead with the idea, launching the Valiant in 1957. More conventional than its progenitor, the Valiant boasted a tubular frame, air cooling, overhead valves, twin carburettors, and a four-speed foot-change gearbox but was otherwise mechanically almost identical to the LE. Visually, it could not have been more different, but the Valiant was expensive for a machine that was not a full 250 and sales were disappointing. An LE Velo Club letter confirms this Valiant's matching numbers and the fact that it is a very rare Veeline (faired) model. Purchased new from Precision Garages of Gillingham, Kent by Mr M S Benson of the Isle of Sheppey, it was registered '203 MKM', later changed to 'KSK 872'. Apparently little used, this Valiant is largely original and has not, to the owner's knowledge, ever been restored. A 'Leval' contact-less ignition system was fitted in 2006 and Dell'Orto carburettors in 2015. In addition, a new crankshaft oil seal, battery, coil, full-flow oil filter, mirrors, and direction indicators have been installed. 'KSK 872' has been used regularly for VOC meetings and is said to be a joy to ride. The Veeline fairing, two stainless-steel exhaust pipes, new un-plated silencers, spare headlamp cowl, original Amal carburettors, and much related literature come with the machine. Offered with a V5C document.

£2,400 - 2,800

€2,700 - 3,200



163

1964 VELOCETTE 192CC VOGUE

Registration no. AOV 917B

Frame no. 357/37

Engine no. 6929/3

In business since 1905, and manufacturing motorcycles under the Velocette name from 1913 onward, the Goodman family concern prospered thereafter, initially with two strokes, and also later with four-strokes, particularly the overhead-cam variety. Following the 1950s trend for scooters, and enclosures generally, as adopted by many of the major manufacturers, Velocette decided to bring out their own enclosed model, the Vogue. It was based on the 192cc LE model, which had been introduced in 1949 and was a complete departure from normal motorcycle development. Being a water-cooled, flat twin, side valve, shaft drive and monocoque chassis all at the same time could be seen as perverse, but Velocette had never been a company to exactly follow the herd. Announced in 1963, the Vogue was a little late to the party of enclosed machines, and being expensive to produce, always struggled to find a market. Consequently, less than 400 were made. Fitted with the optional panniers, indicators and screen, this machine was purchased by the last, deceased, owner in 2005. When acquired it was already fitted with an electronic ignition system. Further improvements were made by the fitting of a steel petrol tank to prevent problems with ethanol fuel, and it was equipped with a solid state regulator. Documentation comprises a current V5C, 5 old MoT certificates, and instructions for the electronic ignition system. The vendor will have the machine MoT'd prior to the sale.

£2,800 - 3,400

€3,200 - 3,900



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164
1939 TRIUMPH 498CC TIGER 100
Registration no. XSV 149
Frame no. TF 1303
Engine no. 9-T100-16042

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few can have guessed how influential the design would prove to be. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted and the Speed Twin proved an enormous success for Triumph. Performance proved exemplary for a road-going '500', around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The Tiger's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. Today, the stylish Tiger 100 is one of the most collectible of all post-Vintage Triumphs. An older restoration, this Tiger 100 has since acquired a pleasing patina and appears very original and complete. A total of 2,670 miles is displayed on the odometer, which may well be the distance covered since the restoration. In good running order when last used, the machine will require re-commissioning (including a new battery) and the customary safety checks before returning to the road. Offered with a V5C Registration Certificate.

£10,000 - 14,000
€11,000 - 16,000



165
1939 TRIUMPH 499CC SPEED TWIN
Registration no. JFO 679
Frame no. TH 7072
Engine no. 9-5T 18503

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but the Coventry firm's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. Acquired by the current vendor in August 2000, this 1939-model Speed Twin retains the brass plaque of the supplying dealer: Pinks of Harrow, Middlesex. We are advised that the Triumph is un-restored and that it requires attention in some areas, there being an oil leak from one of the cylinders, while the electrics require re-wiring and a new battery. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate.

£5,000 - 7,000
€5,700 - 8,000



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166

1949 AJ'S 497CC MODEL 18S PROJECT

Registration no. TMF 898 (see text)

Frame no. 37710

Engine no. 49/18 9822 B

Associated Motor Cycles announced its post-war range of AJ'S and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK later on, models so-equipped being suffixed 'S'. The adoption of rear suspension was relatively easily accomplished, as the rigid frame was made in two bolted together sections; all AMC had to do was change the rear one, which also made it easy for owners to upgrade their machines. Built late in 1948 and first registered in January 1949, this early 'springer' was purchased by the late owner in 1993 and at that time was in very good condition. The previous owner had owned the machine for 30-plus years (see letter and old-style continuation logbook on file). Its deceased owner's intention had been to restore the AJ'S, but other commitments took precedence and it has remained garaged stored since acquisition. There is DVLA correspondence on file concerning the registration number; prospective purchasers should satisfy themselves with regard to the machine's registration status prior to bidding.

£2,000 - 3,000

€2,300 - 3,400



167

1961 NORTON 596CC DOMINATOR 99

Registration no. 135 UXA

Frame no. 14 93453

Engine no. 14 93453

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. This Dominator 99 had already been fully restored (in 2006/2007) when it was purchased by the current vendor from Len Manchester Motorcycles, who had MoT'd the machine and ridden it (only 27 miles have been covered since the last MoT was issued). Since acquiring it in late 2014, the vendor has never ridden the Dominator, though he has started the engine occasionally. Accompanying documentation consists of a quantity of expired MoTs, old/current V5/V5C registration documents, and numerous parts invoices from Norvil Motorcycles.

£5,750 - 7,250

€6,600 - 8,300



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168

C.1941/1946 NORTON 490CC MODEL 16H

Registration no. not registered

Frame no. W1056

Engine no. W66976

Having hitherto relied on proprietary engines, Norton introduced its own power unit in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed, and in 1911 the '500' adopted the classic 79x100mm bore and stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's new sidevalve was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. The 490cc engine was revised for 1914 and the following year gained a new frame with lowered riding position together with the option of a Sturmey Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, changing to '16H' in 1921 when a new lower frame was introduced. Norton's trusty 16H sidevalve would be continuously up-dated for the next 30-plus years before taking its final bow, alongside the Big 4, in 1954. The ex-War Department 16H offered here is fitted with an engine dating from 1946. The machine has been re-commissioned by Tim Walker Restorations (date unknown) and the engine turns over with good compression. There are no documents with this Lot.

£4,500 - 5,500

€5,200 - 6,300



169

C.1941/1951 NORTON 597CC BIG FOUR

Registration no. not registered (see text)

Frame no. 66606

Engine no. 37986

Norton relied on proprietary engines in its formative years - winning the inaugural Isle of Man TT with a Peugeot-engined machine - before introducing its own design of power unit in 1907. The long-stroke (82x120mm) sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore/stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's sidevalve engines were revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Considered by many to be an ideal sidecar 'tug', the Big Four (and 16H) would be continuously up-dated for the next 30-plus years, many seeing service with Allied forces in WW2. Post-war, the Big Four was revised with a shorter (113mm) stroke for a capacity of 597cc before taking its final bow, alongside the 16H, in 1954. Dating from circa 1941 and fitted with a 1951 engine, this Big Four has been re-commissioned, albeit at date unknown, and would benefit from further work before returning to the road. The fuel tank and primary chain case have been repainted, and the engine turns over with good compression. There are no documents with this machine, and it should be noted that the registration 'GJD 162' has lapsed.

£4,000 - 4,500

€4,600 - 5,200



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170

1952 NORTON 490CC MODEL 7 DOMINATOR

Registration no. RPG 572

Frame no. G12 44014

Engine no. 44014 G12

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. The Model 7 continued as a cheaper alternative to the '88', its first major revision arriving in 1953 in the form of a new swinging-arm frame. The model was dropped at the end of 1955 but the same basic cycle parts were used for a 600cc successor, the Model 77, which continued in production until the autumn of 1958. An earlier restoration, this example of a relatively rare post-war Norton model was re-commissioned by Tim Walker Restoration in November/December 2013, and last taxed for the road to 28th February 2014. Works carried out include renewing the front wheel bearing, brake linings, cylinder head gasket and control cables, and fitting an anti-sumping valve to the oil feed (details on file).

£4,000 - 5,000

€4,600 - 5,800



171

1937 DOUGLAS 596CC AERO

Registration no. EGX 308

Frame no. 6P/494

Engine no. 6P/443

Douglas's continuing financial difficulties resulted in the Bristol concern being acquired by the British Aircraft Company in 1935 and reformed as Aero Engines Ltd. Most of the motorcycle tooling was sold off and production of the predominantly flat-twin-powered range was continued by London-based dealers Pride & Clarke Ltd using the existing stock of parts, all of these models being prefixed 'Aero', regardless of engine capacity. To the delight of Douglas devotees everywhere, this policy did not last long and in 1937 the 'Aero' name was abandoned and an improved 600cc sidevalve flat-twin introduced at the Earls Court Motor Cycle Show. The Aero offered here is an example of the 596cc sidevalve model that had previously featured in the range as the D31, D32, Z or 5Z depending on the year of production. Acquired by the current vendor in December 2012, the machine was restored in 2013, the engine being re-bored; the wheels rebuilt with new rims, spokes and bearings; the steering head bearings replaced; and the magneto overhauled. In addition, the brightwork was re-chromed and the fuel tank sealed and repainted. Described as in generally good condition and said to run well - pulling like a train - the machine is offered with an old-style logbook and V5C registration document.

£6,000 - 7,000

€6,900 - 8,000



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172

**1949 VINCENT-HRD 998CC WHITE SHADOW
SERIES-C PROJECT**

Registration no. KOD 476
Frame no. RC4026B
Engine no. F10AB/1A/2126
Rear frame no. RC4026B
Crankcase mating no. R1

- *Genuine White Shadow*
- *All matching numbers*
- *Present ownership since 1973*
- *In storage for 40 years*
- *'Barn find' offered for restoration*



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'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.

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.





The appeal of the Vincent, and the 120mph-plus Black Shadow in particular, lay in its ability to outperform 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 saloon 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.

As Vincent enthusiasts will know, not every Shadow-specification machine left the factory with the distinctive black-finished engine casings, those few that did not being known as 'White Shadows' and identified by a '1A' engine number prefix (Rapides are '1', Black Shadows are '1B'). Only a relative handful of these White Shadows is known to exist today, a total of 16 being listed with the Vincent Owners Club.

Acquired by the current vendor in March 1973, this 'KOD 476' comes with an old-style continuation logbook recording one previous owner, who had registered the machine in May 1957; details of any prior owners are not known.

The vendor was about to get married back in '73, so the Shadow was mostly ridden by his father, a lifelong motorcycle enthusiast who had hitherto not experienced the joys of riding a Vincent. Sadly, his father died in 1975, and shortly thereafter the Vincent was put into storage where it has remained ever since. It was last ridden in 1976. 'Barn find' Vincents of any kind seldom come to light and when they do are highly sought after, and this White Shadow – one of the rarest of post-war Vincents – has to be one of the most desirable.

£50,000 - 60,000
£57,000 - 69,000

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173

1951 VINCENT-HRD 998CC RAPIDE SERIES-C

Registration no. MFD 186
Frame no. RC9639/C
Engine no. F10AB/1/7739
Rear frame no. RC4984
Crankcase mating no. UU81

- *Matching upper frame member, engine, and registration numbers*
- *Present ownership for 35 years*
- *Numerous enhancements*



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.

Manufactured in September 1951, this Series-C Rapide was completed to touring specification and retains matching upper frame member, engine and registration numbers (the rear frame member is from a Series-C Rapide built in June 1950). The machine has been in the current owner's possession for the last 35 years. Noteworthy features include Black Shadow brake drums, Amal Concentric carburettors, stainless steel silencer, Series-B gearbox cover, and an after-market centre stand (there is no side stand or pillion footrests).

Presented in generally good running condition, the machine is offered with an old-style logbook and a V5C registration document (it should be noted that the frame and engine numbers are transposed on the latter).

£22,000 - 28,000

€25,000 - 32,000

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174

1950 VINCENT 498CC COMET

Registration no. LFD 523
Frame no. RC/1/6755
Engine no. F5AB/2A/5339
Crankcase mating no. 94P

- *Present ownership for 50 years*
- *Off the road for 40 years*
- *Requires re-commissioning*



Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders.

The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced.

This machine consists of a main frame that started life in a Series-C Comet completed in September 1950 (and registered as 'LFD 523') while the engine is from another Series-C Comet that left the Stevenage factory in November of that same year. The rear frame number is currently unreadable.

The Comet has been in the current owner's possession for the last 50 years but has not been on the road for the last 40. Re-commissioning will be required before it is fit for further use and thus the machine is sold strictly as viewed. Noteworthy features include a JG 12-volt conversion, Amal Concentric carburettor, and numerous stainless steel fasteners. The machine is offered with a V5C registration document, and it should be noted that the colour and engine number recorded therein are both incorrect.

£12,000 - 14,000
€14,000 - 16,000

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175

1972 NORTON 745CC COMMANDO 'PETER WILLIAMS' SPECIAL

Registration no. CVO 554K

Frame no. 202915

Engine no. 202915

- *Unique machine*
- *Numerous bespoke parts*
- *Road legal*



The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their 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.

The sole model available initially became the 'Fastback', so called because of its streamlined seat cowl, when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969. Introduced in 1973, the '850' version (actually 829cc) featured a larger-bore, through-bolted cylinder block, a stronger gearbox casting, and an all-metal clutch among a host of other more minor improvements.

Reflecting the Norton race team's sponsorship by the John Player tobacco company, a new Commando variant – the 'John Player Norton' or 'JPN' for short – was announced for the 1974 season, equipped with a streamlined half-fairing and matching tank/seat unit in the John Player white/red/blue livery.

Norton's No.1 rider and principal race engineer during this period was the incomparable Peter Williams, who designed the team's famous monocoque Formula 750 racers. The machine offered here was created as a tribute to Peter, who was forced to retire from racing following serious injuries sustained in a crash at Oulton Park in 1975. Noteworthy bespoke features include the exhaust system, electrics, fuel tank, oil tank, and the seat and side-panel bodywork. Constructed to an exceptional standard, this unique machine is offered with a V5C document, restoration invoices and assorted paperwork, and a DVD recording the build process. Only 29 miles have been covered since its completion.

£7,500 - 9,500
€8,600 - 11,000

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176

1969 NORTON 745CC COMMANDO FASTBACK

Registration no. RBA 727S

Frame no. 20M3S 133283

Engine no. 20M3S 133283

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. This Commando Fastback was in running condition when purchased from a private seller in 2016. Kept garage stored since acquisition and currently SORN'd, the machine is offered with a V5C registration document and MoT to September 2017. The addition of flashing indicators (as fitted to later models) is the only notified deviation from factory specification.

£6,000 - 9,000

€6,900 - 10,000



177

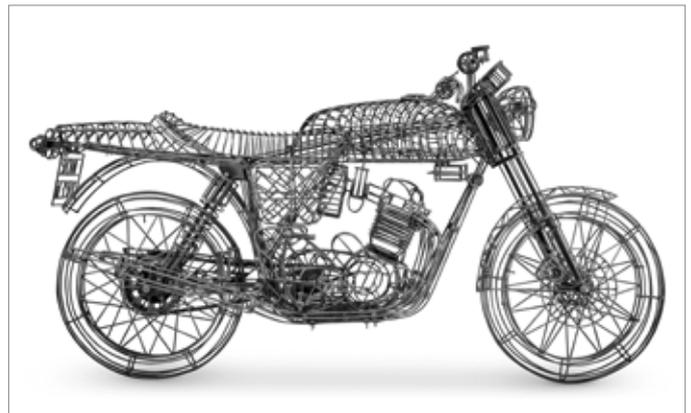
NORTON COMMANDO 750 FASTBACK SCULPTURE BY ANDREW FERGUSON

Andrew Ferguson decided on the Norton Commando 750 Fastback because he has found that most sculptures or models are usually Harley-Davidson based, and British bikes are often overlooked. The Fastback is instantly recognisable due to its sleek lines and Atlas engine, making it look like it's going fast while standing still. Andrew lives in the Northeast of Scotland and works as a stonemason/builder, but part-time likes to create sculptures, an activity that he hopes to develop into a business. The Norton has been constructed primarily of 6mm steel rod, around 1,200ft of it. Construction started in November 2014 and was completed on 22nd February 2016. All the pieces of the bike have been cut and shaped by hand and arc welded together. The clean steel finish was achieved by blast cleaning and wire brushing, as Andrew felt galvanising or powder coating would take away the steel's rawness. Finally it was given a generous coating of lacquer. All the main components are made to unbolt. Last year the Commando won the 'Best Trade Exhibit' award at the Carole Nash Classic Motor Cycle Show and received a glowing write-up in The Press & Journal (an Aberdeenshire regional newspaper) while displayed at the Grampian Transport Museum in Alford. Andrew's workshop at home measures only 16ft by 8ft so, sadly, the Commando now has to go to create some much-needed space.

£3,000 - 4,000

€3,400 - 4,600

No Reserve



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178

Property of a deceased's estate

1981 TRIUMPH 744CC TIGER TRAIL TR7T

Registration no. OAU 549W

Frame no. TR7T EDA30050

Engine no. TR7T EDA30050

- One owner from new
- Believed approximately 11,000 miles from new
- Rare model from the later Meriden production



After the disruption and turmoil of the Meriden sit-in by the Triumph workforce, the co-operative company which emerged from the chaos was still faced with the same problems, an ageing product line and limited resources to re-invest in new designs for the future. After a period of consolidation, the Workers' Co-operative started to revamp the range in 1980. The electric start was introduced, as was the Executive model. Then, late in 1980, they announced the Tiger Trail TR7T in semi off-road trim with single carb 750 engine in the standard frame, fitted with lightweight cycle parts and a tucked-in exhaust system. Although it was used competitively with modest success, the TR7T was dropped from the range in 1982, and it is believed less than 200 were built.

OAU 549W was purchased new by the vendor's late husband from Wilemans Motors in Derby, availing himself of the 24 month extended warranty. Consequently it was serviced by Wilemans until 1983 as evidenced by the stamps in the accompanying service booklet. The machine still has its original bill of sale, showing that it cost a total of £1849, and the owner part-exchanged a T140E against it. He used it every year thereafter, but only in the summer months, to commute to work quite often. Following his retirement in 2000 it was used only for the occasional pleasure ride. The stamped services in the accompanying book show that the bike had covered 7,487 miles by June 1983.

At some point shortly thereafter the speedometer malfunctioned and was changed. The replacement speedometer now shows a reading of 2,566, and it is believed that the total mileage is in the region of 11,000, although this cannot be definitely confirmed. However, checking of the MoT records for the vehicle shows that the total mileage covered since 2005 amounts to less than 1,400.

At some point the deceased owner evidently replaced the exhaust system with the present one. However, some exhaust parts are included with the machine and it is thought that the original exhaust pipes, but not the silencer, may be amongst them.

Documentation comprises a current V5C, together with the aforementioned bill of sale, and original service/warranty booklet. Only modest recommissioning and basic safety checks should be required as the Tiger was last started in 2016, but has not been used since. An excellent opportunity to acquire an example of this ultra-scarce model which is rarely available for sale.

£4,500 - 6,500
€5,100 - 7,400

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

179

Two owners from new

1987 BMW 798CC R80G/S PARIS-DAKAR

Registration no. D193 OKN

Frame no. 6287312

Engine no. 05860398

BMW's first 'R80', the R80/7, was introduced in 1977. Like its R75/7 predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to a low-maintenance, shaft-drive transmission. Recognising the increasing demand for off-road styled models, BMW re-entered the ISDT in 1979 as a means of publicising its forthcoming range of enduro roadsters. The first of these, the R80G/S, was announced in September 1980. Based on the equivalent roadster, the G/S featured a 21" front wheel, raised mudguards, high-level exhaust system and a single-sided swinging arm. Strikingly finished in white with a red seat, the R80G/S was too heavy for serious rough stuff but nevertheless excelled as a long-distance tourer, a market sector that its successors dominate to this today. Nevertheless, there was one off-road event that seemed tailor-made for a machine like the R80G/S: the Paris-Dakar Rallye, which BMW won four times in the 1980s, once with the R80G/S and three times with the R100GS. A 'Paris-Dakar' production model followed. This highly original BMW R80G/S Paris-Dakar was acquired by the current (second) owner in June 1988. Last taxed to 31st January 2001, the machine has covered 10,001 miles from new and will require re-commissioning before further use. Offered with one key, two expired MoTs, and old/current V5/V5C documents.

£7,000 - 9,000

€8,000 - 10,000



180

1971 BSA 500CC B50T VICTOR TRAIL

Registration no. not registered

Frame no. B50T GE13757

Engine no. B50T GE13757

BSA-Triumph's revamped range for 1971 included five BSA singles, all sporting the new oil-bearing frame, Ceriani-style front fork and conical-hub brakes. The two 250s continued to use the B25 engine in virtually unchanged form, while the larger B50 models were now a full 500cc, their immediate predecessors having been 441cc. Although similar in overall layout to the quarter-litre unit, the new 500 motor boasted a needle-roller big-end bearing - rather than plain - and a third (drive-side) main bearing. In both capacities there was Victor trail model and an 'SS' - Street Scrambler - the latter featuring the larger, 8" front brake. The famous Gold Star name was revived for the 'SS' models, to the chagrin of motorcycling traditionalists. Despite adequate performance and excellent handling, the newcomers were swamped by the tide of financial failure which soon overtook BSA-Triumph, the 250s disappearing in August 1971 and the 500s the following year. A rare model that can only become increasingly collectible, this Victor Trail was imported from California in 2010 and will require re-commissioning or limited restoration before further use (the engine turns over with compression). The machine is offered with a Customs Declaration, State of California Title and is sold strictly as viewed.

£3,500 - 4,500

€4,000 - 5,100



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181 N

C.1981 BSA 125CC TRACKER PROJECT

Registration no. LAF 321X

Frame no. 0701

Engine no. 2K4-00291K

Its Small Heath factory given over to Triumph Trident production and its traditional model range axed, BSA amounted to little more than its once-famous name by the mid-1970s. Developing a new range of motorcycles entirely from scratch was beyond the means of the residual company, which turned abroad for a source of engines. 'When BSA decided to import a motor for their first 125cc trail bike they made the right decision in going to Yamaha,' declared Bike magazine when reviewing the new Tracker in 1979. 'The Tracker's pokey six-speed mill has an edge on both the other bikes tested here (Honda XL125S, Suzuki TS125ER) in straight-up drags, hill-climbs and even in slow speed naddery.' In fact, the BSA compared favourably with the all-Japanese opposition in just about every area. Virtually identical apart from its badge and colour scheme, there was also an NVT (Norton Villiers Triumph) version: the Rambler. Currently displaying a total of 16,355 miles on the odometer, this rare modern BSA is offered for restoration and sold strictly as viewed. Accompanying documentation consists of a V5 copy in the previous owner's name and a V5 in the vendor's name. A guaranteed attention getter at any BSA Owners Club meeting.

£400 - 600

€460 - 690



182

1962 JAWA 250CC TYPE 553 ISDT REPLICA

Registration no. not UK registered

Frame no. P250-383

Engine no. P250-383

Czechoslovakia's National Arms Factory diversified into motorcycle manufacture in 1929 when company founder Frantisek Janacek obtained the rights to a design from the German Wanderer factory, combining the first two letters of each of the names to create the 'Jawa' marque. Jawa's operations were combined with those of erstwhile rivals CZ in 1949, and throughout the succeeding two decades the marque's main claim to fame was an outstanding run of success in the ISDT and in international moto-cross. Using a mixture of Jawa and CZ machines, Czechoslovakia first won the International Six Days Trial in 1947 and would go on to take a further six titles up to 1962. From then onwards East Germany exerted an iron grip on the competition before Czechoslovakia emphatically reasserted its domination in the 1970s, claiming victory on no fewer than seven occasions between 1970 and 1978. The Type 553 ISDT Replica offered here dates from 1962, in which year the competition was held at Garmisch-Partenkirchen in West Germany where the Czechoslovakian team won the main Trophy award. The vendor has been advised by several Jawa/CZ collectors that works prototypes were identified by 'P' frame and engine number prefixes, which this machine has. This fact notwithstanding, prospective purchasers should satisfy themselves with regard to this motorcycle's production status prior to bidding. Offered with dating certificate.

£3,000 - 3,500

€3,400 - 4,000



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183

1960 ROYAL ENFIELD 248CC CRUSADER TRIALS MOTORCYCLE

Registration no. V932 MAN (Isle of Man)

Frame no. 13859

Engine no. 5510

- *Modified and ridden by Don Morley*
- *Matching frame and engine numbers*
- *Electronic ignition*



Royal Enfield's Bullet had proved an outstanding trials motorcycle, but by the early 1960s the days of such 'heavyweights' were numbered. Lightweights were now seen as the way forward, and so the Redditch factory turned to the only suitable machine in its range: the 250 Crusader. A works Crusader prototype first competed in the late 1950s with mixed results, and it was not until 1960 that Irish ace Benny Crawford brought the marque its first major success, winning the Irish national championship, a feat he repeated the following year. The Crawford-developed production version debuted at the Motor Cycle Show in the autumn of 1961, the works riders for the 1962 season being Enfield stalwarts John Brittain and Peter Fletcher.

In his book 'Classic British Trials Bikes', renowned sports photographer and authority on off-road competition motorcycles, Don Morley, remarks: 'Any of the Crusader 250 machines can be converted to trials specification quite easily' and indeed, this example was built by Don himself using a roadster as the basis. Don's choice of a Crusader was influenced by his opinion that 'the Royal Enfields in 250cc and 350cc form handled better than any other bike of the era'. A Royal Enfield Owners Club letter on file states that the machine left the factory as a Crusader Sports and was delivered to Lamb in Belfast.

In a letter on file, Don reveals that he built the Crusader and competed with it in the British Bike Magazine-sponsored national series championship (for pre-'65 motorcycles). Invoices on file from marque specialists Gander & Gray indicate that Don built the machine around 1985. It had previously been registered (from September 1982) in the Isle of Man and before that in the UK.

The accompanying IoM registration document refers to the machine as a 'Crusader Trials', so it would appear that Don was not the first to modify it for trials use. Don last rode the Crusader in the South Birmingham Club's Greensmith Trial but does not say when. The vendor last ran the machine in June 2016.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

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184

1954 ARIEL 500CC HT5 TRIALS

Registration no. GOV 130

Frame no. RT265

Engine no. HT10

- *Significant works motorcycle*
- *Restored condition*



Until the late 1950s virtually every major UK manufacturer (i.e. AJS/Matchless, Ariel, BSA, Royal Enfield, and Triumph) fielded a 'works' team in each of the ten all-important trade-supported Trials of that period. However, while these same manufacturers 'pretended' in their success advertisements that their team were riding same-as-you-can-buy machines, the average weekend competitor knew only too well that the factory models were far lighter and peppier than the over-the-counter machine. Indeed, numerous trials clubmen were already changing over to the ever more competitive 2-strokes now available from AMC (Francis Barnett/James), Cotton, DOT, or Greeves. But in 1956, and to their great credit, Ariel significantly slowed this trend, following the introduction of their new HT5, a relatively light, grippy, fine handling, machine, on which – without any further modifications – club rider could win awards.

Its attractive but functional specification had been evolved at Selly Oak by Clive Bennett and Sammy Miller, immediately proving so successful that the "works" team of Ron Langston, Gordon Blakeway, and Miller (on machines registered GOV 130/131/132 respectively) were soon gaining more than Ariel's usual share of Team Awards and outright wins! More importantly, and the reason they sold so well, was that these factory Ariels were very similar to the standard product...with the historical proviso that most of the work on Sammy Miller's famously lightened GOV 132 was undertaken after the Ariel Team was disbanded in 1959.

It is a well-known fact with 'works' trials bikes that the factory Comp shops retained certain Registration Numbers over many years, taking them off redundant bikes; then placing them on that rider's replacement. Such is the case with Ariel's famous GOV numbers, confirmed by an illustration on file showing factory rider Norman Vanhouse on GOV 130, but which is clearly an earlier un-sprung machine, similar to those used in the early 1950s by Bob Ray and Stan Holmes etc.

There is also a handful of Ron Langston pictures in action on an Ariel, registration GOV 130 in 1956 thru 1958. The HT5 was acquired by the vendor at a Sotheby's Hendon Sale in 1996, since when it has been displayed at the odd reunion event, but not ridden competitively. Although much of its post-factory history is unrecorded it was reputedly discovered by Bill Lawless, former editor of Trials & Motocross News, at some point in the 1980s and, given its age, has undoubtedly received a fair amount of mechanical attention. Offered with an expired 2011 MOT Certificate, it should be noted the V5C contains a misprint...inasmuch the Chassis No: reads R1265.

Worthy of close inspection this Ariel is a component part of Britain's evocative post war trials scene!

£8,000 - 10,000

€9,100 - 11,000

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185

C.1958 ARIEL 350CC HS3 SCRAMBLER

Engine no. 139 (crankcase mating number)

- *Displayed at the Sammy Miller museum*
- *Paraded at the Bonanza Reunion*
- *Believed ex-works, Ron Langston*



It was after the highly functional HT5 reached the trials market in 1956 that Ariel finally regained top status for competition machinery, a reputation they'd enjoyed throughout the 1930s. Astride the new HT5 the factory team – comprising Gordon Blakeway, Sammy Miller, and Ron Langston – became immediately successful in National Trials, with numerous outright wins and Manufacturers' Team Awards.

Ariel's next priority was to produce an equally desirable scrambler; chief development engineer Clive Bennett thus constructed a handful of light weight prototype 500cc HS scramblers, plus one 350cc example, utilising a strengthened HT frame with modified head angle, a longer swinging arm, and an 18" QD rear wheel. Ariel's single cylinder competition engine had always been competitive, but had long been inhibited by the poor handling and weight of the previous twin down-tube chassis. The initial machines, fitted with bash-plates beneath the engine, tended to crack crankcases, resulting in the addition of two strengthening rails. Although not recognised as hardened scramblers Blakeway and Langston soon made a considerable impact in the Scrambles arena, with the latter occasionally beating BSA's Jeff Smith! Although the 350 Class was becoming ever less popular, Langston raced the smaller capacity HS on several occasions (photograph on file).

In October 2016 he recalled, "...with its GP carb and so on the 350 was a quick little bike; while dicing with Geoff Ward for the lead at the Cotswold Scramble, I accidentally had us both off!" It was also in 1959 that Ariel announced the cessation of all 4-stroke models, in favour of the visionary new Leader/Arrow 2-stroke series, albeit a sad decision for off-road competitors, given the HT and HS had shown so much promise.

Little is known of what happened to the HS3 after the closure of Ariel's Comp Shop, other than it was acquired by the vendor in Cornwall, in rebuilt condition, in 2009. The Ariel has subsequently been at Sammy Miller's Museum and was also 'paraded' at the annual Bonanza Reunion in the Cotswolds but, apart from new tyres, it has remained untouched. It was an instant starter on the occasion of our photography visit.

Offered without registration documents the file includes an in-period monochrome shot of Ron Langston racing the HS3 in a Somerton Club event, signed by Ron Langston stating "During the period of 1956-59 I rode Ariel Motorcycles for the manufacturer. There was only one 350 and the machine pictured here appears to be the one. Of course over 50 years have passed since I last rode it so I cannot be absolutely certain it is the same machine, but I do believe it is". Accordingly, prospective bidders should satisfy themselves as to the authenticity of the machine prior to bidding.

£5,000 - 7,000
£5,700 - 8,000

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186

1945 NORTON 490CC 18T TRIALS MOTORCYCLE

Registration no. GOB 284

Frame no. A3T 1502

Engine no. A35 1502

- Restored by the late George Cohen
- 1 of 5 factory prepared motorcycles



One of five built in November 1945 for factory sponsored riders and despatched to leading dealers. GOB 284 went to Jack Williams in Cheltenham, an established Norton star, but he preferred his familiar 350cc mount and passed the new machine on to one of his staff, John Hodgkinson.

Hodgkinson won a number of awards in the 1946 season, viz: the 500cc Cup in the Beggars Roost trial, first class awards in the Colmore, Victory and Stroud Team trials, second class in the Wickham and John Douglas events and a third class award in the Cotswold Cup and Bemrose events. "Motor Cycling" magazine of October 31st 1946 includes a photograph of Hodgkinson on the machine.

The five 18Ts were similar to the 1939 trials and International Six Days Trial machines, using a short wheelbase cradle frame and girder forks. These were replaced by 'Roadholder' telescopic forks early in 1946, which only served to increase the wheelbase. Some of the batch were fitted with alloy cylinder head and barrel, but GOB 284 was not.

By 1949 the McCandless designed 500T was on the market and proving to be a great success. The fate of GOB 284 at this time is unknown, but in 1986 the current owner bought a sad old Norton single with a sidecar chassis welded to the frame. It had been used by pupils at an approved school and thrashed until it expired.

Investigation of the engine and frame numbers with the late Peter Roydhouse show that it was one of that exclusive 1945 batch of five and after some persuasion the DVLA issued its registration number. It may be the sole survivor of the batch of five, though the whereabouts of the machine despatched to Chick Kelly in Dublin is not clear.

The owner started a restoration that was completed by the late Dr George Cohen in 2013, as near the original specification as available information allows. It has new engine internals where necessary, wide ratio gears, the correct gearbox end cover and the frame has been retubed by Chris Williams. It has a new Amal carburettor, BTH electronic magneto, stainless steel wheel rims by Devon Wheel Company, plus stainless spokes. Most of the fixings are also in stainless. It comes with a comprehensive file of documentation, correspondence and photographs of all five machines from period magazines and is in running order.

£11,000 - 14,000
€13,000 - 16,000

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187

1966 TRIUMPH 199CC MOUNTAIN CUB

Registration no. KKH 276D

Frame no. T20SM 1632

Engine no. T20M 1632

A huge success for Triumph, the 200cc Tiger Cub roadster spawned a host of derivatives, including sports, trials, scrambles, enduro and trail versions. It was towards the end of production that the USA-only trail model - the Mountain Cub - was introduced, debuting for the 1964 season. This rare Mountain Cub was purchased from Martyn Adams (Serco) in December 2005 - in need of restoration - and first registered in the UK in 2006. Restoration works carried out include having the frame powder-coated by Triple 'S' of Bingley, who also painted the fuel tank and mudguards. The Grenadier Red and Alaskan White colour scheme is correct, while the practical black-topped seat cover was an option when new. Original brightwork items were re-chromed, including the tank badges. The engine was rebuilt by Martyn Adams, and is fitted with road gear ratios for convenience. Cyclon batteries (beneath the seat) have been fitted for ease of starting; this has the added advantage that the horn and lights work without the engine running when the bike is MoT'd. The dip-switch on the headlamp acts as the ignition switch, but the will bike start and run without the batteries. The headlamp dip is now wired to a control on the left handlebar, together with the horn button and kill button. Other noteworthy features include a Serco alloy cylinder barrel, Boyer Bransden ignition, and a primary chain tensioner. Offered with a V5C registration document.

£3,500 - 4,500

€4,000 - 5,100



188

1951 MATCHLESS-AJS 500CC 'CAMMY' SPECIAL

Registration no. LOK 283

Frame no. 71609

Engine no. 33/10 567

Very few 'specials' look like they could be factory-built production models, but this unique Matchless-AJS hybrid is one of them. The machine consists of a Matchless G3L purchased by its late owner in 1964, into which he fitted the overhead-camshaft engine from a 1933 AJS Model 10. The engine was bought in the early 1960s from Gerald Parsons (the family still trade today as Parsons Motorcycles, Radstock, near Bath). The machine was restored for the first time in the early 1960s and ridden until the rear wheel collapsed due to the engine's power. The heavier-duty replacement wheel is still in the bike today. It is quite possible that the wheel was built by Arthur Maggs Motorcycles, the shop that MoT'd the bike in 1964 (certificate on file). When the late owner started a family, the AMC hybrid was laid up until the opportunity arose to restore it again in the late 1980s/early '90s. Sadly, he died shortly after completing the project in September 1992. Alas, there are no receipts for the restoration. The old-style continuation logbook (issued 1958) lists the names of previous owners, and records the change of engine in 1964. The machine also comes with an old-style V5 and a second MoT (expired 1992). The family has no one with a motorcycle licence so has decided it is high time someone else should enjoy this unique machine.

£6,000 - 9,000

€6,900 - 10,000



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THE FOLLOWING 8 LOTS ARE OFFERED FROM THE ESTATE OF THE LATE BILL HISCOX AND HAVE BEEN STOOD FOR A NUMBER OF YEARS. ACCORDINGLY, ALL LOTS WILL REQUIRE RECOMMISSIONING TO A GREATER OR LESSER EXTENT AND ARE THEREFORE SOLD STRICTLY AS VIEWED.

BILL HISCOX



Bill Hiscox was born in Brentwood, Essex but moved to Hornchurch before WW2. He attended Hylands School for Boys and was evacuated to North Wales, returning to Hornchurch towards the war's end.

His first job at age 14 was with a motorcycle supplier in Brentwood, and he had plenty of opportunity to ride the new bikes that they assembled and taught their customers to ride. His first motorcycle was a pre-war Norton that he lovingly restored.

At 18 years of age Bill was called up for National Service and served in Korea with the British Army. His mother now lived in Brentwood, and he returned to the motorcycle supplier and is believed to have bought a Vincent Black Shadow.

Bill married his wife Diane in 1962 and the couple bought their first house in Doddinghurst. He still owned a '250' that he rode to work every day. At around this time he first encountered Eddie Byers, whom he used to race through the back lanes to Brentwood on his way to work. They became firm friends.

Bill owned motorcycles all of his life and preferred riding a motorcycle to using the car when he was on his own. He rebuilt the Tipps Cross Garage in the 1970s and was its proprietor until he retired and sold the business. It was during this time that he collected and restored the Norton collection.

After his retirement Bill and Diane decided to live in the Isle of Man and both became Manx citizens. They spent a few happy years there together before his death. The collection was still in the UK, and Diane took the decision to send the motorcycles to the Isle of Man for their safety and for others to enjoy them in Tony East's museum at Kirk Michael.

Bill enjoyed the TT and the Manx Grand Prix where he sponsored Eddie Byers on the Manx with some success. Motorcycling and the Isle of Man became their life, and Bill missed Eddie when he sadly died in the Manx Grand Prix. Bills family all miss Bill because he was such a character, and his many friends still remind them how much they enjoyed his company.

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189

1956 AJS 350CC 7R RACING MOTORCYCLE

Frame no. 1553

- *Iconic over-the-counter racer*
- *Works type camshaft*
- *Magnesium gearbox and carburettor*



Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. The 7R was conceived as a customer machine for sale to private owners, but was also campaigned by the works team.

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, latterly under the supervision of Jack Williams.

To this end the valve angle was progressively narrowed; the inlet port downdraft angle made steeper; the crankshaft strengthened; and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke dimensions to the 'squarer' 75.5x78mm, permitting higher revs. AMC's own gearbox (also used on the Manx Norton) replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. There was also a works-only three-valve 'triple knocker' - the 7R3A - which Rod Coleman used to win the 1954 Isle of Man Junior TT, while Matchless-badged 500cc version of the production 7R - the G50 - was introduced towards the end of 1958.

As the ageing AMC singles gradually became less competitive, various attempts were made to improve their performance by switching to more modern cycle parts. Bob MacIntyre was one of the first with his 'MacIntyre Matchless', while there were other notable contributions from John Surtees, Tom Arter, Rickman, and, of course, Colin Seeley.

We are advised that this mostly original 7R incorporates a works-type camshaft and a magnesium gearbox and carburettor. Nothing is known of its race history.

£22,000 - 28,000

€25,000 - 32,000

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1962 NORTON 350CC MANX RACING MOTORCYCLE

Frame no. 10M 102768

Engine no. 102768

- *The last Manx Norton sold*
- *Ridden by Steve Spencer to 3rd place in the 1966 Senior Manx Grand Prix (fitted with a 500cc engine)*
- *Also raced by Billy Nelson*



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951.

There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions. The result was significantly increased power, but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The factory records state that this Manx - '102768', a 350 - was sent to Patterson Simmonds, Singapore on 27th June 1962, complete with fairing and spares. It remained at the Singapore docks for a while, un-crated and uncollected, and was eventually returned to Norton at Plumstead. It was then sold to Bert Saunders of Saunders Motorcycles, Leigh-on-Sea, Essex on 29th October 1965, which is why there are two dates in the factory records.



The last listed Manx delivered from Bracebridge Street is '105048', dated 28th January 1963, so it could be argued that this one is actually the last to be sold by Norton. When Norton's Bracebridge Street factory closed in January 1963 there were still some complete Manx machines unsold and these were moved down to AMC's factory in Plumstead (Norton's new home) and gradually sold off. The factory records show the various dates when these last few were sold. Many books state that a few Manx Nortons were assembled at Plumstead from spares, but it was actually the bikes transferred from Bracebridge Street that were sold. What is certain is that the date of 29th October 1965 for '102768' is the latest date recorded.

'102768' was raced by Bert Saunders at the Isle of Man TT with much success, occasionally with a 500cc engine installed. In 1966 this Manx was ridden by Steve Spencer to 3rd place in the Senior Manx Grand Prix (fitted with a 500cc engine). It was also raced by Billy Nelson. Bert said: 'It never failed to complete the course'.

£22,000 - 28,000
€25,000 - 32,000



191

1961 NORTON 350CC MANX RACING MOTORCYCLE

Frame no. 10M 97327
Engine no. 10M 097327

- Supplied new to Reg Dearden
- Raced regularly by Eddie Byers in the Manx Grand Prix
- Quaife six-speed gearbox



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions.

The result was significantly increased power, but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The superb Manx offered here was raced in the Isle of Man Classic Manx Grand Prix for 12 consecutive years in the 1990s/2000s by Eddie Byers, sponsored by Bill Hiscox's Tipps Garage. Notable results include 4th place in the Pre-Classic TT, 10 Finisher's Awards, one Silver Replica, and a fastest lap of 92.2mph. One of the last Manx Nortons produced, this matching-numbers example was completed on 21st August 1961. The machine was supplied new to well-known tuner/entrant, Reg Dearden of Chorlton, Manchester, sponsor of countless riders including stars such as Geoff Duke, Gary Hocking, Dave Chadwick, John Hartle, George Catlin, and Terry Shepherd. Its specification includes a titanium con-rod, ceramic-coated cylinder bore, belt primary drive, Gardner carburettor, Quaife six-speed gearbox, Lockheed front disc brake, and Falcon shock absorbers.

£17,000 - 20,000

€19,000 - 23,000

192

C.1961 NORTON 350CC MANX RACING MOTORCYCLE

Engine no. R10M 86389

- Supplied new to Reg Dearden
- Possibly intended for Fron Purslow (see text)
- Raced all its life



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

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The result was significantly increased power, but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

This 350cc Manx was supplied new on 2nd May 1960 to well-known tuner/entrant, Reg Dearden of Chorlton, Manchester, sponsor of countless riders including stars such as Geoff Duke, Gary Hocking, Dave Chadwick, John Hartle, George Catlin, and Terry Shepherd. Although the entry is indistinct, the factory records seem to indicate that it was intended for Fron Purslow. We are advised that the machine has been raced on short circuits and in the Isle of Man all its life.

£15,000 - 18,000

€17,000 - 21,000

193

NORTON 350CC MANX RACING MOTORCYCLE (SEE TEXT)

Engine no. TT100 60

- *Oldani front brake*
- *Four-speed gearbox*
- *Lucas racing magneto*



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951.

There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions. The result was significantly increased power, but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The vendor advises us this Manx was supplied to Whitaker's of Blackpool on 21st March 1959 and ridden by Derek Woodman to 14th place in that year's Isle of Man TT Junior race. However, in the absence of a frame number, prospective bidders should satisfy themselves as to the date and provenance of the frame prior to bidding. Raced for most of its life, the machine has been fitted with a later engine (manufacture unknown), possibly a '500'. Noteworthy features include an Oldani front brake, four-speed gearbox, Lucas racing magneto, Smiths rev counter, and 19" wheels.

£15,000 - 18,000

€17,000 - 21,000

194

1947 NORTON 500CC MANX RACING MOTORCYCLE (SEE TEXT)

Frame no. 7940
Engine no. B7940

- *Very early post-war Manx*
- *Purchased new by Maureen O'Hara*
- *An older restoration*



Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames.

Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951.

The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962. Manx engine development though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957.

This particular Manx Norton was purchased new by the Irish-born American film star Maureen O'Hara for her brother, Jimmy FitzSimons, on the occasion of his 21st birthday in 1947 (see correspondence on file). The machine was supplied via Kelly's in Dublin, and the accompanying Science Museum Library extract from the factory records shows that it was delivered complete with a speedometer. However, it should be noted that the model is recorded as 'B 3', 'B' being the code for 1947 and '3' that for a Model 18. Prospective purchasers should satisfy themselves with regard to this motorcycle's origins and correctness prior to bidding.

£14,000 - 18,000
€16,000 - 21,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



195
1936 NEW IMPERIAL 247CC MODEL 30
Registration no. HV 6109
Frame no. to be advised
Engine no. T05/36785/30

Builder of the last British-made machine to win the Lightweight 250 TT before the modern era, New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. Introduced for 1933, the unitary construction Model 30 was based on the earlier 148cc Model 23, featuring helical primary drive gears, pushrod overhead valves, and coil ignition. Production continued until 1936. Said to be all original, this nicely presented new Imperial lightweight was last taxed in 2008 and will require re-commissioning and the customary safety checks before returning to the road.

£3,000 - 4,000
€3,400 - 4,600



196
1925 FRANCIS-BARNETT 147CC
Frame no. 9042
Engine no. W3584

Founded by Gordon Francis and Arthur Barnett, Francis-Barnett set up shop in the old Excelsior works in Coventry in 1919. The downturn in the motorcycle market in the early 1920s prompted F-B to switch from producing expensive, high quality machines to the more utilitarian. First seen in 1923, the first of these was the triangulated, pin-jointed, straight-tube frame models whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. This straight-tube 'Fanny B' is powered by the 147cc Villiers two-stroke engine. Of the three versions offered, this machine is an example of the medium-price (£29 10s when new) model equipped with clutch, two-speed gearbox, and kick-starter. We are advised that the machine was discovered beneath the floor of an old house, and was complete except for the carburettor when found. Registered for the road in 1978, it was restored by the late owner in 2006 using original parts. There are no documents with this Lot.

£1,800 - 2,200
€2,100 - 2,500
No Reserve



FURTHER PROPERTIES

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197

1937 MATCHLESS 1,000CC MODEL X

Registration no. DPO 580

Frame no. 797

Engine no. 38X 5275

- *One of fewer than 90 known to the
AJS & Matchless Owners Club*
- *Off the road for much of its life*
- *Highly original*
- *Restored with no expense spared*



Offered here is a late 1937 (1938 model) Matchless Model X; it is the revised version having a longer wheelbase, which was re-launched as a sports tourer. Brough Superior used this engine in the SS80 and also (in overhead-valve form) in the SS100.

The Matchless was purchased by Mr Jackson of Jackson's motorcycles, Burton-on-Trent sometime in the 1950s and remained in his storeroom, untouched, until the late 1970s. When Mr Jackson died, all his motorcycles were sold. A Mr Eardley of Uttoxeter purchased the Matchless and started work on it only to abandon the project. The machine remained untouched for the next 35-or-so years until the current vendor acquired it in November 2013. Mr Eardley did not register the machine in his name; Jackson's Motorcycles are shown as the only former keeper and the current vendor is the second. Unfortunately, there is no old-style buff logbook that could shed light on its earlier history.

'DPO 580' comes with a letter from the AJS & Matchless Owners Club confirming matching frame and engine numbers. There are fewer than 90 of this model known to the club.

The machine has had very little use and its engine has never been re-bored, the pistons being stamped standard. It is quite probably the most original example in the world, as it has stood for so long and nothing has been replaced. The levers are all stamped 'Bowden' and the footrests are original, as is the speedometer, horn, exhaust pipes, headlight glass, tinware, forks, etc.

The 80-year-old wheels were replaced as a precaution, and the nuts are all stainless steel (the original fastenings and wheel rims are included). The vendor even managed to obtain an unused Lycette saddle cover of the correct vintage. The dynamo is exceptionally rare, as the originals had Bakelite end-caps that quickly disintegrated and are not repairable; most have been replaced over the years with different types. An electronic voltage regulator has replaced the original but is not visible.

'DPO 580' comes with (copy) V5 and current V5C documents; sundry restoration invoices; hundreds of restoration photographs on CD-ROMs; the original instruction book; and a Matchless repair and maintenance book of the period. Restored to the highest standard possible with no expense spared, this Model X can justifiably claim to be one of the best in the world.

£26,000 - 33,000
€30,000 - 38,000

1930 BROUGH SUPERIOR OHV 680 BLACK ALPINE

Registration no. JO 1134
 Frame no. H1032
 Engine no. GTOY/W 7659/S
 Gearbox no. BIV442

- *The ultimate middleweight Brough*
- *Known ownership history*
- *Previous long-term ownership (44 years)*
- *Engine rebuilt by Dave Clark*



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

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

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

The history of this wonderfully patinated Black Alpine is known from new. It was supplied in August 1930 by Laytons of Oxford to one D R Venables. There are two 1930 photographs on file showing it parked on the Iffley Road in Oxford close to the owner's home. The following summer Mr Venables rode the Brough on an extended continental tour accompanied by his friend Dennis Welch, who used his Morgan three-wheeler for the trip. They visited Switzerland and the south of France. Two photos of the Brough and the Morgan on this trip are included in the sale, as is the Brough's 1931 'International Certificate for Motor Vehicles', effectively a passport for the machine, which was a requirement if you travelled abroad at that time.

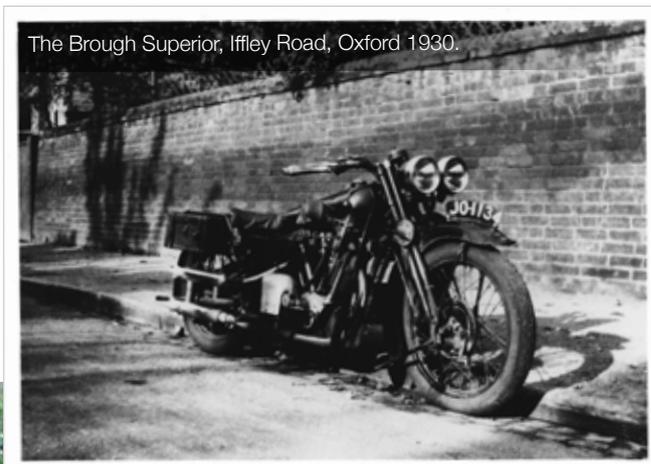
In late 1931 the Black Alpine was sold to Chris Arthurs, a skilled carpenter living in Reading, who kept the Brough for the next 40 years. He fitted a sidecar and the very distinctive wheel discs, and used the combination for work and family holidays. His shop-fitting activities provided the materials for a number of modifications; the wooden seat base and its upholstery came from the Palace Theatre, Reading, and he also fitted the wooden number plates that are still present.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

The Brough Superior, Summer 1971 Continental Tour with Morgan.



The Brough Superior, Iffley Road, Oxford 1930.



The handlebars were modified to suit the sidecar, and during the later war years Chris Arthurs rode the outfit far and wide repairing Mosquito aircraft.

The immediately preceding (third) owner had known Chris for a long time, and had previously asked for first refusal if he ever decided to part with the Brough. Chris, by now in his 80s, finally offered him the machine in 1971. The purchaser had a young family and was unable to afford the asking price of £200, but was allowed to pay the balance off at a rate of £5 per month! The receipted payment schedule comes with the machine. The Brough was then used for several years until a con-rod broke (in 1976). Fifteen years passed before the machine was back on the road, and it was then used regularly until offered for sale at Bonhams' Stafford auction in April 2015 (Lot 292), when it was purchased by the current vendor. Since its acquisition 'JO 1134' has been fully serviced by BSK SpeedWorks Ltd; various oil pipes have been replaced and a new battery and rear tyre fitted (bill on file), and the Brough is now fully useable again.

In 1996 'JO 1134' starred in 'The Big Breakfast' on Channel 4 with Wallace & Grommit. Around 2001 the engine was rebuilt by marque specialist Dave Clark, including the approved strengthening modification with bolt-through cylinder barrels. At the 2014 Banbury Run 'JO 1134' won the prize for the best Brough Superior, and was the only Brough to be ridden to a Gold Award.

In his notebook the then owner recorded '.... engine runs like dream – such power.....' It should be noted that the original inverted front brake lever now operates the auxiliary oil pump, while an additional period-correct brake lever (which matches the clutch lever) operates the brake.

This is a matching-numbers machine - frame, engine, and gearbox - and comes with a large history file, close inspection of which is recommended. The file contains various photographs; a Brough Superior Club copy Works Record Card; contemporary magazine reports of the new Black Alpine; a separate notebook recording work on the machine over many years; a letter from George Brough to Chris Arthurs dated 13th September 1937 (the signature may be by rubber stamp); an article written for the Brough Superior Club newsletter in September 2012; a road test of the Brough by 'Motorcycle Sport and Leisure' (September 1996); a photocopy of a 2-page chapter about the machine from Titch Allen's Brough book 'Legends in their Lifetime'; two continuation logbooks; a V5C and earlier V5 registration document; an original Brough Superior instruction book; a quantity of MoT certificates (the earliest dated November 1972); and 22 old tax discs.

£100,000 - 140,000

€110,000 - 160,000

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199

1929 BROUGH SUPERIOR OHV 680

Registration no. UL 2608

Frame no. H854

Engine no. MTS/E 70471/S (see text)

Gearbox no 154456

- *Sprung frame model*
- *Original gearbox*
- *Used regularly in summertime*



With the SS80 tourer and SS100 sports model well established by the mid-1920s, George Brough decided to add a smaller and cheaper alternative to these two 1,000cc models to the Brough Superior range. JAP was already producing a 674cc sidevalve v-twin engine, and this unit, redesigned to accommodate overhead valves, went into Brough's new 'Overhead 680'. First shown to the public at the Olympia Motorcycle Show in 1926, the 'Miniature SS100', as George Brough called it, entered production for 1927 and was an immediate success.

This particular 680's copy Works Record Card reveals that it was built with the Bentley & Draper sprung frame and Castle (Brampton) forks. It was registered 'UL 2608' and despatched by rail on 5th March 1929 to Godfrey's Ltd, Great Portland Street, London. A Brough Superior Club record (copy on file) lists various owners and changes of engine: that currently fitted having the crankcases of a (non-Brough) 750cc JAP sidevalve unit. This engine, number 'MTS/E 70471/S', first appears in the records in 1969 when 'UL 2608' attended the BSC's Annual Rally at Stanford Hall. The original engine, number 'GTOY/S 40694/S', has never been traced.

In 1986 the Brough was sold to Japan where it was owned by a collector, Mr K Miwa. The current vendor purchased the Brough from Japan, and his first outing on it was to the Brough Club's 50th Anniversary Rally in August 2008. As a result, 'UL 2608' features in the Club's illustrated book of the event.

Since then the Brough has been ridden most summers, primarily to rallies and reunions, the last such outing being to the BSC Rally last year. When inspected recently by a Bonhams specialist, 'UL 2608' started first kick and idled very reassuringly. It has acquired a few non-original features over the years but nevertheless is a very handsome machine, though more 'oily rag' than 'concours'. Accompanying documentation consists of a V5C Registration Certificate and copies of the aforementioned Brough Club records.

£45,000 - 55,000

€52,000 - 63,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

200 N

C.1924 BROUGH SUPERIOR/TRIUMPH 981CC SS80 'SPECIAL'

Registration no. IK 7127 (Republic of Ireland)

Frame no. 812187 (see text)

Engine no. KTC/U 13642/VSC (see text)

- *Delivered new to Ulster*
- *Rebuilt with Triumph frame in the 1950s*
- *Known ownership history*
- *Present ownership since 1979*



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. In its maker's own words, the Brough Superior was '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.

This SS80 comes with a Brough Superior Club copy Works Record Card showing that it was supplied new as a solo to S Wallace, Belfast, the Brough Superior agent for Ulster. The Brough was despatched from the factory on 10th March 1924 and registered to its first owner, one Dell McRae, on 9th October 1924. The original registration was 'IK 7127', and subsequent owners are listed on the WRC.

Its original frame having broken, the Brough was later rebuilt using the frame from a rare Triumph CTT, a top-of-the-range 500cc twin-port sports model made from 1929 to 1931. The rebuild was carried out in Ireland, and the change of frame noted by the licensing authorities in 1958. The Webb forks were probably fitted at this time, but few would deny that the result of this unlikely Brough/Triumph marriage is most successful.

The current vendor purchased the Brough in 1979 from Felix Burke of Cheltenham, a prominent VMCC and BSC member. We are advised that it is in running condition, both the engine and gearbox having been renovated. It should be noted that the gearbox is not from a Brough, and that the WRC incorrectly records the engine number as '13842', this mistake being attributed to a clerical error as all other records show '13642'. Presented in charming 'oily rag' condition, this unusual Brough Superior 'Special' is offered with the 1979 purchase receipt, a copy of its old Irish logbook, and the aforementioned copy WRC.

£40,000 - 50,000

€46,000 - 57,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

201

1926 BROUGH SUPERIOR 981CC SS80/100

Registration no. TO 4092

Frame no. 480

Engine no. KTOR/A 37516 (see text)

- One of only 12-15 SS80/100 models made
- Very rare survivor
- Fitted with an 1925 OHV 'KTOR' engine
- Full professional restoration in 2007



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.

According to the Brough Superior Club: 'The (1926) SS80 was similarly very much the same as the 1925 model. The only variation was the SS80/100, which was perhaps an attempt to give customers something close to the SS100 but at a slightly lower price. 'It may have been a business decision to make use of unsold SS100 rolling chassis to improve cash flow. Only about 12 to 15 of the SS80/100 were produced.'

Very few of these unusual Broughs survive, and 'TO 4092' is recorded on its Copy Works Record Card as an 'SS.80/100'. 'TO 4092' left the factory in 1926 fitted with sidevalve engine number 'KTR/T 56787/Y' (still in existence) and sometime after WW2 was fitted with a JAP 'KTOR' overhead-valve engine, apparently a mixture of both old and newer components. (The original frame number was removed around this time but has since been re-stamped).

Then the rebuild stalled, resuming in 2007 when the current owner handed the bike to well known Brough Superior restorer Tony Cripps for a complete professional restoration. Special features include Castle forks complete with friction damper, 'top hat' competition mudguards, leaf-sprung leather saddle, Binks 'mousetrap' carburettor and straight-through racing exhaust pipes. The bike also comes with a set of nickel-plated silencers for road use.

The rebuild was completed in 2008 in time for the Brough Superior Golden Jubilee Rally where 'TO 4092' was successfully paraded round the rally field. It features in the Rally's commemorative book, a copy of which is included in the sale. At the 2012 Brough Superior Annual Rally, the SS80/100 was awarded the Stan Webley Memorial Trophy for the 'Rebuild of the Year', and a photograph of it appears in the October 2012 Brough Superior Club newsletter (copy on file).

A very purposeful looking machine indeed, with its gloss black paintwork and nickel plated tank and mudguards, this rare Brough Superior variant comes with the aforementioned documentation, Brough Club correspondence, instruction booklet (reproduction), copy/current V5C registration documents.
£75,000 - 95,000
€86,000 - 110,000

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202

C.1930 STYL'SON-BLACKBURNE 350CC SPORTS

Registration no. BF 5637

Frame no. 224

Engine no. CS 1639

- *Ultra-rare French make*
- *Restored circa 2010*
- *Banbury Run and Graham Walker Run participant*
- *Last used December 2016*



Founded in Le Chambon-Feugerolles, France in October 1926, the company that made Styl'son motorcycles seems never to have achieved a sound financial footing. The original firm - MDM - took its name from the initials of its founders – Messrs Montelimard, David, and Matrat, and like many of its contemporaries, including Brough, was an assembler of bought-in components rather than a fully-fledged manufacturer. MDM was formed to undertake general industrial manufacturing but was steered towards motorcycles by Jean David, whose family had some prior experience in the field. Yet within 12 months the original company had been dissolved and reconstituted as SRL Boissieu et David under the management of Jean David and his brother-in-law, Denis Boissieu.

In 1928 Boissieu and David's motorcycle manufacturing activities were spun off into a separate company: Anciens Établissements David, Société de l'Industrie Mécanique (ADSIM). Production began using cycle parts bought from AYA and engines obtained from Moser in Switzerland. Despite management that was described by the finance house Credit Lyonnais as 'overall very defective', ADSIM's Styl'son motorcycles soon established a sound reputation, in keeping with their maker's intention to offer a top-quality product. The range expanded to include models with JAP, Rudge Python, and Blackburne engines while many of the other major components, including Burman gearboxes and AMAC carburettors, were sourced from England. In 1928, 358 motorcycles were delivered.

In April 1929 a new company was formed: Société des Motocyclettes Styl'son, which by August 1930 had gone bust having run up insupportable debts. By this time a total of 2,394 machines had been sold. Its creditors must have thought that the Styl'son brand had a future, for a consortium was formed and a new company launched: Société Commerciale et Industrielle de Mécanique (SCIM). Despite slashing the racing and advertising budgets, this new company was unable to clear its debts and was wound up in December 1931. Nevertheless, SCIM staggered on, producing prototypes of two proposed Styl'son military motorcycles using Staub engines and gearboxes: a 350 solo and 500 combination. Nothing came of the venture. By 1935 the bankers had had enough and the Styl'son brand was sold to the FIMA conglomerate. Styl'son was formally wound up, for the final time, in September 1937.

This rare French motorcycle was restored by a retired engineer, it is believed around 2010, and first registered in the UK in January 2011. Several Banbury and Graham Walker Runs have been completed successfully, and the machine is described by the vendor as in superb condition. Last used on Boxing Day 2016, it is only offered for sale because of his ill health. A Brooklands silencer and Lucas Wader competition magneto are the only notified deviations from factory specification (original ML magneto included). The machine is offered with sundry invoices, a dating letter, and a V5C Registration Certificate.
£8,000 - 12,000
€9,100 - 14,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1912 WILLIAMSON 964CC 8HP MOTORCYCLE COMBINATION

Registration no. N 7200
Frame no. to be advised
Engine no. to be advised

- Rare survivor of a little known make
- Formerly part of the Potter Collection
- Regular Pioneer Run participant



On 19th March 1912 Motor Cycling magazine announced, 'the present demand for passenger machines has encouraged that well-known member of the motorcycle trade, Mr W Williamson, to place on the market under his own name an 8hp two-speed side-car combination. Two models are made, one being fitted with an 8hp water-cooled engine and the other with an air-cooled motor.'

The aforementioned Mr Williamson was indeed no stranger to the world of motor manufacturing, having founded the Rex concern in Birmingham in 1899 together with his brother, Harold. Rex began by building motor cars before branching out into motorcycle making in 1900, by which time the firm had relocated to Coventry. When the Williamson brothers were ousted from Rex in 1911, Harold became sales manager at Singer while William started his own eponymously named make of motorcycle.

Motor Cycling reported that the new Williamsons were powered by horizontally opposed, twin-cylinder Douglas engines with heavy external flywheel, quoting cylinder dimensions as 85x85mm bore/stroke (for a capacity of 965cc); interestingly, the air-cooled and water-cooled engines were interchangeable. It is believed that the air-cooled machines were used primarily for racing. This rare survivor of a little known marque carries a Manchester registration number and comes with an old-style RF60 logbook dating from 1925.

It was owned that year by one Matthew Laurie of Staveley in Westmorland, and appears to have been acquired for the Potter Collection in 1956. Then, as now, it was in that delightfully original condition that no restorer can replicate. An invoice on file shows that the basket sidecar was supplied in 1956 by the Cumberland & Westmorland Workshops for the Blind in Carlisle, while other noteworthy features include a Brooks saddle, bulb horn, Bosch magneto, and Binks carburettor. The starting handle is mounted on the offside of the frame.

Purchased from the Potter Collection in November 2007, the machine was re-commissioned by Tony Leedal in December 2008 (see invoice for £1,685 on file) and since then has participated in several Pioneer Runs. Accompanying documentation consists of a Pioneer Certificate, assorted correspondence and press cuttings, a V5C Registration Certificate, and the aforementioned invoice and RF60 logbook.

The latter document (issued 1925) records the date of original registration as 3rd June 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). It should be noted that no frame or engine numbers are recorded on this logbook.

£35,000 - 40,000
€40,000 - 46,000

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204

1915 BRADBURY 749CC 6HP V-TWIN

Registration no. SV 4315

Frame no. 48217

Engine no. 9518

- *Rare British make*
- *Present ownership for 28 years*
- *Restored in the 1990s*



Established in Oldham, Lancashire in 1852, Bradbury & Company Limited claimed to be the first manufacturer to build an 'All-British Motor Cycle and Tri-Car', its products having been ridden successfully as early as 1898. Although destined not to survive beyond 1925, Bradbury had amassed an impressive tally of awards and records prior to WWI. 'Speed and Reliability' were claimed as special qualities, and any machine which simultaneously held the 'English and Irish End to End Sidecar Records' - 'at record speed and without a single mechanical stoppage' - must have had a lot going for it. Of advanced specification, Bradbury's 6hp model employed a twin-cylinder sidevalve engine of 750cc, which drove via a three-speed countershaft gearbox and chain final drive.

According to a letter (on file) from the Motor Taxation Office, this Bradbury 6hp V-Twin was first registered as 'CK'1550' in Preston (not far from the Bradbury works in Oldham) on 15th October 1915. The vendor purchased the machine from a dealer in 1989). As it came wearing the original plates, it was presumably the dealer who sold off the number.

The machine was given a 'frame upwards' restoration during the 1990s, in the course of which the cycle parts were refurbished and repainted; the wheels professionally rebuilt; and the forks re-tubed and re-spindled by Elk Engineering.

The cylinder heads and barrels were lifted, but the engine was found to be in very good condition, retaining its original pistons. The brakes, transmission, etc were all overhauled.

We are advised that after the rebuild the machine was an easy second-kick starter and a good runner, although it has not been ridden in recent years and so re-commissioning will be necessary before returning it to the road. The improved (non-original) front brake, effective rear drum brake, powerful engine, advanced three-speed gearbox, and all-chain drive combine to make this an exceptionally safe and usable motorcycle of the very early Vintage era. The original stirrup front brake and fittings are included in the sale. The machine also comes with some original tool kit items; an original owner's instruction book and parts list for 1914 models (essentially identical to this machine); an original 1915 parts list and photocopies of the 1915 catalogue; and other contemporary articles and road tests. Additionally there is a current V5C registration document, some restoration receipts, and some recent tax discs.

£16,000 - 20,000

€18,000 - 23,000

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205

C.1902 CLÉMENT 143CC MODEL B

Registration no. BS 8572

Frame no. 789

Engine no. LM833

- *Rare, early French autocycle*
- *An older restoration*
- *Pioneer Certificate*



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.

Displacing 143cc and rated at a nominal 1½hp, the Clément engine powering this gents' bicycle is a single-cylinder four-stroke with detachable cylinder head and overhead valves, the inlet being of the 'atmospheric' type and the exhaust mechanically operated. The motor features coil ignition, and drives the rear wheel via a long belt tensioned by a jockey wheel attached to the seat tube. Fuel is contained in a cylindrical tank mounted above the bicycle's rear mudguard, behind the saddle.

An older restoration, this rare early Clément autocycle was purchased by the previous owner, Nicholas Canfor, in October 2010 and was used by him on various events for early motorcycles, including the Pioneer Run in March 2011, the Banbury Run in June 2011, and the IVth Commemoration of the Circuit des Ardennes in July of that year (see certificates and press cutting on file). The current vendor purchased the machine from Mr Canfor in July 2012 (purchase receipt on file), since when it has successfully completed another Pioneer Run with a friend riding. Affording the fortunate next owner the prospect of an early start number in next year's Pioneer Run, the machine is offered with Pioneer Certificate, starting and operating instructions, technical specifications, sundry bills, expired MoT (2013), and a V5C registration document.

£11,000 - 14,000
€13,000 - 16,000

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206

1921 BEARDMORE PRECISION 350CC 'BARR & STROUD' MODEL

Registration no. SV 4462

Frame no. 67

Engine no. 208

- One of only 17 made in 1921
- Barr & Stroud sleeve-valve engine
- Present ownership for 50-plus years
- Restored in 1992



At one time F E Baker's Birmingham-based Precision company rivalled JAP as a supplier of engines to Britain's motorcycle manufacturers. The first Precision engine went on sale in 1910, but it was not until after WWI that the firm got around to building a complete motorcycle. Launched as the 'Beardmore Precision', the Scottish Beardmore engineering group having gained control of Baker's company, that first machine was a 350cc two-stroke featuring leaf-sprung suspension front and rear. The range expanded to include sidevalve models of various capacities, a Barr & Stroud sleeve valve-engined '350', and overhead-valve and overhead-cam works racers. Although production models gained an enviable reputation in the trials events of their day, the racers fared disastrously at the 1924 TT, the debacle prompting Beardmore to close the ailing firm.

Beardmore Precision built 17 models with the long-stroke (70x90.5mm) Barr & Stroud sleeve-valve engine in 1921 (number '51' to number '67') of which this machine is the last.

The 'B&S' model was equipped with a Sturmey Archer three-speed gearbox and cost £78 10s, making it the most expensive in the range. Leaf-sprung front suspension, an external contracting band front brake, and a fuel-tank integral with the frame structure were among its unusual features.

The machine offered here has been owned by the current vendor since the early 1960s, having been recovered from a river in the Rhondda Valley and stored in a boiler house for a couple of years. Restored in 1992, it is a multiple concours winner, having a 'Best in Class' award (Banbury 2005) and the 'Sheldon Trophy' (Banbury 2006) among those to its credit. The 'B&S' also took part in the 'Old Klepper Glory' parade in Belgium in 2007. Offered with a V5C Registration Certificate, this ultra-rare Beardmore Precision represents a wonderful opportunity to acquire a technically most interesting motorcycle that is sure to turn heads wherever it goes.

£6,000 - 8,000
€6,900 - 9,100

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207

1914 NEW HUDSON 3½HP

Registration no. BM 3667

Frame no. 6717

Engine no. 3350

Birmingham-based New Hudson started out as a bicycle manufacturer in the Victorian era. The company's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. The first model powered by an engine of its own make arrived in 1911 and New Hudson made its Isle of Man TT debut that same year. However, major competition success eluded the Birmingham firm until Bert Le Vack took over racing development, becoming the first man to lap Brooklands at over 100mph on a 500cc machine in 1927. New Hudson announced a new range for 1931, but the onset of economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA. First registered in Bedford on 12th November 1914 (as 'BM 3667'), the magnificent motorcycle offered here is a rare example of New Hudson's 3½hp (500cc) model. New Hudson manufactured the Armstrong three-speed hub gear, and one of these is fitted to 'BM 3667'. Beautifully restored to running condition in 2016, this most handsome Veteran motorcycle is offered with a Pioneer Certificate, (copy) registration record, and V5C registration document.

£13,000 - 16,000

€15,000 - 18,000



208

1923 FN 8HP 750 T FOUR

Registration no. ME 9510

Frame no. 74226

Engine no. 2801

Today FN is best remembered for its sensational four-cylinder models, the first of which appeared in 1904 and was first exhibited at the 1905 Paris Cycle Show. Designed by Paul Kelecom, the FN was the world's first practical four-cylinder motorcycle, its smooth, almost-vibrationless operation setting it apart from rival singles and v-twins. Advanced for its day, the 362cc air-cooled four featured 'atmospheric' inlet and mechanical (side) exhaust valves; a robust five-bearing crankshaft, individual crankcase oil wells ensuring adequate lubrication for the connecting rods; and reliable Bosch magneto ignition. Shaft final drive was another innovation. The Type 700 was developed in 1914 and had not been in production long before the FN works was seized by the invading German Army in the autumn of 1914. The occupying Germans used the FN factory to manufacture ammunition while continuing production of the Type 700, which had a top speed of around 45mph and was widely used by despatch riders. The model remained in production up to 1923 when it was replaced by an IOE four featuring overhead inlet valves. Chain drive was adopted soon after. This wonderful FN Four is one of the rare versions with the IOE engine and shaft drive. The machine previously belonged to Mr Philip Hughes of Gronant, Prestatyn (who had owned it since 1997 and restored it) and was purchased from him by the current vendor via Yeoman's Motorcycles in 2013. Accompanying documentation consists of the 2013 purchase receipt, old-style continuation logbook (issued 1945), and a V5C Registration Certificate.

£27,000 - 32,000

€31,000 - 37,000



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209 N

C.1917 DOUGLAS 2¾HP PROJECT

Registration no. not UK registered

Frame no. to be advised

Engine no. to be advised

The current owner acquired this 'barn find' Douglas 2¾hp in 1995 at the Coupes Moto Légende at Monthéry from a renowned French collector. During the event, the satirical newspaper *Fluide Glacial* photographed the Douglas and wrote an article entitled: 'We found Napoleon's motorbike!' A few years later the vendor acquired another Douglas, and because of a lack of time, money, and courage, decided to preserve this one in its existing condition. Since that decision was made the Douglas has been exhibited at various venues in France including Avernès (May 1998), Moulins (May 2005), and Saligny-sur-Roudon (May 2009). It has almost always been exhibited together with WWI vehicles, though its actual date of manufacture and history are not known. The Douglas has attended several events celebrating The Great War, especially during the centenary commemoration in 2014, including those at Moulins (31st July), Bourbon-Lancy (25th October), and Yseure (11th November). The presence of foot-boards, a sprung pillion saddle, and passenger footrests suggests that, if this Douglas was a military machine originally, it enjoyed a period of civilian use after the war. Although a full restoration is by no means impossible, particularly for an experienced Douglas enthusiast, it is undeniable that this magnificent 100-year-old motorcycle has enormous presence in its present 'barn find' condition, and perhaps would be better treated as a display piece, leaving its dignity intact.

£7,000 - 10,000

€8,000 - 11,000



210

1922 RALEIGH 2¾HP

Registration no. PX 154

Frame no. 17143

Engine no. R17077

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engined, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular 350cc, 2¾hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day. A typical Vintage-era Raleigh lightweight, this example is powered by a 348cc single-cylinder sidevalve engine driving via a Sturmey-Archer countershaft gearbox and belt final drive, and would have set you back around £70 when new. Restored (it is believed circa 1990), the Raleigh was acquired by the current owner in November 2003 and has required no work other than routine maintenance since then, leaving the vendor free to enjoy riding it. Described as in generally good condition, the machine is offered with a V5C Registration Certificate.

£4,500 - 5,000

€5,100 - 5,700



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211 N

1930 HUSQVARNA 496CC 50 TVX

Registration no. not UK registered

Frame no. 1505

Engine no. 141

- *Rare Vintage-era sports roadster*
- *One of an estimated 200-300 built*
- *Delivered new to Denmark*



Like BSA in Britain, Husqvarana started out manufacturing armaments before turning to bicycle manufacture and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Motorcycles were produced from the early 1900s using Belgian FN and French Moto-Reve engines before Husqvarna began making its own power units in 1920.

A diverse range of four-stroke roadsters was manufactured through the 1920s and into the 1930s, while in racing the overhead-valve Husqvarna v-twins often had the better of the all-conquering Nortons. In a dramatic reversal of policy, all the existing models were dropped and replaced in 1937 by just one: a two-stroke engined moped. This move saved Husqvarna, which with the coming of peace in 1945 continued with an expanded range of two-stroke models. The latter were soon making their mark in off-road competitions, starting with the ISDT and then international moto-cross, effectively establishing Husqvarna's reputation as a premier manufacturer of dirt racers. The firm secured its first European 250cc Championship in 1959 courtesy of Rolf Tiblin, but tackling the 500cc class meant using a four-stroke so one of the pre-war designs was revived and used successfully, Bill Nilsson winning the premier class World title in 1960. It would be the first of many.

The rare motorcycle offered here is an example of the 50 TVX, Husqvarna's top-of-the-range sports roadster of its day, which featured a Raleigh-built Sturmey Archer twin-port overhead-valve engine, and a gearbox from the same manufacturer. Other noteworthy features include the original Bosch headlamp and mag-dyno, original cast-alloy silencers, enclosed front fork spring, and a gear lever positioned in the centre of the fuel tank. It is believed that the tank may be a re-manufactured copy, and it is known that the carburettor and manifold are non-standard.

Copies of factory records on file show that this machine was manufactured in October 1930 and despatched to 'Petersen Back, Aalborg' (in Denmark) on 12th May 1931. Other documents include a dating letter from the Husqvarna Museum and copies of old Danish registration papers. We are advised that the engine runs, but otherwise the machine's mechanical condition is not known. An ideal candidate for restoration that should give the fortunate next owner a great deal of satisfaction once finished.

£9,200 - 10,200
€11,000 - 12,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



212
1942 HARLEY-DAVIDSON 61CI 'KNUCKLEHEAD'

Registration no. not UK registered
Frame no. 42E2640
Engine no. 42E2640

Without question one of the most handsome and readily recognisable motorcycle engines of all time, the Harley-Davidson EL overhead-valve v-twin - known as the 'Knucklehead' after its distinctively shaped rocker boxes - had first appeared in 61ci form in 1936 powering a stylish all-new motorcycle. A twin-loop frame was deemed necessary to handle the model's increased power, while the front suspension too was beefed up, the forks switching to oval tubing in place of the previous forged I-beams. Teething problems associated with the earliest examples had been sorted out by 1937 and the Milwaukee factory quickly set about establishing the EL's performance credentials. Joe Petrali set a new speed record of 136mph at Daytona Beach on March '37, while Fred Ham later averaged 76mph for 24 hours at Murco Dry Lake in California to set a new best mark. Progressively improved, the overhead-valve Harley remained a cornerstone of the range until superseded by Evolution-engined models in the 1980s. This restored Knucklehead dates from 1942, a time when Harley-Davidson was increasingly taken up with production of military models, and thus is relatively rare. The machine was purchased in Portugal in 1991 and privately imported into the UK by the current vendor, having previously been registered in Montevideo, Uruguay. Described as in generally good condition, the machine is offered with previous owner correspondence, shipping documents and invoices, and C&E Form 386 confirming VAT and duty paid.

£30,000 - 35,000
€34,000 - 40,000



213
1930 HARLEY-DAVIDSON 1,200CC MODEL V

Registration no. to be advised
Frame no. 30V 9732
Engine no. 30V 9732C

For the 1930 model year, Harley-Davidson extended its sidevalve technology to larger models. Announced in August 1929 as a replacement for Harley's long-running and much-loved F-head 'Big Twin', the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere. The Model V's detachable cylinder heads, interchangeable wheels (including that of the sidecar, when attached), larger brakes and tyres, lower seat, and increased ground clearance all represented advances over the outgoing J-type twin. The high-compression VL version produced slightly more power than the Model V and both were available with either coil or magneto ignition. This particular Model V was restored by its previous owner before being kept as part of his private collection, though it is not known when the work was carried out. Unused since the rebuild, the machine will require re-commissioning before returning to the road. Offered with a V5C registration document.

£15,000 - 20,000
€17,000 - 23,000



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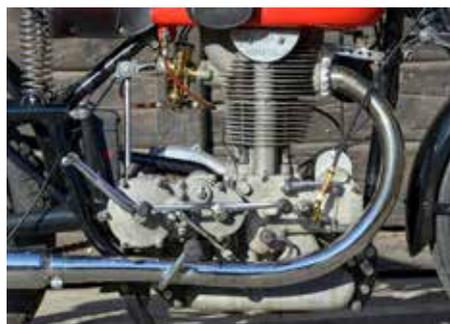
214 N

1939 GILERA 500CC VTE GRAN SPORT '8 BULLONI'

Frame no. 13522

Engine no. 13522

- *Rare Italian sports roadster*
- *'Milan-Taranto' fuel tank*
- *Velox cylinder head*
- *Professionally restored*



Founded by 22-year-old engineer, Giuseppe Gilera in 1909, this Italian manufacturer first sprang to international prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was the racers which again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual world championships in the hands of riders such as Geoff Duke, Libero Liberati and Umberto Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills.

Introduced in 1909, the first of these was a 317cc single-cylinder model that boasted overhead valves, an advanced feature at that time. Sidevalve-engined models formed the bulk of production thereafter, and then in the mid-1920s Gilera returned to an OHV design with the 490cc (79x100mm) VT Corsa which, as its name suggests, was intended for racing. Various induction/exhaust layouts were tried on this family of engines before a two-valve cylinder head with single exhaust port became the norm from 1935, by which time a shorter stroke had been adopted for higher revs. Built from then onwards until 1941, these 'VT' overhead-valve 500cc singles were among the best fast touring bikes that money could buy.

They are commonly known as either '4 bulloni' or '8 bulloni' (4 bolt or 8 bolt) depending on the engine's top-end fixing arrangements. Power outputs for the roadster models ranged from 20 to 24bhp, with more available in race tune; indeed, a Gran Sport version won the 1939 Milan-Taranto race. The VT series paved the way for the legendary Saturno, Gilera's best known model, which arrived in 1940 and would last until 1959.

Finished in classic red with black, this VTGSE is presented in generally excellent condition having been comprehensively restored recently by respected Italian specialists, Frigerio, based near Milan. The machine features important period upgrades such as the larger capacity Milan-Taranto style fuel tank and a Velox cylinder head. In full working order and 'on the button', this rare Italian sports roadster is offered with an old-style Italian libretto (issued 1946) and an ASI passport. Importantly, it retains the original 'Milano' number plates.

£12,000 - 16,000
£14,000 - 18,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

215

C.1940 ZÜNDAPP KS600 MOTORCYCLE COMBINATION

Registration no. 457 UYU

Frame no. 11606

Engine no. 11606

- *Rare Zündapp OHV sports model*
- *Felber petrol-tube sidecar*
- *Restored while in previous ownership*



Founded at the height of WWI to manufacture armaments, Zündapp found a new role post-war as a producer of motorcycles under the direction of new owner, Dr Fritz Neumeyer, building its first machine, a Levis-powered two-stroke, in 1921. The firm began making its own engines in 1924, selling more than 10,000 machines that year, and at the Berlin Motor Show in 1933 introduced the first of the horizontally opposed, four-stroke twins that it is best remembered for. These formed part of an extensive and diverse range of models, all but the smallest two-stroke being designated by the letter 'K' (for kardan, meaning 'shaft').

Among the models premiered were the K400 (398cc) and K500 (496cc) sidevalve twins, both of which employed designer Richard Küchen's unconventional all-chain four-speed 'gearbox' and, as the designation suggests, shaft final drive. Introduced at the same time was another Küchen design: a horizontally opposed four made in 598cc (K600) and 798cc (K800) capacities. Common to all the larger models and eminently suited to withstanding the stresses and strains imposed by travel on unmade roads, the robust frame and girder forks were made of pressed steel, an advanced feature at the time. The new Zündapp range was an enormous success, and in September 1933 the firm produced its 100,000th machine, quite an achievement after little more than a decade as a motorcycle manufacturer.

Immediately prior to the outbreak of war in September 1939, Zündapp introduced an overhead-valve twin, the KS600. The latter's 597cc engine produced 28bhp, and like the rest of the larger Zündapps the KS600 featured the chain-drive 'gearbox', shaft drive, and the pressed steel frame and forks. The larger Zündapps saw service in substantial numbers with the German Army during WW2, military versions being identified by a 'W' (Wehrmacht) model suffix.

Dated as of 1940 manufacture by its VIN plate, this restored KS600 is attached to a most handsome Felber petrol-tube sidecar. Adolf Felber & Co was based in Vienna, Austria, and its sidecars must have been of the very highest quality as George Brough licensed the design for his Brough Superiors. The combination was first registered in the UK (to the current vendor) on 3rd January 2017 having been purchased from a large collection in mainland Europe. It has since been checked over by BSK SpeedWorks Ltd, and we are advised that the throttle cable is 'sticky' and needs replacing. Last ridden in February 2017, this rare German combination comes with a current V5C document and an Austrian registration book (Einzelgenehmigung) dating from 1953, which records ownership changes up to 2016.

£14,000 - 18,000
€16,000 - 21,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

216

1941 BMW 745CC R12

Registration no. WXG 382

Frame no. 36795

Engine no. 1294

- *Landmark BMW model*
- *Restored while in previous ownership*
- *Formerly registered in the Netherlands*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. BMW's first model, a two-stroke ultra-lightweight marketed as the Flink, was a failure but its next venture was more successful. BMW's General Director Franz Josef Popp had asked designer Martin Stolle to come up with a proprietary power unit and the result was the M2B15, an engine that would be supplied to other manufacturers, such as Victoria, as well as being used to power the BMW-made Helios.

Victoria having switched to another supplier, BMW's Chief Designer Max Friz set about producing a motorcycle superior to the Helios and one that would be worthy of carrying the BMW name. Warming to the task of designing motorcycles, a mode of transport he hitherto had despised, Friz and his colleagues Rudolf Schleicher and Franz Bieber drew up the R32, the first really outstanding motorcycle design to emerge after WWI.

Launched at the Paris Show in 1923, and the first motorcycle to be sold as a BMW, the R32 featured a 494cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, BMW's first motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order. It was an immediate success.

In 1930 BMW broke fresh ground with the launch of the pressed-steel-framed R11, and followed that up in 1935 with the introduction of an hydraulically-damped telescopic front fork on the R12, the first time such a device had been seen on a mass-produced motorcycle. Also notable as the first BMW motorcycle to have a four-speed gearbox, the R12 was a huge success with approximately 36,000 produced up to 1938, and was used by the Wehrmacht in the war's early years before the introduction of the purpose-built military R75.

This R12 was manufactured in October 1941 and may have been intended for military use (it is said to have been purchased by a German officer). Previously registered in the Netherlands, this machine has been fully restored, is beautifully presented, and is said to ride superbly. First registered in the UK (to the current vendor) on 9th November 2015, it is offered with a BMW dating letter, previous Dutch registration documents, and a current V5C Registration Certificate. The adoption of 12-volt electrics is the only notified deviation from factory specification.

£14,000 - 16,000

€16,000 - 18,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

The works, Freddie Frith, 1949 World Championship-winning, 1948 and 1949 Isle of Man Junior TT-winning

1948 VELOCETTE 348CC DOHC KTT RACING MOTORCYCLE

Frame no. SF114

Engine no. L.IOM 68560.1046

- Ultra-rare DOHC factory Grand Prix racer
- Impeccable pedigree and historical significance
- Expertly rebuilt in 1998



Freddie Frith leading Bob Foster at the 1949 Belgian Grand Prix. © Mortons Archive

No racing motorcycle has made a greater contribution to Velocette's world-wide reputation than the sensational double-overhead-camshaft 'works' KTT offered here, which the great Freddie Frith used to trounce all opposition and win the very first 350cc World Championship in 1949. Freddie Frith won five Grands Prix of the 1949 350cc World Championship on this machine, including the Isle of Man TT, although on one occasion (the Ulster Grand Prix) he used a single-overhead-camshaft engine in the same chassis. He also won the Dutch TT and the Belgian and Swiss GPs, and did not need to compete in the sixth and last race of the season (the Italian Grand Prix at Monza) having already won the Championship with maximum points.

Winning the 350cc class of the FIM's inaugural World Championship was the pinnacle of Freddie Frith's career and he subsequently retired (he was by then 40 years old). He was honoured with an OBE by King George VI at the end of the year for 'services to British motorcycle racing' and 'British prestige' in general.

The works Velocettes of the late 1940s were based on the latest version of the company's immensely successful over-the-counter KTT racer: the MkVIII. With its deep petrol tank, massively finned overhead-camshaft engine and purposeful appearance, the MkVIII KTT is unquestionably one of the most beautiful racing motorcycles ever made.

The talking point of Velocette's new racer on its introduction in 1939 was its swinging-arm rear suspension, an innovation first seen on the works bikes in 1936. By now tried and tested, the Velocette rear suspension comprised a pivoting fork made from tapered tubing and complemented by a pair of Dowty Oleomatic air-sprung struts. The rest of the cycle parts remained much as those of the rigid-framed MkVII.

The production Mk VIII's original engine, while basically the same as its MkVII predecessor's, incorporated a number of improvements intended to enhance power and reliability. The big-end bearing assembly had already been strengthened (after some failures on the earlier model) and despite the springer's increase in weight over the rigid machine, its superior performance and excellent handling made the MkVIII KTT a formidable competitor. Indeed, the production version differed little from the factory bikes that had dominated the 1938 Isle of Man Junior TT, Stanley Woods leading home team-mate Ted Mellors to break Norton's seven-year stranglehold on the event. Woods repeated his win the following year.

Despite its pre-war design origins, the Nigel Spring-entered MkVIII KTT had proved good enough to provide Freddie Frith and Velocette with the 1948 Junior TT; however, in order to win the 350cc World Championship in 1949, a complete redesign of the valve gear was considered necessary.



FEDERATION INTERNATIONALE
MOTOCYCLISTE

Velocette

CHAMPION DU MONDE
CLASSE 350 CMC.

1949



Freddie Frith (no.24) during the 1949 Swiss Grand Prix.



Frith holds off the challenge from the AJS's of Les Graham and Bill Doran at the 1949 Swiss Grand Prix



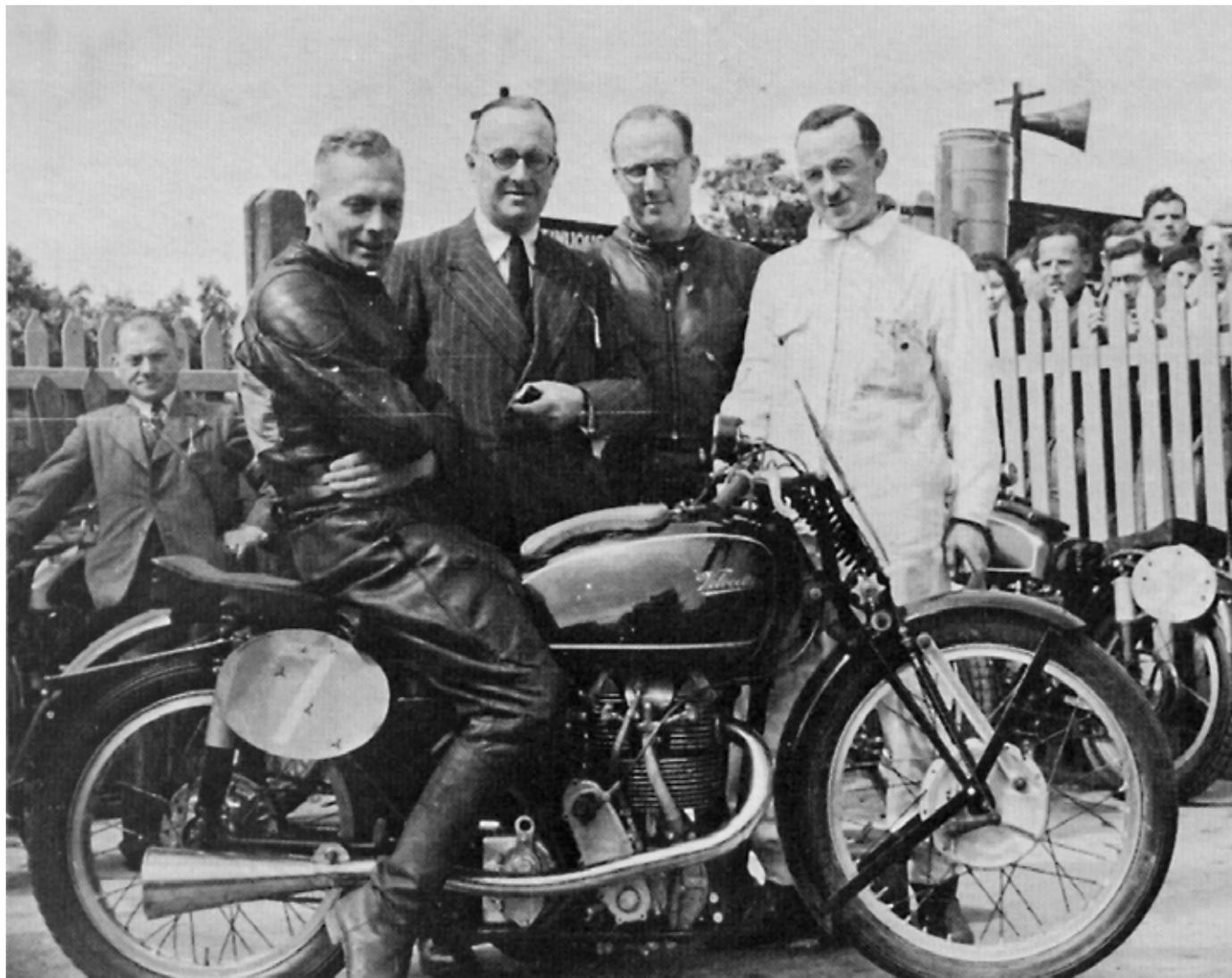
Velocette had first experimented with a double-overhead-camshaft (DOHC) cylinder head on the KTT-based factory bikes back in 1936 (courtesy of chief designer Charles Udall). The post-war revisit of the DOHC concept however, was instigated by Bertie Goodman, only son of company boss, Percy.

The principal advantage of the DOHC motor was its lighter and better-controlled valve gear, which enabled it to rev safely at 8,000rpm, as against the 7,200rpm maximum of the single-cam 'rocker' engines (though the latter were preferred at some circuits on account of their greater low-down torque). At 74mm x 81mm, the bore and stroke were the same as the standard KTT, but the DOHC 'double knocker' (an original term coined by team manager Harold Willis in the mid-1930s) differed considerably in its detail design. Special machined-all-over forged pistons were used while, in anticipation of higher revs, the exhaust valve was sodium-filled to dissipate heat. The post-war DOHC engines were also fitted with larger-than-standard Oldham couplings while at the same time (and for the same reason) the valve gear's vertical drive-shaft was waived. As usual, there was the additional oil scavenge pump in the lower end of the timing cover, a normal practice on works machines, in an effort to minimise oil drag on the spinning crankshaft.

For the first time since before the war there was extensive use of Elektron magnesium alloy and also, as with most of the Velocette TT and Grand Prix machines, larger capacity fuel tanks.

As well as being original thinkers, Velocette were masters of both chassis and engine development. After what can only be described as a very short 'teething' period, the engines were immediately producing significantly more power than the 'single-knockers' but with the - almost luxurious - added benefit of a turbine-smooth power delivery. On the circuit they were extremely quick, and Bertie's attention to detail clearly helped achieve this (as a good example, individual camshafts were carefully balanced with special counter-weights so as to avoid vibration within the gear trains). As with all the factory racers, a very large cylinder barrel was employed to improve cooling. In addition, to assist when climbing Snaefell Mountain at the Isle of Man TT, a batch of special gearboxes was produced, in Elektron magnesium alloy, employing modified internal ratios as used on the pre-war works machines.

According to works mechanic Frank Panes' notes, '1046' was one of two experimental 350cc DOHC engines produced from scratch for the 1949 season. Bertie himself later stated that in total, six 350cc DOHC engines had been produced by the factory after the war (some having been converted from the earlier single-knocker works motors).



Freddie Frith with Nigel Spring (in suit), Ken Bills & mechanic Bill Mewis after winning the 1948 Junior TT on the Isle of Man.

With most of Velocette Ltd's limited financial resources committed to developing the forthcoming LE model, the post-war racing effort was bankrolled by Castrol and supported by several dealers together with private entrants Nigel Spring and Dick Wilkins. Factory records show that the KTTs, which were to be ridden by Freddie Frith and Ken Bills, were invoiced to Nigel Spring on 20th May 1948 and delivered via the Premier Motor Company of Birmingham. Frith's machine was numbered 'SF114' (frame) and 'KTT 954' (engine), while Bills' was numbered 'SF129' and 'KTT 956' respectively. Interviewed by Motor Cycling in February 1948, Spring remarked that he had expected a couple of standard MkVIII KTTs, but was delighted to hear that Veloce had decided to build a limited number of special models, with 'hotted-up' engines. As works supported riders, Frith and Bills enjoyed the advantages of these special engines that had been modified by the factory. In the same Motor Cycling article, Bertie Goodman confirmed that four of these special KTTs had been made: two for the Spring équipe, and one each for Bob Foster and David Whitworth.

R M N Spring was proprietor of a preserves manufacturer ('Spring's Delights') based in Brigg, Lincolnshire where it operated a large fruit processing plant. He was also a pre-war Brooklands competitor, race winner, world record holder, tuner, and sponsor, so knew a thing or two about racing motorcycles.

Another Lincolnshire man, and one of the few riders to win Isle of Man TT's both before and after the war, Freddie Frith first came to prominence in 1930 when he rode a Velocette to 3rd place in the inaugural Manx Grand Prix's Junior race. In 1935 he won the Junior Manx GP on a Norton, a ride that earned him a place in Bracebridge Street's works team for '36. Freddie Frith was an instant success at the higher level, winning the 1936 Junior TT and the Senior TT in 1937, during which he became the first man to lap the Mountain Course at over 90mph.

Having spent the war years as an Army motorcycle instructor, he was tempted back into the saddle in 1947 at the age of 38 but did not compete in that year's TT following a spill in practice on a Senior Moto-Guzzi. He joined the Spring stable for 1948, and the rest, as they say, is history. A quiet, modest man, referred to consistently by all as a 'real gentlemen' Freddie Frith retired at the end of the 1949 season and opened a motorcycle dealership in Grimsby, which traded successfully for many years. He died in 1988 aged 78 and is still remembered fondly in Lincolnshire as one of the county's greatest sporting heroes.

At the end of the 1949 season, the special DOHC engines that had been on loan to Spring were returned to the factory, while the rest of the Frith Velocette, being Spring's personal property, was retained by him. (Apparently, at some point, possibly after being sold to a private owner, it was fitted with a standard KSS engine and used on the road).



Velocette's exceedingly fast DOHC 350s raced on into 1950, Bob Foster winning the World Championship for the second year in succession for Hall Green, and these advanced engines were so good that they continued to be reused in more up-to-date cycle parts as development progressed. Fitted into lightweight 'low-boy' frames in 1951, they were once again raced by Foster (now in his final year) as well as up-and-coming new team members Cecil Sandford and Bill Lomas, whose machine ended up being fitted with the ex-Frith engine, 'L.IOM 68560.1046'.

1951 would turn out to be the swansong of the full Velocette race team (in 1952 Veloce Ltd were only to enter a single rider - Les Graham - in international events) and the race shop was closed down soon afterwards.

Unsurprisingly, but as is so often the case with obsolescent racing machines, the works Velocettes were dismantled and the major components dispersed, their historic identities being lost in the short term. The special magnesium DOHC engines, which still retained the promise of a useful life, were all sold to private owners, and 'L.IOM 68560.1046' eventually found itself recycled into the Reynolds-framed Velocette originally built for Geoff Duke. This came about because the Duke Reynolds Velocette had been acquired as a rolling chassis by the Australian Hinton Brothers, minus its original single-knocker engine.

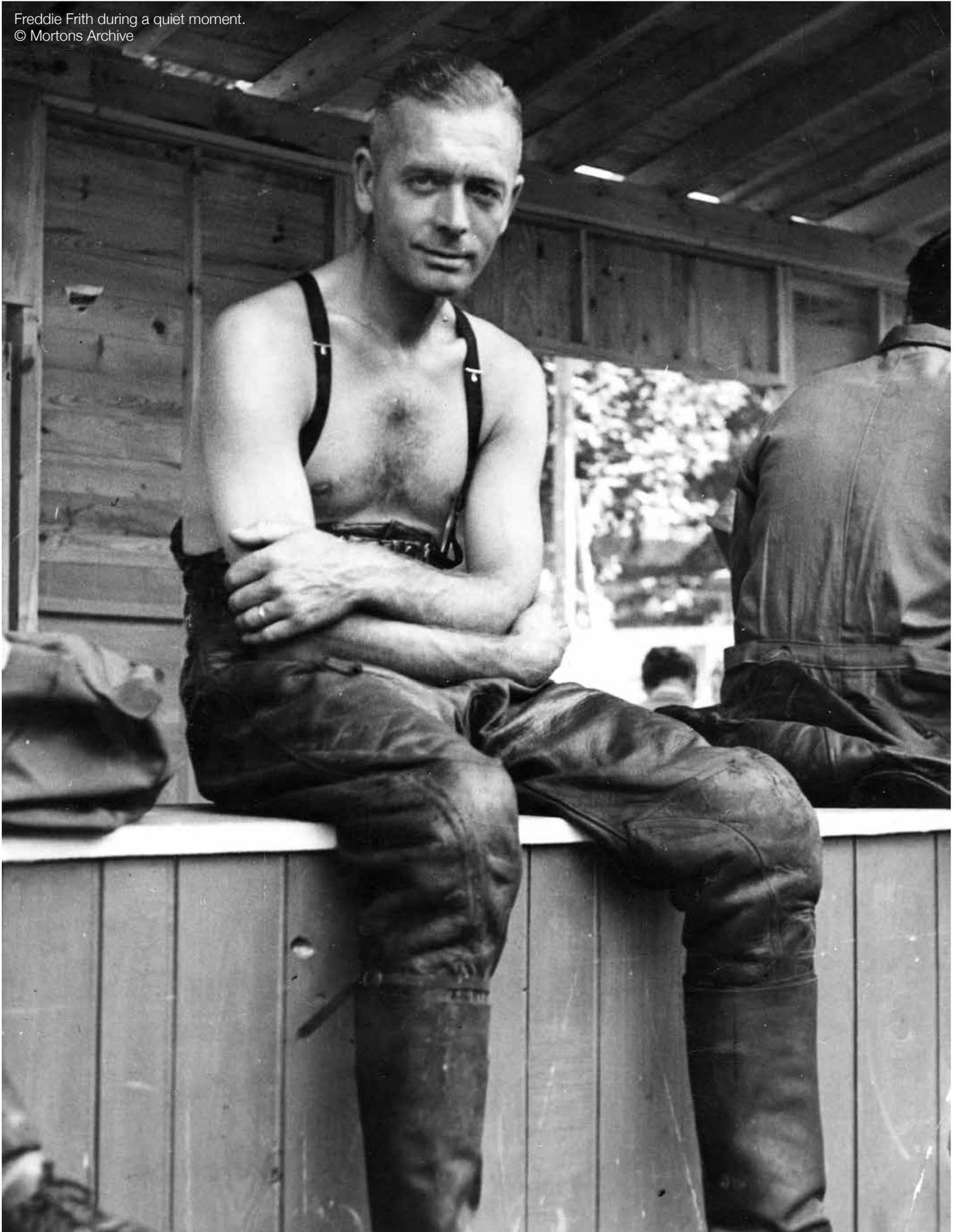
As the Hinton's also by now owned the ex-Lomas low-boy works Velocette, they wasted no time in transferring the ultra-quick ex-Frith motor, 'L.IOM 68560.1046', into the Duke machine.

Having gone down separate paths for so many years, frame and engine have now been reunited, and the ex-Frith 350cc motor, having changed hands a multitude of times in the intervening years, has been rebuilt by the world's leading authority on the Velocette marque. Since the rebuild's completion, this beautiful historic Velocette has been ridden on the Isle of Man TT Parade Lap, at the Assen Classic TT, and at the Goodwood Festival of Speed. Presented in sound order, this turbine-smooth, docile yet exceptionally fast motorcycle is ready to parade or even race. Accompanying documentation consists of period photographs, copies of factory records, Velocette Owners Club works record extract, engine specification details, and various magazine articles.

Exceptional motorcycles with important race history seldom come to market, let alone ultra-rare factory racers such as that offered here, so this multiple Grand Prix-winning works DOHC KTT, originally ridden to such success by one of the sport's most iconic World Champions, represents a unique opportunity, of enormous significance for collectors, to own a genuine World Championship-winning Velocette.

£120,000 - 150,000
€140,000 - 170,000

Freddie Frith during a quiet moment.
© Mortons Archive



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The ex-Mike Hailwood, John Surtees

C.1960 DUCATI 250CC DOHC GRAND PRIX RACING MOTORCYCLE

Engine no. BD21 (over-stamped BD22)

- *Works engine supplied new to Mike Hailwood*
- *Extensive in-period race history*
- *Reynolds frame built for John Surtees by Ken Sprayson*



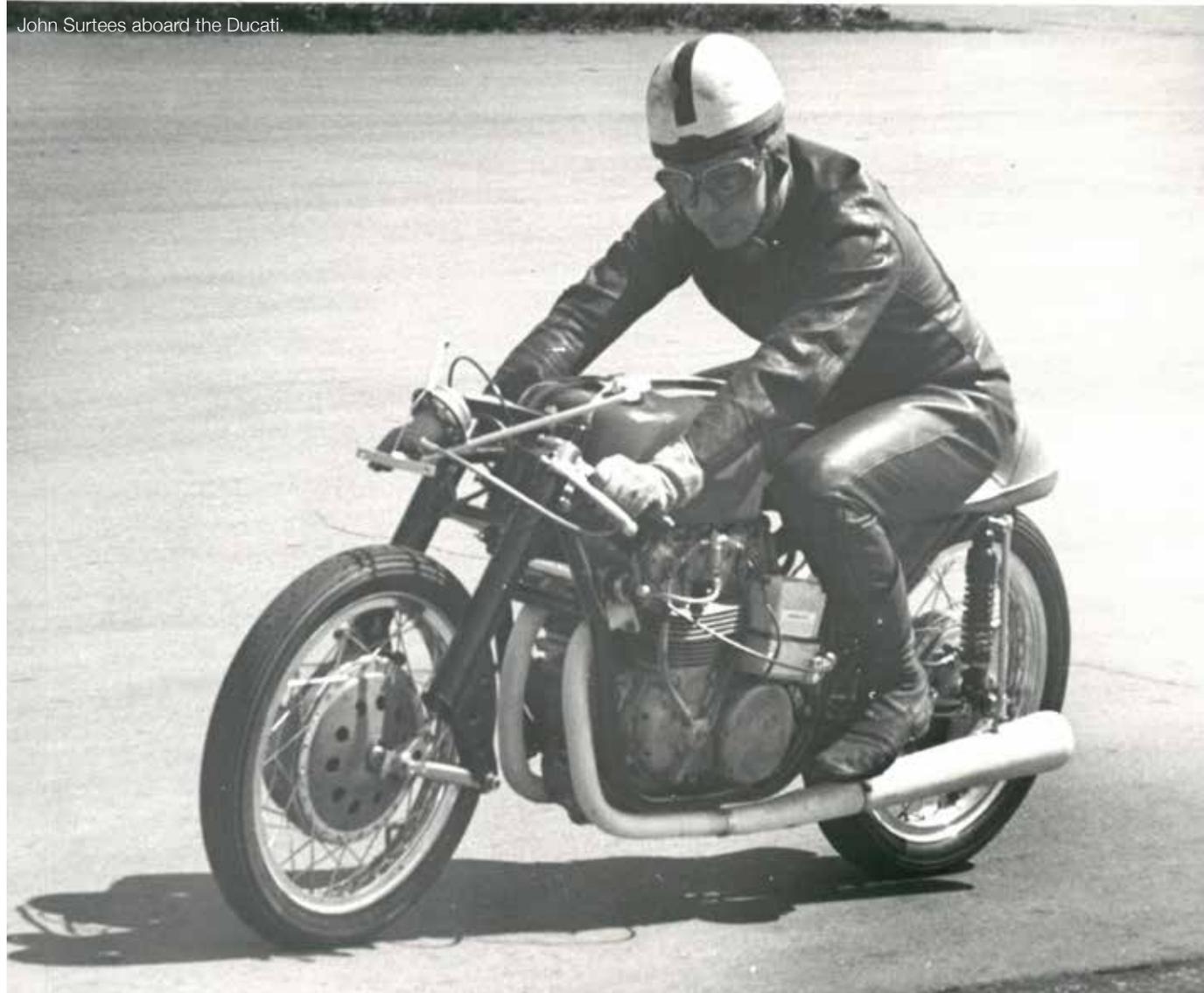
Commissioned by John Surtees circa 1961, the ultra-rare machine offered here incorporates an ex-works Ducati desmodromic twin-cylinder engine, which is housed in a bespoke frame fabricated by maestro frame-maker, Ken Sprayson. It is one of a pair, the other being a '350', which were built for Surtees using engines taken from machines supplied by Ducati for the use of Mike Hailwood.

Mike's links with the Ducati factory had been forged by his father Stan, proprietor of the successful 'Kings of Oxford' chain of motorcycle dealerships, who before the start of the 1959 season had concluded a deal to import Ducatis into the UK. This agreement included the supply of a works 125cc desmo single for his son, then 18 years of age but already recognised as a rising star.

Mike enjoyed considerable success aboard the little 125 desmo in 1959, and in February 1960 was invited to Italy to test Ducati's new 250cc desmo twin which, according to MCN, had been 'built to order for the Hailwood *équipe*'. On 9th April 1960 Mike took the 250 desmo to a debut win in the 'Hutchinson 100' meeting at Silverstone, breaking the class lap record in the process. It would soon become apparent that this result flattered the new Ducati, which was at its best on fast tracks like Silverstone but did not handle so well on the typical British short circuit.

The factory responded with a new frame for the 250, and at Stan Hailwood's behest also produced a 350cc version. While its new frame represented an improvement for the 250, the 350 was found to handle poorly and overall was considered inferior to Mike's AJS 7R. Notable results on the 250 desmo included 4th behind the works MV Agustas at the Belgian Grand Prix plus wins at Brands Hatch and Castle Combe.

John Surtees aboard the Ducati.



Later in the season the 250 Ducati appeared with a frame made by Ernie Earles (designer of the eponymous leading-link fork) and in this form proved good enough for Mike to take 4th place in the Ulster Grand Prix behind winner Carlo Ubbiali's works MV and the factory Hondas of Tom Phillis and Jim Redman. But for many meetings Mike preferred to use his ex-works 1956 Mondial 250, a machine on which he was all but unbeatable.

For 1961 Stan Hailwood secured backing from Honda for Mike to contest the 250 class at World Championship level. There was thus no need for him to use the 250 Ducati, but experiments continued with the 350 desmo twin, which was tested fitted with a Reynolds-made leading-link front fork. In domestic 250 races, if the Honda was not available, Mike usually used the Mondial, Stan having acquired an ex-works 1957 model at the start of the '61 season.

Despite his youth and relative inexperience, Mike won the 250cc title in 1961 to bring Honda its first ever World Championship. The result was a contract to race works MVs for 1962, rendering the works Ducati desmo twins surplus to requirements. However, this would not be Mike's last contact with them, for at the end of March 1963 he rode the 250, now owned by John Surtees, to a win at Mallory Park.

By this time the 250 desmo twin had a new frame, built by the legendary Ken Sprayson. Ken had started with the Reynolds Tube Company in 1947, and by the time the Surtees request came in was head of the Tyseley-based firm's Experimental and Development Department. Reynolds had built up a considerable reputation in the motorcycling world on the back of its TT Welding Service, and much of Ken's time was devoted to the production of prototypes and racing frames.





In his book 'The Frame Man', Ken recalls: 'Another interesting project at this time was the frames for the 250cc and 350cc desmodromic Ducatis requested by John Surtees. These bikes had previously been ridden by Mike Hailwood who I believe had also had a special frame made, but there was still a need for some thing better.'

With their deep oil sumps, the Ducati engines required a tall frame to provide clearance for cam-box removal. This was far from ideal, so Ken solved the problem by omitting the right lower tube from what might best be described as a 'low-boy' frame. This left space for the sump, the engine being removed/installed from the right-hand side. It was found that the 'missing' tube did not detract from the assembly's overall stiffness. Reynolds leading-link forks were used.

Unfortunately, there had been a mix up with regard to the intended wheel size. Ken continues: 'Consequently the steering geometry had been laid out with the wrong size wheels, and when John built the bikes up, the handling was not as good as it should have been. In spite of this, the bikes were ridden by some of the top flight riders including Dan Shorey and Derek Minter.' The Ducatis were eventually sold on and disappeared from view.

This one was acquired some 15 years ago by Italian collector, Michelangelo Pochettino, who purchased it from an ex-Hailwood mechanic in the UK. Dismantled and not 100% complete at that time, it was restored by Michelangelo Pochettino and was running well when he sold it to the current vendor. The Ducati has since been treated to further restoration in the USA by renowned marque specialist, Jeff Nash.

Ducati produced relatively few purpose-built racing motorcycles in the 1950/1960s, preferring to compete in production-based events using modified roadsters. Thus this example, boasting in-period associations with two of the sports greatest World Champions, represents a possibly once-in-a-lifetime opportunity for the serious collector. Ken Sprayson's letter confirming the authenticity of this historic machine comes with it.

£80,000 - 100,000
€91,000 - 110,000

219 *

The ex-Bruno Spaggiari

1967 DUCATI 350CC SCD RACING MOTORCYCLE

Engine no. DM350 SCD21

- One of an estimated six in existence
- Raced in period
- Restored by Hugo Gallina



'Unlike the majority of other makes, most racing Ducatis – bikes that have competed in events all over the world – have not been purpose-built racing models, but race-kitted street bikes. In 1957 the Bologna factory produced its first overhead cam (roadster) single, and right from the outset, large numbers of the singles were stripped of their road-going equipment, and were tuned and raced by their enthusiastic owners.' – Mick Walker, 'Ducati - the Racing Story'.

This approach - creating a competition machine by modifying a production roadster - was also followed by the factory, which was rarely able to afford the considerable expense of developing a pukka racer, while in terms of publicity, racing a machine derived from a production model clearly had its advantages. In this regard, one of Ducati's most famous victories was achieved at the Barcelona 24 Hours endurance race in 1964, when Bruno Spaggiari and Giuseppe Mandolini brought their over-bored (to 285cc) Mach 1 roadster home ahead of a field of much larger machines, setting new race records for distance and speed in the process.

In 1967 Ducati introduced the revised and much improved 'wide case' engine, which had been developed in the factory's SCD (Scuderia Corsa Ducati) racers. These special SCD works bikes used designer Fabio Taglioni's famous desmodromic valve gear, where the valves are closed by a cam rather than springs. Disappointingly for Ducati, its SCDs were thrown out of the 1967 Daytona 200 as their desmo valve gear was deemed too far a departure from that of the production roadster.

One of an estimated six in existence, the ultra-rare Ducati SCD offered here was mostly used in the Italian Championship at the beginning of 1968 by Bruno Spaggiari, a rider many enthusiasts will remember as Paul Smart's team-mate at the Imola 200 in 1972 where the Englishman scored an historic victory aboard Ducati's new 750cc v-twin. It is also believed that Spaggiari raced this machine at the Italian Grand Prix at Monza in '68.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



Born in 1933, Bruno Spaggiari won the 125cc race at the first Grand Prix he entered – the 1958 Italian round (Grand Prix des Nations) held at Monza – but never won another race at GP level. His most successful year was 1960 when he finished 4th in the 125cc World Championship. In the early 1970s Spaggiari campaigned a works Ducati '500' single in national championship races, and in 1972 finished 3rd in the Italian Grand Prix (his only World Championship start that season) behind the MV Agustas of Agostini and Pagani.

The Ducati SCD was exported to Australia in 1969, where it was rediscovered later in a dilapidated state. Restored to original specification in the USA by the highly respected specialist, Hugo Gallina, the machine is presented in beautiful condition, complete with works engine stamped 'SCD21'.

£45,000 - 55,000

€51,000 - 63,000



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

220 *

C.1956 DUCATI 125CC GRAN SPORT 'MARIANNA' REPLICA

Frame no. DM504DM

Engine no. DM504

- *Replica of a rare competition model*
- *Genuine Marianna engine*
- *Restored condition*



'The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy.' – Ian Falloon, 'Standard Catalog of Ducati Motorcycles'.

Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the Marianna proved unbeatable in its class.

A highly respected marque expert has confirmed that this Ducati's engine is a genuine Marianna, though there is some doubt about the cycle parts, which may incorporate those of a lesser model. Bought at the Mostra Scambio autojumble meeting in Italy, the machine has been owned by the vendor for some 8-10 years and is presented in restored condition.

£10,000 - 15,000
€11,000 - 17,000

221 *

1982 DUCATI 750CC TT1 REPLICA RACING MOTORCYCLE

Frame no. DM750L 032476

Engine no. DM750L 032476

- *Replica of a rare Ducati competition model*
- *TT2/TT1 pattern frame*
- *Ducati 750 F1 engine*



'While largely unappreciated, except by the cognoscenti, the diminutive TT2 and TT1 were among the finest of all catalog Ducatis. In many ways they epitomised Taglioni's philosophy of maximum performance through light weight and simplicity. There was nothing superfluous on the TT, with function determining the form of every component.' - Ian Falloon, 'Standard Catalog of Ducati Motorcycles'.

The so called 'TT Formula' race series had been devised by the A-CU to keep the Isle of Man TT in the forefront of international racing after its loss of World Championship status in 1977. There were three classes: TT F1, TT F2, and TT F3, all for production-based machinery. From the IoM TT being the series' only event, the championship progressed until by 1990 it was run over five rounds, though by this time the F2 and F3 categories had been dropped. Ducati was quick to see the series' potential as a showcase for its products, with British rider Tony Rutter winning the F2 class four years on the trot (1981-1984) for the Italian manufacturer.

Ducati being Ducati, there was, of course, a limited-edition customer version of Rutter's World Championship-winning machinery: the TT2, which arrived in 1981 featuring a Verlicchi frame with cantilever rear suspension and magnesium Marzocchi forks, while the Fabio Taglioni-designed Pantah-based 597cc engine was delivered in race tune, producing 76bhp initially.

The factory then offered a 750cc conversion kit for customers wishing to contest the F1 class, which was followed by a short run of TT1 machines with the 750cc engine, closely based on the bikes Rutter was campaigning in the World Championship. Relatively few changes were made to the larger model, the most obvious being a wider cantilever to accommodate a larger-section rear tyre, and an outboard countershaft sprocket, adopted for the same reason. Only a few TT1s were built, but Ducati capitalised on its racing successes by introducing a road version: the 750 F1, which was produced during 1985 and 1986.

As is so often the case with such exotica, the only route to TT1 ownership for many enthusiasts is to create a replica like that offered here, which uses the engine of a 750 F1 roadster. The frame follows the TT2/TT1 pattern, which does not allow room for the rear cylinder's timing belt cover to be fitted, while the suspension and brakes exhibit various differences from those of the genuine article. Nevertheless, this beautiful machine certainly looks the part and should bring its new owner much enjoyment and many envious glances.

£10,000 - 15,000

£11,000 - 17,000

FURTHER PROPERTIES

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

222

C.1979 BSA 750CC ROCKET III 'ROB NORTH' RACING MOTORCYCLE

Engine no. A75R 135

- *Frame built by Miles Engineering*
- *Formerly part of the Autokraft Collection*
- *Present ownership since 1999*
- *Never raced*



This Rocket III racer was built circa 1979 by Miles Engineering for Brian Angliss, owner of AC Cars at Brooklands, for his Autokraft collection of racing motorcycles. When AC Cars went into receivership, part of the collection was sold by Brooks auctioneers at the RAF Museum, Hendon 6th March 1999, including this one, which was purchased by the current vendor.

Built by John Sims when he was working for Norman Miles, the frame is a very early one and has no number. The rolling chassis is a replica of the 1971 factory bikes. The engine, numbered 'A75R 135', is believed to be a 1968 pre-production unit and is largely in standard 750cc specification, with high-compression pistons and 30mm Amal Concentric Mk1 carburetors, while the exhaust system is a 3-into-1 open megaphone to factory specification. Ignition is a Boyer unit with 6-volt coils, fed by an alternator via a Boyer Power Box. The gearbox is a five-speeder.

When acquired in 1999, the machine appeared to have never been run, possessing spotless piston crowns, new unused TT100 tyres, and clean oil; everything was checked over and the brake fluid changed, and it has run almost faultlessly ever since.

A loose valve guide was replaced in 2003, and the tyres upgraded to Avon AM21 race compound and replaced again in 2009. In the past few months all the hydraulic brake lines have been replaced with modern HEL components. The original footrests were replaced three years ago to reposition them, and a rear-set gear change mechanism added.

This Rocket III has never been raced, only used for parades and track days at Mallory Park, Cadwell Park, Brands Hatch, Goodwood, the Isle of Man TT circuit, and on a number of occasions the Coupes Moto Légende festival at Dijon-Prenois in France. Last run at Dijon in May 2016, it functioned faultlessly. Various spares, including a new fairing and 105db silencer, are included in the sale.

£10,000 - 14,000

€11,000 - 16,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

223

NORTON 499CC MANX REPLICA

Frame no. None

Engine no. None

- *Built by an experienced ex-racer*
- *93mmx73.5mm bore/stroke*
- *Estimated circa 56bhp maximum*
- *Successfully tested at Geddine in 2015*



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions. The result was significantly increased power but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability.

Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The superb Manx replica offered here was built a few years ago by an ex-racer with extensive in-period experience of competing on these machines. New parts were sourced from well known specialists, the replica frame being supplied by Tony Dunnell, the crankcases by Andy Molnar, the clutch by Bob Newby, and the magnesium-cased six-speed gearbox by Mick Hemmings.

Boasting over-square bore/stroke dimensions of 93x73.5mm, the engine incorporates a one-piece crankshaft (machined from an 80-ton forging), Cosworth shell bearings, an Omega forged piston, an original Norton cylinder head (modified), and titanium inlet and exhaust valves. Breathing via a new Mikuni VM 44mm carburettor and sparked by Interspan twin-plug ignition, the engine is estimated to produce around 56bhp, a considerable improvement over an original Manx. Other noteworthy features include 18" wheels and a Fontana front brake. Following completion, the machine was tested by the vendor at the 'Belgian Classic TT' at Geddine in 2015, successfully completing 44 laps. Offered with sundry invoices, this extremely well specified Manx replica is a potential race winner in the right hands.

£18,000 - 25,000
€21,000 - 29,000

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224 N

C.1970 KAWASAKI 500CC H1R REPLICA RACING MOTORCYCLE

Frame no. H1F 22624

Engine no. KAE 74588

The racing version of Kawasaki's Mach III 500 two-stroke triple - the H1R - appeared at the end of 1969. Remarkably, the engine was little altered, the only obvious external change being the adoption of a dry clutch and larger carburettors, while inside there was altered port timing, raised compression, and a close-ratio gear set. The stock charging and ignition system was retained along with the oil pump, though the latter was supplemented by pre-mixed petrol. Power went up to 75bhp at 9,000rpm. The engine/gearbox unit was housed in new duplex loop frame equipped with conventional suspension and a huge, double-sided, twin-leading-shoe front brake. Ginger Molloy was the first rider to make an impact internationally with the H1R, finishing runner up to MV's Giacomo Agostini in the 500cc World Championship in 1970, while the following year H1R-mounted Dave Simmonds gave Kawasaki its debut classic victory at the Spanish Grand Prix. 1971 also brought together Kawasaki and a rider forever associated with the marque, French-Canadian Yvon Duhamel. 'Super Frog' duly repaid Kawasaki's faith in him by rewarding the Japanese manufacturer with its first AMA National win, at that year's Talladega 200. This H1R Replica comes from the collection of a deceased Kawasaki enthusiast. It is not known who built the frame and the bike's mechanical condition is likewise unknown. Sold strictly as viewed, the machine comes with an unpainted fairing.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



225 N

C.1973 KAWASAKI 748CC H2R REPLICA FORMULA 750 RACING MOTORCYCLE

Frame no. H2F 09968

Engine no. H2E 09944

When it arrived in the early 1970s, Formula 750 was the world's most exciting motorcycle race series. Honda and BSA-Triumph soon quit the scene, leaving the contest to be dominated by the powerful multi-cylinder two-strokes fielded by Kawasaki, Suzuki, and Yamaha. Formula 750 rules required that engines be taken from production models, so Kawasaki's was based on that of their three-cylinder H2 roadster, which was housed in a frame essentially the same as the H1R Grand Prix bike's. The jewel in the Formula 750 crown was the AMA's Daytona 200, though the Bob Hansen-managed Kawasaki works team's first major success came with wins at the Talladega 200 (Yvon Du Hamel) and Ontario 200 (Paul Smart), both in 1972. Sadly for Kawasaki, neither the H2R nor its water-cooled successor - the KR750 - would achieve that much sought-after Daytona win, and overall victory in the Formula 750 World Championship would prove equally elusive. Elsewhere, in 1975 Kawasaki works rider Mick Grant won the British Superbike Championship and set a new outright lap record at the Isle of Man TT aboard a KR750, and in 1977 added the Classic TT to his, and Kawasaki's, tally. This H2R Replica comes from the collection of a deceased Kawasaki enthusiast. It is not known who built the frame, and the bike's mechanical condition is likewise unknown. Sold strictly as viewed, the machine comes with an unpainted fairing.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



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226 N

1972 SEELEY-SUZUKI 'TR500' RACING MOTORCYCLE

Frame no. CS 329 S

Engine no. T500 1717

- *Believed raced in period by Danny Shimmin*
- *Eddie Crooks engine*
- *Restored in 2015*
- *500 demonstration miles since completion*



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.

Before long, the basic Seeley design was being wrapped around other types of engine: Norton Commando twin, QUB single, Yamaha TD/TR twin, URS four, and the Suzuki 500 twin. The first of the latter was built for Barry Sheene, then a Suzuki works rider, and on its Isle of Man Senior TT debut in 1971 finished in 3rd place in a race won by MV Agusta's Giacomo Agostini. The following weekend at Mallory Park Sheene finished 2nd to Ago and the MV. It was no surprise that other riders were soon knocking on Seeley's door with requests for similar machines.

This genuine Seeley was sold (as a frame) in November 1972 to a client named McQuitty (or possibly McQuilty). The machine is believed to be that ridden by Manxman Danny Shimmin to 3rd place in the 1973 North West 200. According to the Isle of Man TT Database, Shimmin entered the 1974 Senior TT on a 'Brew Suzuki' (registering a DNF) but it is not known if that is this machine.

This Seeley-Suzuki was restored in 2015 and has an engine built by marque specialist Eddie Crooks to racing TR specification. Other noteworthy features include straight-cut primary drive gears, a close-ratio gearbox, and a new bespoke exhaust system. Since completion the machine has been used only for demonstration runs, covering some 500 miles, and is presented in commensurately good condition.

£12,500 - 16,500

€14,000 - 19,000

227

C.1970 'JIM GEE' TRIUMPH 1,246CC TWIN-ENGINED RACING MOTORCYCLE COMBINATION

Engine no. T100 63247 (LH) T100 72754 (RH)

- *Unique twin-engined racing combination*
- *In-period race history*
- *2nd place in the BHR Unlimited Championship (2014 and 2015)*
- *Winner of Over 50s Championship (2014)*



Jim Gee and passenger, date unknown

This unique twin-engined racing combination was originally designed, built, and raced by Jim Gee, from whom it was purchased by MTS Classics a few years ago. It is a twin-engined Triumph similar to that campaigned by George O'Dell in 1971. Jim Gee developed this machine over a period of some ten years with considerable success. When purchased by MTS, the rolling chassis was in Jim's lounge, engines in the dining room, and boxes of parts everywhere else.

The specification is fascinating and the quality of engineering superb. The left engine runs backwards, and the crankshafts are joined with a special male/female gear, while the cylinder heads have large, ultra-lightweight valves (fitted by Dresda's Dave Degens), and have been gas-flowed by Piper. Spitfire cams and lightened Norton Atlas crankshafts are used. The cylinders are light-alloy with Hagon liners cut away to clear the con-rods' increased throw. Sparks are provided by a Surefire electronic ignition. Primary drive is via a triplex chain and all-metal Commando clutch to a Quaife five-speed gearbox.

Jim Gee had said that the outfit was always under braked, so MTS set about adding a second disc and calliper to the front wheel. A-CU regulations now require two independent braking systems, so a comprehensive redesign of the foot-brake circuit had to be undertaken.

Three master cylinders are employed: one operates the sidecar and rear brake, one operates the offside front disc, and the handlebar lever operates the nearside front disc. Lockheed discs are used all round. New exhausts were made from stainless tubing, and a set of new tyres finished things off.

Despite not having run for 33 years, the engines fired up after a short push, sounding wonderful despite the mandatory silencers required by the maximum 105db noise level permitted. Rockingham Raceway was used for the initial one-hour shakedown test, which the machine completed without problems. Since testing the only modification made concerns the throttle linkage, which is now operated by a single cable as the previous multi-cable system was considered too heavy.

Since the rebuilds completion in 2013, and following further engine development, the ex-Jim Gee Triumph has competed successfully at CRMC and BHR race meetings in the current owners capable hands. The best results to date are 2nd place in the BHR Unlimited Championship (2014 and 2015); winner of Over 50s Championship (2014); twice awarded 'Best Presented Outfit'; and winner of the BHR Four Cylinder award (2015). Wherever this unique machine is shown or competes, it never fails to draw a crowd of admirers.

£10,000 - 12,000
€11,000 - 14,000

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228

1993 HYDE 750CC HARRIER

Registration no. Q441 JEY
Frame no. SABTVRO 3913116172
Engine no. T140V 3H 33968

A development engineer working in BSA-Triumph's racing department under the legendary Doug Hele, Norman Hyde worked on the 500cc Daytona twins, 650cc and 750cc production racing twins, and the three-cylinder Formula 750 racers. He also found time to pursue a highly successful career in drag racing and sprinting, setting numerous world records in the late 1960s and early 1970s. Made redundant when Norton Triumph International closed in 1975, he used his severance payment to set up his own business selling performance parts for Triumphs. In 1987 he offered a chassis kit - the Harrier, developed in conjunction with Harris Performance - to accommodate twin- and three-cylinder Triumph engines. The company is still in existence today, selling performance and styling accessories for the latest Hinckley-built Triumphs. Fitted with a twin-cylinder Triumph T140V engine, this rare Hyde Harrier also boasts Marzocchi forks, Tomaselli clip-ons, and a John Tickle 4LS front brake. The machine was supplied to the current (second) owner by Peninsula Classics of South Wales in September 1993. Last taxed to 31st October 1993, the machine has been kept in dry storage since acquisition and has covered only 1,295 miles since registration. Re-commissioning will be required before it returns to the road. Offered with an old-style V5 registration document.

£8,700 - 9,400
€9,900 - 11,000



229

1980 TRIUMPH 744CC T140 BONNEVILLE EXECUTIVE

Registration no. UGK 4W
Frame no. T140ES EB26998
Engine no. T140ES EB26998

The final phase of development of Triumph's vertical twin commenced in 1972 with the first appearance of the new 750cc version of the Bonneville. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake, while a five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. After the Meriden debacle, Triumph continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting and an 8-valve head. It was, of course, too little too late and the company folded in the early 1980s. The machine offered here is one of the final Meriden models, the Executive, which was introduced in 1980 and used the electric start engine. A cockpit fairing, top box, and panniers were standard equipment. 'UGK 4W' was purchased in 1991 by the late (third) owner, an engineer at a Ford main dealership who maintained the Bonnie himself. An enthusiast, he was also a member of the Greenwich Motorcycle Club and a marshal at Brands Hatch. Last used some two years ago, the machine should require only gentle re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of the 1991 sales receipt and a V5C Registration Certificate. The panniers are included in the sale.

£3,800 - 4,600
€4,300 - 5,300
No Reserve



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230

1965 DUCATI 250CC DAYTONA

Registration no. LEV 80C

Frame no. 87655

Engine no. 87287

A five-speed model, this particular Daytona is one the vendor spent several years trying to purchase, with eventual success. Keen to retain as much as possible of the original machine, he sympathetically restored it to this end over a two-year period, returning the Ducati to its former glory. The rebuild was completed in 2014. The Ducati importers rarely provided test bikes for the UK motorcycling press back in the 1960s, which is what makes 'LEV 80C' rather special. 'LEV 80C' was tested by Motor Cycle Mechanics magazine in November 1965 and was used on the front cover of the 3rd June 1965 edition of Motor Cycle, with a full road test within. (Copies of both magazines are included in the sale). A quote from the MCM text is particularly worthy of note; tester John Houslander declared: 'For quality with a capital Q the Ducati GT is hard to beat – it's no road burner but for everyday motorcycling with a sporty touch the GT has everything.' 'LEV 80C' also makes appearances in Mick Walker's book 'Restoring Ducati Singles' (pages 91, 131, 159, 178, and 181) and in Alan Cathcart's 1983 masterpiece 'Ducati Motorcycles', on page 94. More recently, in an article published in Classic Motorcycle Mechanics (February 2017 issue) the vendor writes about the restoration process in more detail. Over 50 years on, this beautiful Ducati Daytona exemplifies the perfect blend of form and function. Offered with a V5C registration document.

£6,500 - 8,500

€7,400 - 9,700



231

1956 DUCATI 164CC GRAN SPORT REPLICA

Registration no. 849 YUB

Frame no. 138466

Engine no. 22214

The vendor had never seen a Ducati Gran Sport 100 offered for sale so decided to build his own. He started out with a correct Ducati 100 frame, forks, and swinging arm. The frame was de-lugged, the forks meticulously shortened, and the 'one off' hubs and brakes laced to new aluminium rims shod with new Continental tyres. The fuel tank is an exact 100 Sport replica item crafted by Ken Halliwell. Totally rebuilt and currently displacing 164cc, the engine has a gas-flowed cylinder head, oversize valves, a modern Kawasaki piston, and a sports camshaft. The electrics have been converted to 12 volts with new electrical components throughout, while the carburettor is an exceptionally rare 22mm Dell'Orto SSi with remote float chamber. The engine's performance proved sufficient to gain this Ducati an 89mph speed record at Elvington in September 2015, albeit with the aid of a streamlined fairing. The Ducati competed in the 2011 Moto Giro where it acquitted itself well, and also ran up the hill at the Goodwood Festival of Speed in 2013. We are advised that this tiny bike starts and run well, handles like a dream and always draws a huge crowd, the conversation generally alternating from 'What on earth is it?' to 'Is it real?' The vendor hopes that the new owner has as much fun with it as he has had, declaring: 'It's a hoot!' A V5C and dating letter come with it.

£3,500 - 4,500

€4,000 - 5,100



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232 N

1970 DUCATI 250CC MONZA

Registration no. not UK registered

Frame no. 98448

Engine no. 103302

Designed by Fabio Tagliani, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. A pair of 175cc roadsters was introduced for the 1956 season, the sports version of which 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 200cc (actually 204cc) for the Elite and 200SS models and then in 1961 came the first road-going 250s, the Monza tourer and Diana sports model, the latter being sold as the 'Daytona' in the UK. Mechanically the duo were virtually identical, though the Diana's 'hotter' cams gave it a slight performance edge with a top speed of 85mph to the Monza's 80. An older restoration, this 250 Monza was purchased by the current vendor a few months ago from its first owner, and since then has undergone further partial restoration. Substantially original (with the obvious exception of the silencer) and said to run well, the machine is offered with Netherlands registration cards.

£3,700 - 4,200

€4,200 - 4,800



233

1979 LAVERDA 981CC JOTA 180

Registration no. RKH 935T

Frame no. LAV-1000-6310

Engine no. 1000 6310

Laverda began with the manufacture of farm machinery, diversifying into production of small capacity motorcycles in 1949. Increases in capacity and variations of design (including a scooter) followed over the years.

They eventually offered a large-capacity 650cc twin in 1966, which was soon enlarged to 750. In 1969 Laverda exhibited their first three-cylinder machine which was to take until 1972 before being offered to the public as the 3C, later becoming the 3C(E). At the instigation of the British importer, Roger Slater, performance was enhanced by Laverda and the 3C(E) became the Jota. The original Jotas had a 180-degree crankshaft, later revised with the fitting of a 120-degree item. The 180 had the distinction of being the fastest production motorcycle in the world in the late 1970s, at over 140mph. RKH 935T was purchased by the vendor in 2002 and had been part of a collection of machines imported from South Africa. UK registered at that time, it has been used every year since, and maintained as necessary. It has recently been fitted with new front brake pads, the tappets re-shimmed, and the carburetors serviced, all by a local dealership. Substantially original when purchased, the owner had the petrol tank, side panels and seat hump repainted approximately 6 years ago, otherwise it remains as acquired. Documentation comprises a current V5C, 12 old MoT certificates, a copy dating certificate, and a workshop manual.

£9,000 - 11,000

€10,000 - 13,000



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THE FOLLOWING 16 LOTS ARE OFFERED FROM AN IMPORTANT EUROPEAN COLLECTION AND HAVE BEEN STOOD FOR A NUMBER OF YEARS. ACCORDINGLY, ALL LOTS WILL REQUIRE RECOMMISSIONING TO A GREATER OR LESSER EXTENT AND ARE THEREFORE SOLD STRICTLY AS VIEWED.

234 N

1983 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. not UK registered

Frame no. DM900R 902824

Engine no. 095299 DM860

- *Iconic Ducati model*
- *Restored condition*
- *Registered in Germany*



A landmark model that kept Ducati afloat during the 1980s, the Mike Hailwood Replica (MHR) owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalising on this outstanding success, launching a road-going replica the following year.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glassfibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

Destined mainly for the UK market, the first 200 MHRs came with two separate seats: one solo, the other a dual seat, whereas later versions had a single 'convertible' solo/dual seat. The lack of any side covers is another distinctive feature of very early MHRs.

A 1982 (kickstart) model first registered in March 1983, this example has the more practical two-piece fairing introduced for 1981 and the larger side panels designed to hide the battery (the mirrors are after-market accessories). Purchased circa 2002 from a German collector/restorer, and believed restored, the Ducati currently displays a total of 36,748 kilometres on the odometer and is described as in generally good condition. The machine is offered with German Fahrzeugbrief and TÜV (1999).

£12,000 - 18,000

€14,000 - 21,000

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235 N

1979 DUCATI 864CC 900SS

Registration no. not UK registered

Frame no. DM860SS 088471

Engine no. 091447 DM860

- *Second generation 'square case' model*
- *20,443 kilometres recorded*
- *Believed 5 kilometres since restoration*
- *Registered in Germany*



Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750GT - arrived in 1971 and has since come to be regarded as one of the all-time great motorcycles of the post-war era. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase, which in essence it was.

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. (The 750SS model continued in this new 'square case' guise, though almost all of these smaller, second-generation vees were destined for the Italian market).

More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gear change was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot.

As had been the case with the original 750SS, desmodromic valve gear distinguished the new sports roadster from its tourer counterpart. 'Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor,' reported Bike magazine in October 1977.

Breathing through gaping 40mm Dell'Orto carburettors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph. The 900SS's competition heritage was obvious on the road: 'While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing,' declared Bike.

Purchased circa 2000 from a German collector/restorer, this 900SS is believed to have covered a mere 5 kilometres since restoration and is presented in generally excellent condition. The machine is offered with a German Fahrzeugbrief and TÜV (1999).

£18,000 - 24,000

€21,000 - 27,000

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236 N

1973 DUCATI 750 SPORT

Registration no. not UK registered

Frame no. DM750S 752900

Engine no. 751313 DM750

- *Iconic Ducati twin-cylinder 'café racer'*
- *One of only 1,625 made*
- *Believed only 5 kilometres since restoration*



Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger rivals from Japan, Ducati made the most of what it already possessed to create one of the all-time great motorcycles of the post-war era. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins.

The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducati vees notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972. Based on the original 750 GT tourer, the 750 Sport was an altogether more exciting looking beast and backed up its stunning looks with improved performance courtesy of a maximum power hike from 50 to 56bhp. Built only until 1974, the Sport underwent minor changes to its front fork and disc brake but otherwise changed little, and was only ever sold in the classic yellow/black livery shared with the Desmo singles.

First of a noble line of sporting Ducati v-twins, the 750 Sport is a true landmark machine; much rarer than, for example, the later Mike Hailwood Replica, it is one of the most sought-after of all Ducatis. Only 1,625 were made – the majority between 1973 and 1974, with a handful built for Australia in 1978 – of which only 200 were officially imported into the USA (in 1974).

This early example was purchased circa 1992 from a German Ducati dealer, who advised the current owner that it had stood in the showroom, unused, and been used as a source of parts for other machines. These were replaced subsequently, and after several years of negotiation the vendor was able to purchase the machine, which is believed to have undergone a partial cosmetic restoration. The speedometer currently fitted (showing 18,702 kilometres) is believed to have been sourced from another machine, and it is believed that only 5 kilometres have been covered since the restoration. Presented in beautiful condition, this rare and desirable Ducati is offered with German Fahrzeugbrief.

£24,000 - 28,000

€27,000 - 32,000

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237 NMT N

1974 DUCATI 340CC MARK 3 DESMO

Registration no. not UK registered

Frame no. DM350D 400297

Engine no. DM350 17690

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 with the introduction of the 'wide case' motor that had a much wider rear engine mount. From then onwards the superseded earlier version became known as 'narrow case'. The first such 'wide case' model to appear was the 350 Mark 3 that debuted at the Cologne Show in September 1967, with production proper commencing the following summer. Changes to the 'wide case' models were not merely confined to the rear engine mount, Taglioni and his team taking the opportunity afforded by the redesign to incorporate a stronger con rod and big-end bearing, and increase the capacity of the lubrication system. There were also improvements to the gearbox while the suspension and brakes remained - for the time being - unchanged. Later in '68 Ducati launched the first of the legendary Desmo roadsters in 250cc and 350cc (actually 340cc) capacities, these two top-of-the-range super sports café racers being distinguishable from the valve-spring models by virtue of their extra chrome and, from 1973, bright yellow paintwork. This rare and highly desirable 350 Desmo has covered only 2,261 kilometres from new and is presented in virtually 'as new' condition. Offered with Luxembourg Carte d'Immatriculation and two 'mileage' certificates (1984 and 1991).

£8,000 - 12,000

€9,100 - 14,000



238 N

1961 DUCATI 204CC ELITE

Registration no. not UK registered

Frame no. 153557 (see text)

Engine no. 78389

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, 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. Currently displaying a total of 24,100 kilometres on the odometer, this well presented Elite was restored by the previous owner and is believed to have covered only 10 kilometres since the rebuild's completion. Purchased in 1999, the machine is offered with German Fahrzeugbrief and copies of older Italian registration documents. It is possible that the frame number has been re-stamped.

£4,500 - 6,500

€5,100 - 7,400



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239 N

1973 MV AGUSTA 750S

Registration no. not UK registered

Frame no. MV750S 2140312

Engine no. 199-062

- *Believed 25 kilometres since restoration*
- *Purchased circa 1999*
- *Registered in Germany*



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

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

This MV Agusta 750S was purchased circa 1999 by the current vendor. The machine shows signs of having been restored, and the odometer reading of 25 kilometres is believed to be the distance covered since restoration. Offered with a German Fahrzeugbrief.

£60,000 - 90,000

€69,000 - 100,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

240 N

1976 MV AGUSTA 789CC 750S AMERICA

Registration no. not UK registered

Frame no. MV750 2210494

Engine no. 221-0254 (see text)

- Signed by John Surtees, Giacomo Agostini, Phil Read, and Arturo Magni
- Three owners from new
- 21,352 kilometres recorded



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

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. In 1976 the 750S was replaced by the 750S America. 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. Production of the 750S America ceased in February 1979. Bike rated the 750S as, 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

This original 750S America has been signed by four men inextricably linked to MV: John Surtees, Giacomo Agostini, Phil Read, and Arturo Magni. Purchased from a Luxembourg citizen, the machine has had three owners from new and currently displays a total of 21,352 kilometres on the odometer. Accompanying documentation consists of two original Belgian Registration Certificates. A spare exhaust silencer is included in the sale. It should be noted that the engine number appears double stamped.

£50,000 - 70,000

€57,000 - 80,000



241 N
1956 MV AGUSTA 175CC CSS 'DISCO VOLANTE'
Registration no. not UK registered
Frame no. 414889
Engine no. 470828 SS (see text)

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175CST and CSTL, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension, and full-width alloy hubs. A year later the 175 CS Sport arrived featuring an engine in a higher state of tune that increased maximum power to 15bhp at 8,800rpm and pushed top speed to 135km/h (84mph). Alternative versions with either a race-developed Earles-type leading-link fork or conventional telescopic were offered. It was not just the Sport's cutting-edge technical specification that set the public's pulse racing but also its styling, for the model featured a sculpted fuel tank, almost circular when viewed from above, that soon gained it the popular sobriquet 'Disco Volante' (Flying Saucer). Not surprisingly, the 175 Supersport CSS Disco Volante was soon MV's best seller. Purchased circa 1991 from Perugia, and currently displaying a total of only 2,307 kilometres on the odometer, this Disco Volante has been cosmetically restored, including hand-painted coach lines and new tank transfers. The machine is offered with its original Italian registration document and copy ACI papers, which show that it started life with a different engine ('411542').

£7,000 - 10,000
€8,000 - 11,000



242 N
1974 MV AGUSTA 350B ELECTRONICA
Frame no. 21302454
Engine no. MV-21302493

Better known for their racing and road-going multi-cylinder machines, MV Agusta also built a range of single and twin-cylinder sports bikes during the 1960s and 1970s. Intermittently available in Britain throughout this period, their high price meant that they were never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Of unitary construction, the engine was a compact, twin-cylinder, overhead-valve unit breathing through twin Dell'Orto carburettors and featuring gear primary drive to a five-speed transmission. Claimed maximum power was 32bhp and the top speed in excess of 90mph. Two versions were made: the touring 350GT and sports 350B, both of which were updated with 12-volt electrics and electronic ignition in 1972. They were replaced by restyled 'square case' equivalents for 1975. Purchased circa 1999, this 350B has been cosmetically restored and would respond well to further detailing. The machine currently displays a total of 21,409 kilometres on the odometer, while accompanying documentation consists of a German Fahrzeugbrief and (copy) Italian registration papers.

£3,800 - 4,600
€4,300 - 5,300



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243 N

1977 MV AGUSTA 350 SPORTS 'IPOTESI'

Registration no. not registered
Frame no. MV350BE 21601459
Engine no. 21601156

Although better known for their racing and road-going multi-cylinder machines, MV Agusta also built a range of stylish single- and twin-cylinder sports bikes throughout the 1950s, '60s and '70s. Intermittently available in Britain throughout this period, their high price meant that they were never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 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 carburetors, geared primary drive and a five-speed gearbox. Claimed maximum power was 28bhp at 7,600rpm 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 Sports/GT equivalents for 1975 - also known as the Ipotesi (hypothesis) - the makeover being the work of celebrated car designer Giorgetto Giugiaro. The basic engine architecture remained unchanged but power went up to 34bhp at 8,500 revs with a commensurate increase in performance. Purchased in Germany circa 1999, this example currently displays a total of 13783 kilometres on the odometer and is offered with a German Fahrzeugsbrief and TÜV (1998). The fairing comes with it.

£3,800 - 4,600
€4,300 - 5,300



244 N

1957 DUCATI 175 T

Registration no. not UK registered
Frame no. 00207
Engine no. 00145

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. The 175cc class was popular in Continental Europe and Ducati's first offerings in that category appeared towards the end of the 1950s. A pair of 175cc roadsters was introduced for the 1956 season, the Sport version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph in road trim and close to the 'ton' when stripped for racing, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. Alongside it Ducati offered the 175 T (Turismo), which was made in a lower state of tune and became the TS (Turismo Speciale) for 1958. Manufactured for only a few seasons, these 175cc tourers are today quite rare. Currently displaying a total of 44,424 kilometres on the odometer, this ultra-rare Ducati 175 T is believed to have covered only 5 kilometres since restoration and is presented in commensurately good condition. Purchased from an Italian collector and last run in 1999, the machine is offered with its old Italian registration papers (1963).

£3,200 - 3,800
€3,700 - 4,300



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245 N

1959 DUCATI 100 SPORT

Registration no. not UK registered

Frame no. 252201

Engine no. 252238

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. The 175cc class was popular in Continental Europe, and one that Ducati could not afford to ignore. A pair of 175cc roadsters was introduced for the 1956 season, the Sport version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph in road trim and close to the 'ton' when stripped for racing, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. Ducati's 175s were immediately successful, prompting an expansion of the overhead-camshaft line-up over the next few years, starting with 125cc and 100cc Sport models. This restored example was sold new in Italy in 1959 and comes with a copy of its original registration document. Currently displaying a total of 35,667 kilometres on the odometer, the machine is believed to have covered a mere 25 kilometres since restoration and is presented in cosmetically good condition. Offered with German Fahrzeugbrief and a copy of the 1962 Italian registration papers.

£2,800 - 3,600

€3,200 - 4,100



246 NMT N

1994 DUCATI 888 SUPERBIKE

Registration no. not UK registered

Frame no. ZDM888S 1001829

Engine no. W4B001971

One of the most influential motorcycles of recent times, the Ducati '851' restored the fortunes of the Italian company and paved the way for its highly successful family of superbikes. Of course, its technical specification would have counted for little had the 851 not been able to demonstrate its superiority on the racetrack. As if intended to help Ducati (which they almost certainly were) the rules for the new World Superbike Championship allowed twins of up to 1,000cc to compete against 750cc fours. Ducati made the most of this capacity advantage, kicking off the inaugural Championship with victory in the opening round at Donington Park in April 1988. Works rider Marco Lucchinelli took the honours aboard an over-bored and race-kitted version of the Ducati 851 roadster, and the following year the factory announced what would be the first of many 'limited edition' models - the 'Lucchinelli Replica'. In 1990 Ducati replaced the Lucchinelli Replica with the competition-only Corsa. Like the Replica, the Corsa used the 888cc engine, which also went into the limited edition, higher-specification 'SP' series of Ducati roadsters. Too good to reserve purely for limited production, the 888cc engine eventually went into the 851's replacement - the 888 Superbike - in 1993. Strada (road) and SPO (Sport Production Omologato) versions were offered. This 888 Strada model has covered only 2,782 kilometres from new and is presented in effectively 'as new' condition. Purchased circa 1999 from a German collector, the machine is offered with a German Fahrzeugbrief and importer's certificate of authenticity. A rare opportunity to acquire an example of an iconic modern Ducati that can only become increasingly collectible.

£4,500 - 6,500

€5,100 - 7,400



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

247 N

1988 DUCATI 851 SUPERBIKE 'TRICOLORE'

Frame no. ZDM851S1 850167
Engine no. ZDM851W4 850619

- Landmark Ducati superbike
- 10,696 kilometres recorded
- Registered in Germany



One of the most influential motorcycles of recent times, the Ducati '851' Superbike restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the '1098' of 2007. In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever.

By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding 'Desmoquattro' engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Only one paint scheme was available at first: silver frame with bodywork in the Italian national colours of red/white/green, hence these models' 'Tricolore' sobriquet.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. The major differences were the Kit's closer-ratio gearbox and 17" Marvic magnesium wheels (16" Marvic/Akront composite on the Strada). When the 851 was revised for 1989, a white frame/red bodywork colour scheme was adopted, thus rendering the early Tricolore models collectible overnight. Including the 'Kit' models, only 518 Ducati 851s were produced, of which 311 were the Strada version.

One of the 304 produced in 1988, this rare 851 Strada 'Tricolore' currently displays a total of 10,696 kilometres on the odometer and is believed un-restored. The machine is offered with German Fahrzeugbrief and a Ducati letter concerning frame numbers.

£5,500 - 7,500
€6,300 - 8,600

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

248 NMT N

2000 DUCATI 996SPS 'FR2'

Registration no. not UK registered
Frame no. ZDMH100AAXB003351
Engine no. not visible

- Rare limited edition 'FR2' model
- 2 'push' kilometres from new
- 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 had already won four World Superbike Championships, it was the arrival of the iconic 916 for 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 brand names. 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.

The original 916 Strada was superseded by the Biposto (two-seat) version and the higher-specification SP. The latter's engine remained at 916cc but added twin fuel injectors 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 ultra-exclusive 916SPS (Sport Production Special) derivative of which only 400 examples were made. Despite the name, the 916SPS enjoyed the advantages of an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. The cost new was an equally staggering £18,400.

For 1999 the 996 replaced the 916 and once again there was a higher-specification 'SPS' version topping the range, albeit with a slightly reduced maximum power output of 123bhp, 10 horsepower more than the base 996. 996SPS chassis upgrades included an Öhlins rear shock and lightweight five-spoke Marchesini wheels. Showa forks were fitted to the 1999 model but for 2000 the 996SPS received fully adjustable Öhlins forks incorporating titanium nitride coated stanchions. The 996SPS's top speed was around 175mph and this exclusive model cost £18,650 in 1999, making it one of the world's most expensive production motorcycles.

This 996SPS comes with a letter from Ducati Motor Deutschland stating that it is an 'FR2' model, based on Carl Fogarty's World Superbike Championship machinery. The plaque on the top yoke identifies it as number '1,281' of the series. Delivered new to Germany, this beautiful machine has covered only 2 'push' kilometres from new and remains in effectively 'as new' condition. Offered with German Fahrzeugbrief and manufacturer's Certificate of Conformity.

£15,000 - 20,000
€17,000 - 23,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

249 NMT N

Crated and unused

1998 MV AGUSTA F4 'SERIE ORO'

Frame no. CGVF400AAXV000008

Engine no. inaccessible

- Number '8' of the 300 made
- Sold new to the current vendor
- All original books and documents



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

Introduced at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that production would commence with a limited edition run of 300 very special F4s: the 'Serie Oro' (Gold Series). Production, at the leisurely rate of three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biandronno, Varese.

Designed by Massimo Tamburini, creator of the Ducati 916, the F4 employed a tubular-steel trellis frame, broadly similar to the Ducati's, beneath which the water-cooled double-overhead-camshaft 16-valve engine was suspended. The latter was designed by Ferrari and is unique among modern multi-cylinder motorcycle engines in so far as each cylinder's four valves are disposed radially, rather than as opposed pairs. Equipped with a state-of-the-art Weber-Marelli engine management system, this lightweight and compact power unit produced a class-leading 126bhp. A cassette-type six-speed gearbox enabled ratio changes to be made without splitting the engine.

The Serie Oro's UK price was set at approximately £26,500, more than double that of the standard F4 Strada, yet every single one had been sold prior to delivery, such was the demand. This price difference was explained by the Oro's use of exotic materials to reduce weight. For example: the gorgeously curvaceous fairing is made of carbon fibre, whereas the Strada's is plastic; the five-spoke wheels and single-sided swinging arm, both aluminium on the Strada, are magnesium on the Oro; and the latter's rear shock is an Öhlins, replacing the Strada's Sachs unit. Plus, of course, the Oro's wealth of top-notch, gold-anodised components.

Number '8' of the 300, this Serie Oro was purchased new by the current vendor, a friend of the Castiglioni's, whose name is engraved on the top yoke. It is believed to be the first Serie Oro sold to a private individual (earlier examples were reserved for MV executives and royalty). Representing possibly a once-in-a-lifetime opportunity to acquire one of these exotic hand-built superbikes in 'as new' condition, the machine comes with all instruction books, a bespoke MV bike cover, and its original red-carpeted delivery crate. Accompanying documentation consists of a Dichiarazione di Conformità, Facsimile Carta di Circolazione, and Certificat de Conformité.

£28,000 - 36,000

€32,000 - 41,000

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250

1989 DUCATI 888CC 'LUCCHINELLI REPLICA' RACING MOTORCYCLE

Frame no. ZDM851S*805116 (see text)

Engine no. ZDM851W4*850176 (see text)

- Sold new in the UK via Moto Cinelli
- Raced in period
- Restored to concours condition by JHP



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

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.

Ducati lost no time in announcing a limited edition of Marco's bike for 1989 - the 'Lucchinelli Replica' - and ever since then the factory has pursued a policy of offering limited edition, higher-specification variants of the standard model. Like the works racer the Replica gained its extra 37cc capacity by a 2mm overbore which, coupled to an increased compression ratio, revised Weber fuel injection and race exhaust, helped raise rear wheel horsepower to a claimed 118bhp. Good enough for the works racers, the road bike's standard tubular-steel trellis frame was retained, though wheels went up to 17" diameter and bigger Brembo brake discs were specified.

This Lucchinelli Replica is offered from a private collection of Ducati motorcycles. The machine was purchased new from the UK importer, Moto Cinelli, in 1989 and campaigned in the UK 'Battle of the Twins' race series by Mark Ward with some success. (See photograph on file, this machine is number '55').



Its racing career over, the Ducati was placed in storage before being retrieved in 2004 and sent to renowned marque specialist John Hackett of JHP (John Hackett Performance, Ducati Coventry). JHP then carried out a complete 'last nut and bolt' restoration to original specification with no expense spared. In the course of the rebuild the original crankcases were found to be unserviceable and were replaced with new unstamped factory items (the originals are included in the sale). JHP's photographic record of the restoration is on file, and there is a factory spares kit included in the sale also.

After restoration was complete the Ducati was dynamometer tested and found to produce 128bhp at 11,500rpm; it was then drained of all fluids before being placed in the vendor's private collection. Please note that the machine will need re-commissioning should track or parade use be envisaged by the new owner.

Described by the private vendor as in concours condition, this beautiful Ducati 888 Lucchinelli Replica represents an exciting opportunity to acquire one of the 1980s' most charismatic racing superbikes, possessing in-period race history.

£18,500 - 21,500
€21,000 - 25,000



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

251 N

1981 BIMOTA 748CC DB1R

Frame no. DB100212

Engine no. ZDM750L - 7502269

- One of an estimated nine produced
- Raced by Oscar La Ferla and Massimo Matteoni in 1985/1986
- Restored under the supervision of Reno Leoni



Bimota's not inconsiderable reputation rests on its creation of some of the fastest and most-exclusive sports bikes ever seen. Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Giuseppe Morri and Massimo Tamburini - saw it turn to motorcycle production in the early 1970s. The intervening 40-plus years have seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles with a reputation for quality second to none. Technical innovation too has long been a Bimota hallmark, as exemplified by the hub centre-steered Tesi models, while on the world's racetracks Bimota-framed machines have won hundreds of races and numerous championships, including the 350cc World Championship in 1980.

In 1985, Bimota turned to Ducati v-twin power for the DB1, installing the Bologna firm's air-cooled desmodromic engine beneath a multi-tubular frame. State-of-the-art suspension and brakes were courtesy of Marzocchi and Brembo respectively, while the DB1's quality of finish was of a level other Italian firms could only dream about. But then it did cost twice as much as a Honda VFR750.

There was also a racing version - the DB1R - which featured sharper steering geometry and was lightened by the extensive use of magnesium components, while the engine received larger (42mm) carburettors, a 2-into-1 exhaust system, and other performance enhancements.

The DB1R was offered for only two years, during which period an estimated nine examples were completed, making this one of the rarest of all Bimotas.

This DB1R was built by the factory in 1985 to participate at Formula 1 championships at both national and international level. The frame - number 'DB100212' - falls between those raced by Davide Tardozzi ('00214') and Dale Quarterley ('00210'). This DB1R was raced by Oscar La Ferla and Massimo Matteoni in 1985/1986, La Ferla finishing 3rd at Vallelunga in the 1985 international Formula 1 Race behind Marco Lucchinelli and Virginio Ferrari (a video recording of the race is available). Riding this machine, Matteoni was 2nd at the Trofeo Gran Prix at Misano in 1986 behind Pierfrancesco Chili on a Suzuki. For this race, the engine was replaced with a Formula 1 unit tuned by NCR, and this 90bhp engine is still installed. The Bimota has been restored under the supervision of Reno Leoni and has completed some test laps at the Vallelunga circuit with the vendor riding. A photograph (on file) shows Oscar La Ferla in his later years sat on the motorcycle in the current vendors ownership. A 'must have' for the serious Bimota collector, this beautiful DB1R is in generally excellent condition and ready for racing or parading.

A photograph (on file) shows Oscar La Ferla in his later years sat on the motorcycle in the current vendors ownership.

£20,000 - 30,000
€23,000 - 34,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

252 N

2003 MV AGUSTA 750CC F4 S

Frame no. ZCGF401AC2V005171

Engine no. F4A206169

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 Biandronno, 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. This MV Agusta F4 S was purchased some four months ago by the current vendor, who advises us that it is in generally excellent running condition, currently displaying a total of 24,572 kilometres (approximately 15,200 miles) on the odometer. The special exhaust system is particularly worthy of note. Offered with Belgian registration papers.

£7,000 - 8,000

€8,000 - 9,100



253 N

2000 APRILIA 997CC RSV MILLE

Registration no. not UK registered

Frame no. ZD4MEA000YS000940

Engine no. V990-690455

Having grown steadily throughout the 1980s, Aprilia entered the 1990s with ambitious expansion plans that included a top-of-the-range, 1,000cc superbike. Rather than face the expense of developing a four, Aprilia commissioned its engine supplier, Rotax, to draw up a v-twin, choosing a compact 60-degree layout rather than the 90-degree arrangement favoured by rivals Ducati and Honda. Twin balancer shafts were included to tame vibration, while the use of dry sump lubrication enabled the engine to be mounted lower in the aluminium-alloy, beam-type frame. The RSV Mille debuted at the Milan show towards the end of 1997, with deliveries commencing in 1998. Ever since then the RSV has earned consistent praise from professional journalists and enthusiastic owners alike for its unique blend of superlative high performance, Italian character and Japanese build quality. The current (first) owner purchased this RSV from a dealer in 2010. Fully serviced in the summer of 2016, the machine displays a total of 37,657 kilometres (approximately 23,400 miles) on the odometer and is described by the vendor as in generally very good, 'as new' condition. A sports exhaust system is the only notified deviation from factory specification. Offered with Belgian registration papers.

£2,200 - 2,600

€2,500 - 3,000



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254

1985 YAMAHA 1,197CC V-MAX

Registration no. B580 HEG

Frame no. JYA1FK008FA004925

Engine no. JYA1FK008FA004925

Few motorcycles attain cult status as soon as they are announced. Introduced in 1985, the Yamaha V-Max is one of those rarities, but given the fact that it was conceived as a street-legal dragster perhaps that is not so surprising. 'Ballistic Muscle' was how Bike magazine entitled its first road test of the 143bhp monster, declaring: 'When it comes to straight-line street rods, the V-Max is It'. This example was manufactured in 1985 and thus is a desirable first-generation V-Max, the most sought-after by collectors. Imported into the UK in September 1992, it comes with a Wisconsin Certificate of Title and has had six former keepers in this country. The private vendor advises us that he purchased the V-Max after it had been fully rebuilt to a very high standard by an engineer. Since acquisition in April 2016 some minor styling upgrades have been incorporated in the form of the calliper covers, engine bars, rear grab rail, handlebar grips, air intake covers, and dash cover, all of which are chromium plated. 'B580 HEG' passed its MoT and was used by the vendor for approximately six months during the summer of 2016. A new battery and starter motor have been fitted, and the machine is described as in generally excellent condition. Accompanying documentation consists of numerous service invoices, MoT to 26th April 2017, and a V5C Registration Certificate.

£4,000 - 4,500

€4,600 - 5,200



255

1982 HONDA CB900F2

Registration no. BFW 455W

Frame no. SC01A4003940

Engine no. SC01E2214219

Imported into the UK in 1999, this Honda CB900F2 was in running condition when purchased in October 2012. Tony from Galia Camchain Seives then stripped the machine down completely and overhauled the engine top-end with a re-bore, new pistons/rings, and a new cam chain. The engine was repainted when rebuilt, and the carburetors stripped and reconditioned by Sparklight Racing. Sudden Impact repainted the machine in the white Bol D'Or livery (the owner's personal choice) while the forks were stripped and rebuilt, and the frame, wheels and seat all restored. Any chrome was re-plated, and any polished items were professionally re-polished. All consumables (bearings, cables, etc) were replaced, and a new Marving replica exhaust system installed. Braided brake lines have been fitted, and the callipers and master cylinders restored, as was everything else. An original (and hard-to-find) airbox was sourced from Germany. The restoration was carried out over approximately the last 2-3 years, and since completion the Honda has covered approximately 200 miles. It has been drained of all fuel, and battery kept on trickle charge. A CD/DVD will be provided showing the rebuild process. Good enough to show or keep as an investment, this beautiful CB900F2 is offered with a V5C Registration Certificate.

£3,000 - 4,000

€3,500 - 4,600



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

256 N

1990 BIMOTA 1,002CC YB8

Registration no. G772 VYR

Frame no. YB8 000300

Engine no. 3GM 900371

Bimota's not inconsiderable reputation rests on its creation of some of the fastest and most exclusive sports motorcycles ever seen. For the YB8, the Italian company turned to Yamaha power, fitting the 149bhp, 20-valve 'four' from the FZR1000 EXUP. One of the most powerful of contemporary engines, the latter was housed in an exquisitely crafted, twin-spar aluminium frame pioneered on the FZ750-powered YB4. With stunningly good looks and a 175mph maximum speed, the rare YB8 remains one of the most desirable of all Italian sports motorcycles. Some sources suggest that as few as 252 were made. This example was sold new in the UK and has had four former keepers. Purchased by the current enthusiast vendor in November 2006, the machine was ridden for the first six months of ownership and since then has been kept garaged as part of his private collection. A total of 9,340 miles is currently displayed on the odometer. Not run for the last ten years, the machine will require a new battery and further re-commissioning before returning to the road. Representing a wonderful opportunity to acquire one of these exclusive and collectible rarities, 'G772 VYR' comes complete with its original tool kit, original service booklet, original instruction manual, a V5C document, and two fobs for the Thatcham-approved Meta alarm.

£3,500 - 4,500

€4,000 - 5,100



257

C.1988 DUCATI 851 'SUPERBIKE KIT'

Registration no. H851 DTM

Frame no. 850042

Engine no. 850046

By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of their development, so Bordini started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Wrapped around this outstanding 'Desmoquattro' engine was a frame, consisting of an intricate trellis of straight tubes. Only one paint scheme was available at first: silver-grey frame with bodywork in the Italian national colours of red/white/green, hence these models' 'Tricolore' sobriquet. Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials'. The major differences were the Kit's closer-ratio gearbox and 17" Marvic magnesium wheels. When the 851 was revised for 1989, a white frame/red bodywork colour scheme was adopted. This motorcycle is offered with its original Warranty and Pre-delivery Certificate, issued by the supplying dealer, Panigale Concessionaires, confirming that it is an '851 Kit Racer'. This document is dated 9th May 1991, the year that the Ducati was first registered, and records the first owner as Mr Ian Longstaff, whose name is on the fairing. Unusually, it combines the silver-grey frame of the Tricolore model with the all-red bodywork of the successor 851 Strada. The current (third) owner bought the Ducati 1994 and rode it home, since when it has not been used. Its condition remains generally excellent apart from some deterioration to the paint/coating finish on the wheel rims and a little on the engine. Appropriately registered 'H851 DTM', the machine was re-commissioned last year by a Ducati dealer (with full service) and is running nicely. Offered with an old-style V5 registration document.

£19,000 - 24,000

€22,000 - 27,000



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258 N

C.1958 DUCATI 125CC 'TRIALBERO' DESMODROMIC RACING MOTORCYCLE

Frame no. DM125 03

Engine no. DM125 02

- Rare 'trialbero' model
- Restored circa 2005
- Recently tested and performing well



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

Immediately prior to the desmo's arrival, the new 125 racer had appeared fitted with two camshafts and conventional hairpin valve-springs, and in this form was later sold to customers. Burdened with the task of bringing new road-going models to fruition, the factory did not campaign the desmo racer in earnest again until 1958.

Luigi Taveri and Romolo Ferri were signed from MV and Gilera respectively, joining Albert Gandossi, while for the Isle of Man TT, home-grown stars Dave Chadwick and Sammy Miller were drafted into the factory squad. MV's Carlo Ubbiali won despite a strong challenge from Taveri, who retired, leaving Ferri to finish second with Chadwick third and Miller in fourth place. Taveri finished a close second to Ubbiali in the Dutch TT and then scored his first win for Ducati at the Belgian Grand Prix.

Rising star Mike Hailwood, whose father Stan owned the UK Ducati concessionaires, joined the factory squad for 1959, scoring the marque's sole classic victory that year, in the Ulster Grand Prix.

We are advised that this rare Ducati 125cc trialbero was restored circa 2005. The engine bottom end is original trialbero, fitted with the side cases and bevel drive cover from a 125cc roadster, while the cylinder head is not to the works pattern and was almost certainly made by the late owner, one Giacomo Agostini (not to be confused with the 15-times World Champion of the same name). The machine incorporates the frame of a 125cc desmo racer - number '03', fitted with the engine from '02' - while the fairing is a modern replica. Recently tested, the machine is reported to perform well.

£27,000 - 33,000

€31,000 - 38,000

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259 N

1972 DUCATI FORMULA 750 'IMOLA REPLICA' RACING MOTORCYCLE

Frame no. 750327

Engine no. 750263 - IMOLA 750 – 0005

- Built in 1976 using genuine Ducati Parts
- Ex-works, Imola sand-cast engine
- Restored under the supervision of Reno Leoni



Without question, it was Paul Smart's famous victory at Imola on Sunday 23rd April 1972 that really put Ducati's new v-twin on the map. It was a particularly sweet occasion for hitherto un-fancied Ducati, as the Bologna factory defeated not only the race-proven Triumph Tridents but also the works MV Agusta of Giacomo Agostini. There was a lot at stake: the 750cc sportsbike category was vitally important to all the major manufacturers, so Ducati's win in this company was of immense commercial significance for the relatively small Italian firm. It also emphatically demonstrated the potential of the Fabio Taglioni-designed v-twin.

Prepared by the semi-official NCR race shop, Smart's bike was based on the original 750 GT tourer. The racer's cycle parts remained close to stock - even the centre stand lugs were retained! - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons, and stronger con-rods. In the race, Smart, whose first outing this was for Ducati, was involved in a three-way battle for the lead with his team-mate, Bruno Spaggiari, and Agostini. When the latter's MV broke, it became a straight fight between the two works Ducatis, with Smart taking victory after Spaggiari had run off the road trying to overtake. The Italian eventually finished second.

This replica of Smart's 1972 Imola 200 winner was built in 1976 using original Ducati parts. Manufactured in April 1972, the frame is an original 750 GT modified along Imola lines. The cycle parts are the same as those of the factory bike except for the drilled disk brake (of correct Lockheed type and size) which was fitted later to improve the braking performance. The engine was found by the vendor in Greece following several years of research. It is a factory Imola engine, complete with sand-cast crankcases, sent in October 1972 to the Greek Grand Prix on Corfu as a spare. Run only once, the Greek Grand Prix was held on an airforce base and promoted by the Greek importer for Ducati and Kawasaki. There were two works Ducatis entered, the other being for Gianni Perrone, with Smart taking the win. Talking to Bonhams, Paul recalled that the event was run by a local car club that had little comprehension of motorcycle racing - wherever there was a pothole, it was merely covered with a parking cone!

After the race, this engine was displayed in the Ducati agent's showroom in Athens to advertise the Italian brand in that country. Having purchased this ultra-rare works engine, the vendor was able to complete his Imola Replica with very close to 100% accuracy. The Ducati has been restored under the supervision of Reno Leoni, and is now ready for racing or parading.

£25,000 - 30,000

€29,000 - 34,000

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260

Sold in aid of the Anthony Nolan Bone Marrow Foundation and Cancer Research UK charities

C.1966 MV AGUSTA 125CC

Registration no. OGU 597D

Frame no. MV-TRE-653368

Engine no. MV-TR-651977

- Affordable MV lightweight
- Restored condition
- Dating certificate



June Winfield (left) George Staples (middle)

Disappointed by the poor sales of its 1960 line-up, which featured a trio of newcomers with engines displacing 99, 235, and 300cc, MV Agusta returned to the more traditional capacity classes for 1961, launching the all-new Centomila (100,000, the warranty limit in kilometres) in 125 and 150cc variants. They were powered by an overhead-valve four-stroke single built in unit with a four-speed gearbox, which went into MV's familiar set of lightweight cycle parts. These models were also known by the acronym TREL: Turismo Rapido Extra Lusso. Like their larger siblings, the small MVs were very expensive - typically costing almost as much as a British 500 in the UK - which explains why so few of these exquisitely engineered little bikes were sold in this country.

This smartly turned out Italian lightweight is sold in aid to the Anthony Nolan Bone Marrow Foundation and Cancer Research UK charities, to which all proceeds will be donated. In April 2016, the vendor was diagnosed with acute myeloid leukaemia (AML). He received, and is receiving, ongoing treatment that has included a bone marrow transplant. This has allowed him another chance of life for which he is eternally grateful, and he wishes to repay those concerned, hence the two charities named above. The vendor had restored various classic bikes in the past, so the means of fundraising had to be motorcycle related.

This MV Agusta's story begins at Winfield's Outdoor Shoe Superstore in Haslingden, where with the input of a Winfield associate, Mr Geoff Holmes, it was kindly donated by Mrs June Winfield. The MV had formed part of the private collection of her late husband, Dale Winfield.

Over the winter months, the vendor, together with close friend Roy Yearsley and others, restored the MV to its present condition, ready for auction. The generosity of the local businesses and individuals offering their services and donations towards the restoration has been greatly appreciated, and the vendor would like to thank everyone concerned. Any other donations to the aforementioned charities would be gratefully received. The machine is offered with current MoT, a dating certificate, and a V5C document.

£1,500 - 2,000

£1,700 - 2,300

No Reserve

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261
1970 MV AGUSTA 125 GTL-S

Registration no. TTU 378H
Frame no. MVGTL*658401*S
Engine no. MV656407*

MV Agusta is one of the most evocative brands in motorcycling. Between 1948 and 1976 MV won 37 world championships. The riders included some of the greatest names from any era including Les Graham, John Surtees, Gary Hocking, Mike Hailwood, Giacomo Agostini, and Phil Read. The glamour bikes were of course the multi cylinder race machines, followed by the exotic production 'fours' of the seventies, but MV also manufactured a series of well engineered lightweights. In the Italian tradition these were much more 'interesting' than the utility Bantams, Cubs etc. produced by the British factories. As befits an MV, the specification of the 125 GTL-S model was sportier than the standard models. Its specification included clip-ons, rearsets, racing type front forks with exposed stanchions and polished alloy sliders, matching CEV rev counter and speedometer with a miniature windshield, stainless steel mudguards. Between 2014 & 2016 this example has benefitted from restoration work including a rebore, new piston, new tyres, tubes, alloy rims, gel battery, and a resprayed tank. The silencer is very much in keeping, but is in fact a Honda item. The vendor informs us that the tool-cases will be supplied, but they are minus their lids which are missing. The motorcycle is in need of a couple of minor jobs to complete the restoration. It is however offered with an MoT certificate which expires 13.8.17. Paperwork includes a V5C, and a dating certificate from the MV Agusta Museum confirming that this is a matching numbers machine.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



262
1955 DERBI 250CC

Registration no. 780 YUB
Frame no. 302
Engine no. 313

The name 'Derbi' first appeared in the early 1950s on a motorcycle built by Nacional Motor SA of Barcelona, Spain. The latter company was an offshoot of Bicicletas Rabasa, one of Spain's largest cycle manufacturers, which had been founded by Simeon Rabasa Singla in the early 1920s. Its first powered two-wheelers were marketed as 'SRS' (the founder's initials) but soon took the name 'Derbi' (from the phrase, 'derivados de biciletas'). Derbi began racing in Spanish national events in the early 1960s, graduating to World Championship level in 1962. The firm would go on to achieve enormous success in the 'tiddler' classes, winning nine World Championships in the 1970s and 1980s. Lightweight motorcycles and mopeds had always accounted for the bulk of Derbi's business, hence its concentration on these classes in road racing. A model highly regarded in its native country, this restored 250cc Derbi is powered by a single-cylinder twin-port two-stroke engine, built in unit with the gearbox. This handsome power unit is housed in a single-loop frame equipped with 'upside down' telescopic forks, plunger rear suspension, and full-width alloy hubs. Obviously of high quality, the machine also features an enclosed carburettor, sprung saddle, headlamp nacelle, and a distinctive cast-alloy tail lamp. The current vendor purchased the machine at a UK auction in 2010. Attractively finished in maroon with contrasting green tank panels, this rare Spanish lightweight is offered with VMCC dating certificate, V5C document, and an expired MoT (2012).

£3,000 - 4,000

€3,400 - 4,600



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263

1961 NSU 247CC SUPERMAX

Registration no. 323 KNN

Frame no. 1842852

Engine no. 3235481

- Rodel-designed 'Ultramax' valve-gear
- A luxury tourer
- Original and un-restored



The NSU factory, so prominent in racing pre-war, returned post-war with a vengeance. Their mechanically elegant NSU 'Max' series of road machines, with their Rodel-designed 'Ultramax' valve-gear, proved greatly susceptible to tuning by both the factory and by privateers. The factory racers may have been very special twin-cylinder 'Rennmax' models but the German clubman found that the road 'Supermax', with its much-improved chassis, could be developed into a fine and very competitive competition machine

NSU produced some outstanding and influential designs in the 1950s, foremost of which was the 250cc Max, introduced in 1952. The Max used a pressed-steel frame (entirely enclosing the rear suspension) and a leading-link front fork, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the single overhead camshaft. A luxury tourer, the Max was no lightweight so acceleration was leisurely, but once at its maximum of 75-80mph could be cruised there all day with the minimum of fuss.

The ultimate version, the Supermax, appeared in 1956 boasting conventional twin-shock rear suspension and a slightly more powerful engine. What hadn't changed though, was the exemplary standard of reliability, build quality and finish that had characterised the Max line from the start. Production of the Supermax, along with that of all other NSU motorcycles, ceased in 1963.

Original and un-restored, this Supermax has had seven owners from new, the second of whom was none other than VMCC founder, C E A 'Titch' Allen. As an exceptional example of its type, '323 KNN' was chosen to feature in an article on the marque published in *The Classic Motor Cycle* (February 1995 edition, copy available). Described by the private vendor as in good running order and ready for use, this rare and desirable machine is offered with a list of all previous owners, sundry old tax discs, photocopy workshop manual (BMS), SORN, and a V5C registration document.

£5,500 - 6,500
€6,300 - 7,400

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263A

1967 TRIUMPH 649CC TR6R TROPHY

Registration no. TGU 426E

Frame no. TR6R DU55459

Engine no. TR6R DU55459

In the 1950s Triumph motorcycles established an image unmatched by their competitors in the US market. They were photographed ridden by Hollywood stars. They won top-level AMA road and oval races. They even had attitude – Marlon Brando's character, Johnny, rode a Triumph in the milestone motorcycle rebel movie, *The Wild One*. After International Six Days Trial successes in the late 1940s, Triumph developed the 500 and 650cc range. From 1963 the range saw major changes: the gearbox and crankcase were combined and carried in a completely new single front down frame, eliminating the previous model's vibration. Although the bikes retained their sporting character, they became more of a roadster, ending up as a single-carburettor T120 Bonneville, whose specification in all other respects it closely followed. More tractable than the Bonnie, the TR6 gave little away in terms of outright performance, its top speed being within a whisker of its twin-carb sibling's. The matching numbers U.S. example of Triumph's fabulous TR6 offered here hailed from long-term ownership in California as part of a substantial collection. Fully restored some years ago, the motorcycle was well maintained and always in riding condition. A full engine rebuild and freshening to all cycle parts was performed by a local shop. At that time cosmetics were addressed with fresh paint and brightwork. Imported to England a few years ago, the Triumph has retained that cruising-PCH look. It has been recently serviced to ready it for sale. Offered with a current MOT and V5C.

£6,000 - 8,000

€6,900 - 9,200



264

1988 VESPA 125 SPORT 'THE OLD SCHOOL'

Registration no. E613 GAB

Frame no. VNX5T000000030712

Engine no. VNX5M34512

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Vespa motor scooter - together with the rival Lambretta - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Piaggio, the Vespa gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Dating from 1988, this example was customised around 2002 and christened 'The Old School' by its builder, taking its theme from the closely linked boxing and gangland cultures of London's East End in the 1960s. The Jaguar mascots fixed to the headlight and front mudguard are thought to be a reference to the villains' preference for the Jaguar Mk2 as a getaway car. Finished in red/black, the machine is equipped with chromed luggage racks front and rear, side 'crash' bars, additional lighting, an aerial (with national pennants), Union Jack covers to the seat and spare wheel, and a Scottish saltire cover to the back rest. It also features printed stills from the 1990 boxing movie 'Crossing the Line' (also known as 'The Big Man') featuring the character Danny Scouler, played by Irish actor Liam Neeson. The Vespa has also been signed by 'The Modfather', rock star Paul Weller ('Happy Motoring! Paul Weller'). Described by the private vendor as in generally good condition, this unique machine is offered with MoT to March 2017 and a V5C Registration Certificate.

£2,000 - 2,500

€2,300 - 2,900



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265



267



266



268

265

1955 MV AGUSTA 125CC TURISMO RAPIDO

Registration no. YSY 449 Frame no. 622487 Engine no. 622553
MV Agusta's small capacity machines were initially modest two-strokes, but in time they were supplanted by more powerful four-strokes with a decent turn of speed, such as the Turismo Rapido offered here. Purchased by the vendor in 2006, YSY 449 had been fully restored by the previous owner, a helicopter engineer. Feeling that the compression was below par the owner entrusted the engine to Meccanica Verghera to strip the top end of the engine, finding an incorrect piston. A correct piston was fitted, the barrel rebored, and the performance was found to be up to standard. With only 20 miles covered since the rebuild, the piston is still running in. Documentation consists of a current V5C.

£2,000 - 3,000

£2,300 - 3,400

266

C.1975 MOTO GUZZI 850-T SPECIAL

Frame no. VC*11973* Engine no. VD*106060*

This handsome Moto Guzzi special combines elements of more than one model. The frame is 850-T; the engine is 850-T (or possibly 750S3); the twin-disc front end is 750S or 750S3; the tank and seat are common to the V7 Sport, 750S, and 750S3; and the drum-braked rear wheel is from a 750S, V7 Sport, or earlier model. The machine currently displays a total of 96,617 kilometres on the odometer and would benefit from detailing and re-commissioning before returning to the road. Its condition and completeness are not known and thus it is sold strictly as viewed. There are no documents or history, but a NOVA declaration has been made. Prospective purchasers should satisfy themselves with regard to the machine's specification prior to bidding.

£800 - 1,200

€910 - 1,400

No Reserve

267

1991 DUCATI 900SS

Registration no. H268 KBW Frame no. 000988 Engine no. 000102
The arrival of Ducati's all-new, water-cooled v-twin in the late 1980s led to a comprehensive re-structuring of the range, the appearance of this range-topping World Superbike contender creating a niche for a super-sports roadster. This gap would be filled in 1991 by the 900SS, reviving one of the great model designations from the Bologna factory's past. The current owner purchased this 900SS from a friend some 12-or-so years ago. Last taxed in 2005, the machine has been in storage since then. It has recently been re-commissioned and MoT'd, receiving a new fuel pump, timing belts, oils, filters, etc. We are advised that the carburettors would benefit from being cleaned and that the tyres should be replaced. Described as in generally good original condition, this future classic is offered with SORN, MoT to October 2017, and a V5C Registration Certificate. It also comes with two keys and is Datatagged.

£2,500 - 3,500

£2,900 - 4,000

268

1986 BMW 998CC K100RT PROJECT

Registration no. C722 JOF Frame no. 0029798 Engine no. 0029798
An all-new design that was supposed to replace BMW's traditional horizontally-opposed twins, the K100 arrived for 1984 restating the virtues of solidity, comfort and exemplary build quality long associated with the marque. An 8-valve twin-cam, the brick-like, four-cylinder 998cc motor was laid on its side, lowering the centre of gravity, and mounted fore-and-aft to facilitate the retention of BMW's characteristic shaft drive. Bosch electronic fuel injection was employed and the long-stroke four developed its maximum output of 90bhp at a relatively low 8,000rpm. A two-owner example, this K100RT was in good running order when last used in 2004. Offered for restoration and sold strictly as viewed, the machine comes with various spares and removed components to include radiator grilles, cockpit fairing, screen, side panels, top box, panniers, etc. All removed parts come with it.

£500 - 800

€570 - 910

No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



269
1972 SUZUKI GT750J
Registration no. LTX 12L
Frame no. 22421
Engine no. 22564

Launched in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of two-stroke triples, the newcomer retained the cylinder dimensions of the T500 air-cooled twin but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. First registered in the UK in October 1972, this collectible first-year GT750J model was acquired by the current vendor in July 2014 and has been fully restored from the ground upwards over the last two years, the engine being rebuilt by Chris Applebee. Countless new parts have been used in the rebuild, as evidenced by the vast quantity of related bills on file. A full list of the new parts used is available and close inspection of the history file is recommended. Upgrades include a small radiator fan with relay, and Accent ELZ3 electronic ignition (the original fan and fittings, and the original contact-breaker plate, etc are included in the sale). The engine has been run-in in accordance with Suzuki's recommendations, and this beautiful machine is described by the vendor as in generally excellent condition. Accompanying documentation consists of some MoTs (most recent expiring April 2017), a V5C Registration Certificate, and the aforementioned restoration bills.

£7,000 - 9,000
€8,000 - 10,000



270 N
1974 KAWASAKI 498CC MACH III
Frame no. H1F26307
Engine no. KAE96254

'Only the shotgun acceleration of a Kawasaki can make you feel that good, throttle screwed round as the corner opens up into the next bit of straight as you hit the apex, 'bars shimmying slightly as the front lightens under the power, back end flexing as the engine tries to pull the wheel sideways against all those G's forcing it into the road, oh boy!' – Bike magazine on the H1. From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing but a two-stroke – the awesome, legendary 'Mach III' (H1). Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The H1 triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. We are advised by the vendor that this example has had only two previous owners from new and is in 'factory original' condition, displaying a total of 10,488 miles on the odometer. Offered with Netherlands registration papers.

£6,500 - 7,500
€7,400 - 8,600



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271

Two owners from new

1978 HONDA CB400F2

Registration no. GCX 966S

Frame no. CB400F2-1075862

Engine no. CB400F-E-1071657

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?' The current vendor purchased this CB400F2 from its original owner in 1988 and used the machine sparingly for the next three years before placing it in storage. In 2015 the Honda was retrieved and professionally re-commissioned at a cost of £4,340 (bill on file), including fitting a new-old-stock exhaust system. Only 45 miles have been covered since, and the machine is presented in commensurately excellent condition. A V5C document and the original owner's manual and service booklet come with it.

£4,000 - 5,000

€4,600 - 5,700



272

1972 HONDA CB350F (SEE TEXT)

Registration no. JUU 37N

Frame no. 1032498

Engine no. E1032549

Honda followed its sensational CB750 of 1968 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a 350. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers and rear brake, the CB350F was almost identical to the 500. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the factory's preferred offering. Currently displaying a total of circa 22,300 miles on the odometer, this example of a Honda only rarely seen in the UK is presented in un-restored condition. We are advised that it is a 1972 model first registered in the UK in 1975. Last taxed to the end of January 1990, the machine has stood for several years and will require re-commissioning before returning to the road (the front brake is seized). Sold strictly as viewed, it comes with an old-style V5 registration document.

£2,000 - 3,000

€2,300 - 3,400



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273

1964 HONDA BENLY 124CC CB92 SUPER SPORT

Registration no. DPR 376C (see text)

Frame no. CB927002715

Engine no. CB92E7002683

Honda's CB750 is regarded as the game-changer, but a decade earlier the same company's CB92 should have set the British industry's alarm bells ringing. This sporty little 125 was surely a revelation to a market used to traditional British machinery. The 360 degree overhead cam parallel twin engine generating 15 bhp at a heady 10,500 rpm must have been the most eye opening feature, but it didn't stop there. Other unusual features to the British eye would have included the pressed steel frame, leading link forks, a twin leading shoe eight inch front brake (on a 125!), and electric start. The machine offered here has been in the vendor's possession for the last 21 years. It has been kept in his office, and the displayed mileage of 325 is unchanged from the September 1996 MoT certificate. A VMCC dating certificate confirms that this is a matching numbers motorcycle, and also that the original registration was BOR 56C. At some point prior to 1995 this has been replaced with the above age-related plate. Other documents supplied are a V5 and two expired MoT certificates. The vendor tells us that the little Honda was restored in 1995. The rev counter and ventilated brake plate are genuine Honda "YB" racing components which were available at the time. Desirable and increasingly rare original features seem to include the handlebar grips, front mudflap, cables with integral grease nipples, and perhaps even the silencers. Following a lengthy period of inactivity careful re-commissioning is recommended before taking to the road.

£3,000 - 5,000

€3,500 - 5,800



274

C.1963 HONDA 125CC CB92 PROJECT

Registration no. SBV 831

Frame no. 2105105

Engine no. 2105103

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction, horizontally split crankcase and chain-driven overhead camshaft. These latter features, together with the pressed-steel spine frame and leading-link front fork - influenced by the contemporary NSU Max - would remain common to Honda twins for many years. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the C92 and CB92 respectively. With its aggressive styling, class-leading specification, phenomenal 15bhp power output (at 10,500 revs!) huge - for a 125 - brakes and 250-beating performance, the CB92 proved an outstanding success and today is one of the most desirable and sought after of early Japanese classics. This partly dismantled CB92 is offered for restoration and sold strictly as viewed. It is evident that some restoration of the rolling chassis has already been carried out, leaving the engine rebuild and other tasks to be completed by the next owner. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness or otherwise prior to bidding. Offered with an old-style V5 registration document.

£3,500 - 4,500

€4,000 - 5,100



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275 N

1974 YAMAHA 347CC YR5

Registration no. not UK registered

Frame no. R5-132544

Engine no. R5-041697

The traditional British method of building a 350 - to sleeve down a 500 - usually resulted in an overweight sluggard with little more performance than a 250. The customary Japanese approach - over-boring a 250 - achieved exactly the opposite: a machine as light as its quarter-litre sibling yet with sufficient performance to see off most 500s. Yamaha's exciting YR5 is a case in point: an over-bored YDS7, it weighed a little over 300lbs, produced 36bhp from its piston-ported two-stroke engine, and was good for around 100mph. The cycle parts bore close resemblance to those of the TD2 and TR3 racers, so good handling was assured. Introduced in 1970, the YR5 was superseded by the reed-valve induction RD350 in 1973. This beautiful YR5 was purchased this year from a collector (its third owner) having been restored in 2012. Serviced approximately 3,000 kilometres ago (the current odometer reading is 42,920 kilometres - approximately 26,700 miles), it is described by the vendor as running and in generally very good condition. The machine is offered with Netherlands registration papers and comes with keys. It should be noted that the engine is of earlier manufacture than the frame.

£2,500 - 3,000

€2,900 - 3,400



276

C.1961 HONDA 247CC C72 DREAM PROJECT (SEE TEXT)

Registration no. MLY 841D

Frame no. to be advised

Engine no. C72E 1003992

Based on the first Honda twin - the 250cc C70 of 1957 - the C72 arrived in 1960. The C72 tourer's cycle parts remained much as those of the preceding C70, featuring a pressed-steel frame, forks, swinging arm and rear chaincase. The engine's basic layout likewise was retained, but wet sump lubrication was adopted and the clutch moved from the crankshaft to the gearbox main-shaft. Maximum power increased to 20bhp at 8,000rpm. As well as these alterations, the sporting CB72 version changed to a 180-degree crankshaft and twin carburetors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. Boasting an overhead-camshaft engine and electric starting, these Honda twins boasted a specification unmatched by any of their rivals. The touring C72 Dream possesses an unmistakable style all its own and is now one of the most sought after of these early Japanese classics. Described by the vendor as 'all original and 98% complete', this 'garage find' C72 Dream has not been run for over ten years and will require restoration. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness or otherwise prior to bidding. Sold strictly as viewed, the machine comes with an old-style V5 registration document. We are advised that it is a 1961/62 model first registered in the UK in 1966.

£2,000 - 3,000

€2,300 - 3,400



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277



279



278



280

277

Formerly the property of Steve Plater

1989 YAMAHA FZR1000 EXUP

Registration no. G358 NKN Frame no. 3LG000872
Engine no. 3LG000872

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. An affordable, fast and comfortable modern classic, this EXUP was previously owned by Steve Plater, the former British Supersport Champion and winner of the Isle of Man Senior TT and Northwest 200. Currently displaying a total of c.39,000 miles on the odometer, the machine is described as in generally good condition having been stored for approximately the last five years. Requiring an element of recommissioning and a new offside footpeg, the machine is offered with a V5C document and sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,800

278

C.1990 HONDA RS125

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. 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 RS125 was campaigned by the German rider Dirk Raudies during the 1990 Grand Prix season, at the end of which he finished 5th in the World Championship. One of the foremost 125-class riders of his generation, Raudies competed at Grand Prix level for nine years (1989-1997) and won the 125cc World Championship in 1993. This machine has no engine internals and thus is only suitable for display purposes. It is offered without documents and sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,400

No Reserve

279 N

1977 HONDA XL125

Frame no. 125E 1231474 Engine no. 1231626

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. The XL's single-cylinder four-stroke engine was typically Honda, being an all-alloy, four-valve unit, and this was housed in a robust cradle-type frame. The XL trail range was greatly expanded in 1974 with the arrival of models in 125, 175 and 350cc capacities, the smaller duo having two-valve 'heads'. This fine example of the XL125 was restored to original specification in 2013 and is reported to run well. Acquired by the current vendor six months ago, the machine is offered with Netherlands registration papers. A total of 12,608 kilometres (approximately 7,800 miles) is displayed on the odometer.

£2,200 - 2,600

€2,500 - 3,000

280

1970 YAMAHA 250CC YDS6

Registration no. EFM 489H Frame no. DS6 04552

Engine no. DS6 04552

This rare Yamaha 250 was first registered in January 1970 to Davies Bros (Chester) Ltd and comes with its original logbook recording five previous owners, the last of whom is the current vendor. He was a teenager in 1978 when he acquired the Yamaha, which had already been modified in the then immensely popular 'café racer' style complete with 'racing' tank and seat and small front mudguard. The vendor fitted clip-on handlebars and home-made rear-set footrests, and had the frame stove-enamelled and all the chrome re-plated, but since then time has taken its toll. Last on the road some 30-plus years ago, the machine has stayed with the owner through a succession of house moves and is now offered for restoration. Sold strictly as viewed, it comes with the aforementioned original logbook and a quantity of removed parts to include original footrests, fuel taps, and a rear light lens.

£800 - 1,200

€910 - 1,400

No Reserve

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281



283



282



284

281

1966 YAMAHA 246CC YDS3

Registration no. LUV 68D Frame no. Y23-13780 Engine no. D9-13780
 Introduced in 1964, superseding the YDS2, the YDS3 was a new design in almost every respect and notable as the first Yamaha twin to feature 'Autolube' automatic lubrication by means of a gearbox-driven pump. Stylish and fast, the YDS3 was an enormous success, continuing Yamaha's reputation for offering more performance for the money than any of its rivals. Anyone who has ever owned and ridden one will attest that no other contemporary '250' came close to the performance offered by this quarter-litre classic. A runner when purchased in 2012 with the intention of restoring it, this example comes with a substantial quantity of spares including hard-to-find parts such as a headlamp nacelle and speedometer/rev counter. Last taxed to August 2011, the machine comes with a parts list, rider's manual, service manual, and a V5C document. Sold strictly as viewed.

£600 - 1,000

€690 - 1,100

No Reserve

282

1966 YAMAHA 305CC YM1

Registration no. NTL 116F Frame no. Y26-29686 Engine no. M1-29686
 Following in Honda's footsteps, Yamaha entered the '350' class with an enlarged version of an existing 250cc model, launching the YM1 in 1965. Actually 305cc, the YM1 was based on the YDS3 of 1964, which was a new design in almost every respect and notable as the first Yamaha twin to feature 'Autolube' automatic lubrication by means of a gearbox-driven pump. For the YM1 the YDS3 engine was both bored and stroked, producing 26bhp, a two horsepower improvement over the '250'. Apart from the top end, the two motors were identical. First registered in the USA, this rare Japanese classic had been imported by 1998. Subsequently restored to a high standard, it has been dry stored since 2013 and will require re-commissioning before returning to the road. The machine comes with a VJMC dating certificate and V5C document.

£1,200 - 1,600

€1,400 - 1,800

No Reserve

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283

1964 HONDA 49CC CZ100 'MONKEY BIKE'

Registration no. EBY 447B (see text) Frame no. S00204
 Engine no. E64423

Honda's CZ100 was the original and now most sought after Monkey Bike. A cult machine, then and now, back in the day many were purchased by celebrities, including two by the Beatles. A UK bike from new, this CZ100 was purchased by the vendor from the owner of the Bicycle Museum in Camelford, Cornwall, in October 2001, shortly after it had been restored. He had apparently owned it since 1971. It was re-registered in 2002, the original registration had been RCN 809 according to a DVLA form (supplied). The vendor describes the condition as "excellent" or "good" in all categories, and we are informed that it was running well when last started in mid March. A new exhaust heat shield has been ordered and we hope that it will be supplied with the machine. A V5C and expired MoTs from 1971 & 2001 are supplied.

£3,000 - 4,000

€3,500 - 4,600

284

1967 HONDA CZ50M 'MONKEY BIKE'

Registration no. VBY 214E Frame no. Z50M103413 Engine no. E16567
 The CZ50M Monkey Bike was the follow up model to the original CZ100. It was all new and featured a different frame, an ohc engine with alloy cylinder head, a higher folding seat, and folding handlebars. The UK retail price was just under £90. This original and unrestored Monkey Bike is a rare French model with a yellow headlight lens, and has been owned by the vendor since 1999 when he purchased it from a collector in Belgium. It is accompanied by an old style V5 registration document, a tax disc dated 11/00, and an MoT certificate issued 19.5.99, which shows a recorded mileage of 7268 kms. The current reading is 7288, so just 2 kms have been added over the last 18 years. It is up and running, having most recently been started in March this year.

£2,000 - 2,500

€2,300 - 2,900

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285

2011 NORTON COMMANDO 961 SE

Registration no. NO11 TON
Frame no. SAYCSE9611000025
Engine no. 501

- Number '25' of the first 200
- Two owners
- Circa 1,400 miles from new



Few motorcycle makers (outside Italy) have had as troubled a history as Norton, which over the last 40 years has undergone periodic revivals, all of which, ultimately, failed. Norton's enduring fascination stems from a reputation forged on the world's racetracks during the first six decades of the 20th Century, when the silver-and-black bikes from the Bracebridge Street factory swept all before them. The revitalised company exists in its present form thanks to British businessman, Stuart Garner, who acquired the rights to the Norton name from its US owners in 2008.

Development and production of a new Commando model had been begun by Kenny Dreer of Oregon in the late 1990s and this all-new design was further developed at Norton's factory at the Donington Park race circuit. Recognisably related to the last Commando of the 1970s, the new café racer-style Norton roadster boasts an over-square (88x79mm) air-cooled overhead-valve twin-cylinder engine incorporating a 270° crankshaft and counter-balancer. A maximum output of 82bhp (at the rear wheel) is claimed, giving a top speed of over 130mph. Deliveries of the new Norton Commando 961 SE commenced in 2010.

Number '25', the example offered here is one of the first batch of 200 Commandos 961 SEs made and comes with its engraved plaque on the top yoke. The current (second) owner acquired the machine in April 2015 and has spared no expense in equipping it with a host of desirable upgrades and problem fixes. These include a transmission vent kit, racing grade ignition leads, battery tray mat, Norton patch lead, and a Bosch ignition coil. In addition, '25' features a custom-painted rear cowling with Union Jack design (by Norton Donington), a custom Alcantara and leather seat (by SaddleCraft Seating) and a Screaming Banshee air horn. A full list of all upgrades is available (perusal recommended) and all the original removed parts are included in the sale.

Appropriately registered 'NO11 TON', the machine also comes with its original leather-bound presentation pack, service book (stamped), owner's handbook, spare key, workshop manuals (in pdf format on disk), two expired MoTs, a V5C Registration Certificate, and MoT to 1st April 2018. Presented in pristine condition, having covered fewer than 1,400 miles from new, it represents a wonderful opportunity to acquire one of these exclusive, hand-built future classics.

£14,000 - 16,000
€16,000 - 18,000

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286 N

2007 MV AGUSTA F4 1000S

Registration no. not UK registered

Frame no. ZCGF511BB5V003496

Engine no. F5-03879

- One owner
- 12,012 kilometres from new
- Freshly serviced
- Registered in the Netherlands



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

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

Arguably the only surprising thing about the original MV F4 of 1998 was that it was launched as a 750 at a time when the class was fast becoming moribund. The Japanese factories' main focus of attention had already switched to 1,000cc sports bikes but it took all of six years for MV to follow suit, launching the limited-edition F4 Ago in 2005 together with mass-produced F4 1000 S.

The newcomers adhered to the same basic layout as the preceding 750, complete with radial 16-valve cylinder head, under-seat four-pipe exhaust system, six-speed cassette gearbox and tubular 'trellis' frame. Power went up to 166bhp (claimed) which meant around 150 horsepower at the rear wheel, good enough for a top speed in the region of 180mph. Wisely, MV chose not to change the F4's overall appearance, the Massimo Tamburini-designed 750 being widely acknowledged as one of the most beautiful motorcycles ever made. As usual, there were various limited edition versions available offering even higher equipment levels and extra helpings of carbon fibre.

Finished in the rare blue/silver colour scheme, this mint one-owner F4 1000S has covered only 12,012 kilometres from new and is offered fresh from a major service carried out by an MV dealer (we are advised that its maintenance history is known). Noteworthy features include CRC carbon-fibre embellishments and adjustable footrests from the Serie Oro version. The machine is offered with manufacturer's certificate of conformity, sundry service invoices, and Netherlands registration papers.

£7,000 - 8,000
€8,100 - 9,200

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THE FOLLOWING 8 LOTS ARE OFFERED FROM THE ESTATE OF THE LATE NORMAN LOWES AND HAVE BEEN STOOD FOR A NUMBER OF YEARS. ACCORDINGLY, ALL LOTS WILL REQUIRE RECOMMISSIONING TO A GREATER OR LESSER EXTENT AND ARE THEREFORE SOLD STRICTLY AS VIEWED.



287

1956 NORMAN 147CC MODEL B1S

Registration no. MAS 112

Frame no. B15 1972

Engine no. 127B 6155

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc autocytle, both Villiers-engined - in 1938. The post-war range consisted of the autocytle and the B1 and B2 lightweights, of 122 and 197cc respectively. In 1952 the renamed B1S and B2S appeared featuring swinging-arm rear suspension - at first using long, inclined dampers of Norman's own manufacture - before acquiring conventional upright dampers and the Armstrong leading-link front fork in the mid 1950s. The B1S used the 122cc Villiers 13D engine at first before being upgraded with the 147cc 30C and 31C units. It was dropped from the range at the end of 1959. This rare Norman B1S was acquired by the late Norman Lowes in 2009. The machine is presented in restored condition, though it is not known when it was last used. Re-commissioning and the customary safety checks will be required before returning it to the road. Accompanying paperwork consists of an old-style V5C registration document.

£1,200 - 1,600

€1,400 - 1,800



288

1959 NORMAN 249CC TWIN

Registration no. NFX 839

Frame no. B2S 7164 (see text)

Engine no. 734B 9688

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc autocytle, both Villiers-engined - in 1938. The post-war range consisted of the autocytle and the B1 and B2 lightweights, of 122 and 197cc respectively. In 1952 the renamed B1S and B2S sported swinging-arm rear suspension - at first using long, inclined dampers of Norman's own manufacture - before acquiring conventional upright dampers and Armstrong leading-link front forks in the mid 1950s. In 1955 Norman introduced its first twin-cylinder model, the TS, which was powered by the 242cc Anzani engine. This did not last long and by 1959 had been replaced by a new twin-cylinder model: the Villiers 2T-powered B3. 2T engines supplied to Norman by Villiers carried the prefix '734B'. This twin-cylinder Norman was acquired by the late Norman Lowes in 2008. Presented in restored condition, the machine was last taxed for the road to the end of March 2015, since when it has been kept in dry storage. Only light re-commissioning and the customary safety checks should be required before returning it to the road. Accompanying paperwork consists of an old-style V5 document, an expired MoT (May 2008), and a V5C Registration Certificate. It should be noted that the frame number prefix is that of a B2S model.

£2,000 - 2,400

€2,300 - 2,700



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289

1960 NORMAN 249CC B3 TWIN

Registration no. 415 TWW

Frame no. B3 8489

Engine no. 734B 19759

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc auticycle, both Villiers-engined - in 1938. The post-war range consisted of the auticycle and the B1 and B2 lightweights, of 122 and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined dampers of Norman's own manufacture - before acquiring conventional upright dampers and Armstrong leading-link front forks in the mid 1950s. In 1955 Norman introduced its first twin-cylinder model, the TS, which was powered by the 242cc Anzani engine. This did not last long and by 1959 had been replaced by a new twin-cylinder model: the Villiers 2T-powered B3. 2T engines supplied to Norman by Villiers carried the prefix '734B'. This Norman B3 was acquired by the late Norman Lowes in 2008. Presented in restored condition, the machine was last taxed for the road to the end of October 2014, since when it has been kept in dry storage. Only light re-commissioning and the customary safety checks should be required before returning it to the road. Accompanying paperwork consists of an old-style V5 and a current V5C Registration Certificate.

£2,000 - 2,400

€2,300 - 2,700



290

1960 NORMAN 249CC B4 SPORTS

Registration no. 237 NKT

Frame no. B4 9314T

Engine no. 229D 11111

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc auticycle, both Villiers-engined - in 1938. The post-war range consisted of the auticycle and the B1 and B2 lightweights, of 122 and 197cc respectively. In 1955 Norman introduced its first twin-cylinder model, the TS, which was powered by the 242cc Anzani engine. This did not last long and by 1959 had been replaced by a new twin-cylinder model: the Villiers 2T-powered B3. In October 1960 the Norman twin received a new frame and larger fuel tank, becoming the B4. The B4 was available as either the Roadster or Sports, the latter boasting attractive café racer styling in the Italian manner. This Norman B4 Sports was acquired by the late Norman Lowes in 2005 and is presented in restored condition, though it is not known when it was last used. Re-commissioning and the customary safety checks will be required before returning it to the road. Accompanying paperwork consists of an old-style V5C registration document.

£2,200 - 2,600

€2,500 - 3,000



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291

1966 JAMES 249CC M25S SPORTS SUPERSWIFT

Registration no. GVR 189D

Frame no. GM25S 321

Engine no. 687E 1584

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WW2. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett, and from then on the two marque's 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'. James models were powered by Villiers engines at first, though from 1957 many used AMC's own engine. Introduced in 1962, the Superswift used the Villiers 2T 250cc twin-cylinder engine in cycle parts virtually identical to those of the existing single-cylinder AMC-engined Commodore. In 1962 a Sports Superswift was added to the range, featuring a tuned engine, a tubular frame, and an Italian-style fuel tank like that of the Sports Captain. When the 'ordinary' Superswift was dropped for 1964, the Sports version switched to the Villiers 4T engine. Production of all James motorcycles ceased in October 1966. This restored James Sports Superswift was acquired by the late Norman Lowes in June 2012, having last been taxed for the road to the end of July 2011. Kept in dry storage since acquisition, the machine will require re-commissioning and the usual safety checks before returning to the road. Accompanying documentation consists of an expired MoT (October 2016), a V5C Registration Certificate, and an old-style logbook.

£2,200 - 2,600

€2,500 - 3,000



292

1966 ROYAL ENFIELD 249CC TURBO TWIN SPORTS

Registration no. NWJ 377D

Frame no. 71690

Engine no. 024F 2036

The Villiers 2T/4T proprietary engine enabled a host of manufacturers to offer a twin-cylinder two-stroke model in the all-important learner market during the 1960s, novice riders being restricted to machines under 250cc at that time. Royal Enfield's offering used the later 4T engine, which featured a more angular top end incorporating cylinders with four transfer ports (the 2T had only two) and ported pistons. Otherwise the 4T remained much as its predecessor. Enfield fitted the Villiers twin into the lightweight Crusader frame, while the cycle parts were those of the Clipper model. Introduced in November 1963, the original Turbo Twin was replaced in 1964 by the restyled and better-looking Turbo Twin Sports, which featured a chromium-plated fuel tank and mudguards. In this form the model remaining in production until late in 1966. This beautifully restored Turbo Twin Sports was acquired by the late Norman Lowes in December 2015, though it is not known when it was last used. Kept in dry storage, the machine should require only light re-commissioning and the customary safety checks before returning to the road. Accompanying paperwork consists of a V5C Registration Certificate.

£2,000 - 2,500

€2,300 - 2,900



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

293

1957 JAMES 197CC CAPTAIN

Registration no. YHU 232

Frame no. K7659

Engine no. 296B 78300

Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based initially at Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle in 1902. From the mid-1930s onwards James began concentrating on the lightweight two-stroke models for which it is best remembered, and continued the policy after WW2. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett. Thereafter 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'. Villiers engines were used exclusively at first, though from 1957 AMC's own power units were fitted to many models. James first adopted the 'Captain' name for its (nominally) 200cc model for 1950, while both the cycle parts and engine would be upgraded periodically as the years passed. This Villiers-engined Captain was acquired by the late Norman Lowes in 2005, though it is not known when it was last used. Presented in restored condition, the machine will require re-commissioning and the usual safety checks before returning to the road. Offered with an old-style V5C registration document.

£1,200 - 1,600

€1,400 - 1,800

No Reserve



294

1965 FRANCIS-BARNETT 249CC CRUISER 91 SPORTS

Registration no. EJF 144C

Frame no. H91 539

Engine no. 687E 1584

Part of Associated Motor Cycles from 1947, Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own were fitted to many models. By 1961 the home-grown product - although now manufactured by Villiers - was used exclusively; though that situation soon changed with the introduction for 1962 of the Villiers 2T-powered Cruiser Twin 89, based on the existing single-cylinder Cruiser 80. Tested by Motor Cycling magazine, the Cruiser Twin achieved a 'flat-on-the-tank' best of 71.9mph and returned 72mpg over the duration of the 500-mile test. New for 1963 was a sports version - the Cruiser 91 - boasting a restyled fuel tank, lowered handlebars, polished mudguards, and a fly screen; all very Italian. The Cruiser twins adopted the Villiers 4T engine for 1964, and were last produced in October 1966 when manufacture of all Francis-Barnett motorcycles ceased. One of the most stylish British lightweights of its era, this Cruiser 91 Sports was acquired by the late Norman Lowes in June 2012 and is presented in restored condition. Last taxed for the road to the end of July 2015, the machine should require only mild re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of a V5C Registration Certificate, and old-style logbook, and an expired MoT (October 2015).

£2,200 - 2,600

€2,500 - 3,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

FURTHER PROPERTIES

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



295



297



296



298

295

C.1923 LEVIS 211CC LIGHTWEIGHT

Frame no. to be advised Engine no. to be advised
Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque; progressively developed, it remained in production until 1926. We are advised that this Levis Lightweight's modifications - brakes, front fork, lubrication system, footrests, etc - were carried out by the previous owner. Prospective purchasers should satisfy themselves with regard to this motorcycle's specification prior to bidding. Kept garaged since the current vendor purchased it in 2016, the machine last ran in November of that year. There are no documents with this Lot.

£2,800 - 3,200
£3,200 - 3,700

296

1959 GREEVES 197CC 20TA SCOTTISH TRIALS

Frame no. 59 1687 20TA Engine no. 9E 626B 3353 T
Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle, but it was the firm's off-road products that really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event. An older restoration, this Scottish was purchased privately four years ago and last ran in 2016. The vendor has fitted a new exhaust and seat. There are no documents with this Lot.

£1,500 - 1,800
£1,700 - 2,100
No Reserve

297

C.1940 ARIEL 348CC W/NG

Registration no. WFX 378 Frame no. XG16037 Engine no. BH5396
Originally a military model, this particular Ariel W/NG was supplied to wartime contract number '294/C/8722'. Machines in this batch had frames in the sequence 'XG14759'-'XG17000' and engines 'BH4131'-'BH6149', so it can be seen that this example's frame and engine were supplied to this contract, and quite likely match. 'WFX 378' was registered to the current owner in 1983, and was then restored and rebuilt for long-distance trials such as the Arbutnot. It is currently fitted with a Burman GB gearbox from a Huntmaster but comes with its original (rebuilt) CP 'box, two Ariel chain cases, and a new wiring harness (there is no wiring fitted at present). Last used in 2000, the machine will require re-commissioning before further use. Offered with expired MoTs/tax discs, old/current V5/V5C registration documents, and an AOC dating certificate.

£2,000 - 3,000
£2,300 - 3,500
No Reserve

298

C.1950 ARIEL 346CC NG

Registration no. UFF 505 Frame no. AB1384 Engine no. BE1365
This Ariel NG's frame and gearbox were purchased by the current owner in 1987, and the machine registered to him in 1995 following its restoration. It consists of a 1950 frame and 1939 engine, while other noteworthy features include a raised rear frame (professionally altered to W/NG specification), an Amal Concentric carburettor, 21" front wheel, modified primary chain case, folding footrests, and a Moseley 'Float-On-Air' pneumatic saddle cover. There is no electrical wiring or lights, and we are advised that the fuel tank is in need of repair. Last used in 2000, 'UFF 505' will require re-commissioning before returning to the road. Accompanying documentation consists of the 1987 purchase receipt, an expired MoT (1996), some old tax discs, and a V5C Registration Certificate.

£2,000 - 3,000
£2,300 - 3,500
No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

299

1996 KAWASAKI GPZ900R A8

Registration no. N983 EHK

Frame no. ZX900A061650

Engine no. ZX900AE070066

'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...' - Bike magazine. One of the last sold here before the model was discontinued, this GPZ900 has been in the present ownership since 2007. The machine comes with full service history: service booklet, all previous MoT certificates, and some invoices. The last main-dealer service was carried out in June 2014 at 21,596 miles, since when a mere 15 miles have been covered. For the last three years the machine has been kept in dry storage as part of the owner's private collection, and thus will require re-commissioning and the customary safety checks before further use. It comes with an owner's manual, V5C document, and the aforementioned service history.

£800 - 1,200

€920 - 1,400

No Reserve



300 N

1999 DUCATI 996 BIPOSTO

Registration no. not UK registered

Frame no. ZDMH200AAWB000494

Engine no. ZDM996W4 002252

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. For 1999 the stronger and much improved 996cc engine of the limited-edition 916SPS was standardised on the new '996' model, while a Ducati Corse works development took Carl Fogarty to his fourth World Superbike Championship that same year. This clean example is equipped with J&S carbon fibre silencers, a carbon fibre clutch cover, and rear-set footrests (originals included). The current odometer reading is 57,063 kilometres (approximately 35,400 miles) and the machine benefits from an oil/filter change, new tyres, and a fresh battery fitted during the last service. Offered with Netherlands registration papers.

£4,500 - 5,500

€5,200 - 6,300



301

1980 HONDA XR200-A ENDURO

Registration no. OTW 627V

Frame no. JHMME025102919

Engine no. ME0265102925

Honda built the XR range of four-stroke enduro models in a variety of capacities. The XR200, as seen here, was one of a trio of such machines introduced for 1980. It is believed that only one batch was ever imported into the UK, and the model is rarely seen in this country. Purchased new by the current owner, 'OTW 627V' was ridden by him in the Welsh International Two-Day Trial from 1980 to 1983 inclusive, and also used for route marking at the 1983 ISDT in Wales. Last run in 1989, the machine will require re-commissioning before further use. It comes complete with Honda 'multi-tool' kit, owner's manual, Haynes manual, some expired MoTs and tax discs, sundry bills, a V5C document, and the original purchase invoice from 1980.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



302

1974 HONDA TL125 TRIALS MOTORCYCLE

Registration no. YDX 689S
Frame no. TL125 1204412
Engine no. TL125E 1204432

Powered by an all-alloy, single-cylinder, four-valve engine, Honda's first proper trials machine - the TL125 - first appeared in 1973 and under the guidance of off-road maestro and many-times British Trials Champion, Sammy Miller, was developed into a competitive mount for the clubman. Production continued until mid-1978. This TL 125 was purchased by the current (second) owner in 1981 and used for the next few years, including route-marking the 1983 ISDT in Wales. 'YDX 689S' was last ridden in 1984 and has covered only 1,783 miles from new. Fitted with lights and a Sammy Miller silencer, the machine will require re-commissioning before further use, including re-wiring the electrics. Accompanying paperwork consists of the 1981 purchase receipt, two expired MoTs, a V5C document, and a contemporary magazine road test.

£1,000 - 1,500

£1,200 - 1,700

No Reserve



303 N

1972 OSSA 244CC MAR TRIALS MOTORCYCLE

Registration no. SNP 927P
Frame no. B324857
Engine no. M-342857

Aiming to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. We are advised that this matching-numbers MAR is original, un-restored, and street legal. It has had only two owners: the first from 1972 to December 1976, and the second from January 1977 to date. The machine is presented in running condition and offered with a Belgian registration document.

£2,200 - 2,600

€2,500 - 3,000



304 N

1989 HONDA 647CC HAWK GT

Registration no. not UK registered
Frame no. JH2RC3109KM100681
Engine no. RC31E-210691

In the vanguard of the swing back to 'naked' motorcycles, the Honda NT650 was introduced in 1988, several years before the first Ducati Monster. Known as the 'Hawk' in the USA, the newcomer featured a state-of-the-art aluminium beam frame and a single-sided swingarm, being only the second production motorcycle (after the RC30) to have the latter. Its power unit was a 647cc six-valve water-cooled v-twin, which would be used for a succession of other Honda models. Designed by Toshiaki Kishi - also responsible for the CBR1000RR and VFR1200R - the Hawk enjoys cult status today. This early Hawk has covered only 14,208 miles and is presented in close to 'as new' condition. We are advised that it is original apart from the indicators. A real gem for the Honda collector, the machine is offered with Netherlands registration papers.

£2,000 - 2,500

€2,300 - 2,900

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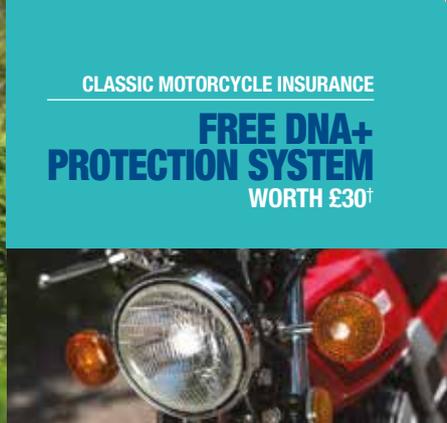
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NOTICE TO BIDDERS

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams*' opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

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

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

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

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

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4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in

advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* 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 £100,000 of the *Hammer Price*
20% from £100,001 to £2,000,000 of the *Hammer Price*
12% from £2,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

Payment by credit card, company debit cards and debit cards issued by a non-UK bank will be subject to a 2% surcharge on the total value of the invoice.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 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, shown beside the *Lot* number, 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

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buyer of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any Estimate in respect of it, whether contained in the Catalogue or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances

where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of Description save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 10 of the Buyers Agreement. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, Bonhams makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, Bidders should be aware that a general service, change of battery or further repair work, for which the Buyer is solely responsible, may be necessary. Bidders should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the ° of bore and wall-thickness

measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, Bonhams is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful Bidder is then unable to produce the correct paperwork, the Lot(s) will be reoffered by Bonhams in the next appropriate Sale, on standard terms for Sellers, and you will be responsible for any loss incurred by Bonhams on the original Sale to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked Lots require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a Seller of these articles, Bonhams undertakes to comply fully with Cites and DEFRA regulations. Buyers are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no Guarantee as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

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.
- TP Objects displayed with a TP will be located at the Cadogan Tate 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.
- 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.

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.

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

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

If successful

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

Sale title: THE SPRING STAFFORD SALE		Sale date: 23 April 2017													
Sale no. 23955		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 border="0"> <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														
£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															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: _____ Date: _____

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

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

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

The Bonhams Motoring Network

UK (Head office)

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

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

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

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

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

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

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

Northants & S. Midlands
Roger Etcell
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 323 006
Mob: 07786 330 191
roger.etcell@
bonhams.com

Midlands Motor Cars
Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

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

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

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

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

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

European (Head office)

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

European Representatives

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

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

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

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

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

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

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

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

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

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

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

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
info.au@bonhams.com

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.
com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@
bonhams.com

Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

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U.S.A.
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A.
Kate Wollman
+1 415 503 3221
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street ●
London W1S 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street ●
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

South East England

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight

+44 1273 220 000

Representative:
Brighton & Hove
Tim Squire-Sanders
+44 1273 220 000

West Sussex

+44 (0) 1273 220 000

South West England

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro

36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter

The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Tetbury

22a Long Street
Tetbury
Gloucestershire
GL8 8AQ
+44 1666 502 200
+44 1666 505 107 fax

Representatives:

Dorset
Bill Allan
+44 1935 815 271

East Anglia and Bury St. Edmunds

Michael Steel
+44 1284 716 190

Norfolk

The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle

The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford

Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

Yorkshire & North East England

Leeds

30 Park Square West
Leeds LS1 2PF
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester

2 St Johns Court,
Vicars Lane,
Chester,
CH1 1QE
+44 1244 313 936
+44 1244 340 028 fax

Manchester

The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey

La Chasse
La Rue de la Vallee
St Mary
Jersey JE3 3DL
+44 1534 722 441
+44 1534 759 354 fax

Representative:

Guernsey
+44 1481 722 448

Scotland

Edinburgh ●

22 Queen Street
Edinburgh
EH2 1JX
+44 131 225 2266
+44 131 220 2547 fax

Bonhams West of Scotland

Kirkhill House
Broom Road East
Newton Mearns
Glasgow
G77 5LL
+44 141 223 8866
+44 141 223 8868 fax

Representatives:

Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Representatives:

Cardiff
Jeff Muse
+44 2920 727 980

EUROPE

Belgium

Boulevard
Saint-Michel 101
1040 Brussels
+32 (0) 2 736 5076
belgium@bonhams.com

Denmark

Henning Thomsen
+45 4178 4799
denmark@bonhams.com

France

4 rue de la Paix
75002 Paris
+33 (0) 1 42 61 10 10
paris@bonhams.com

Germany - Cologne

Albertusstrasse 26
50667 Cologne
+49 (0) 221 2779 9650
cologne@bonhams.com

Germany - Munich

Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
munich@bonhams.com

Greece

7 Neofytou Vamva Street
Athens 10674
+30 (0) 210 3636 404
athens@bonhams.com

Ireland

31 Molesworth Street
Dublin 2
+353 (0) 1 602 0990
dublin@bonhams.com

Italy - Milan

Via Boccaccio 22
20123 Milano
+39 0 2 4953 9020
milan@bonhams.com

Italy - Rome

Via Sicilia 50
00187 Roma
+39 0 6 48 5900
rome@bonhams.com

The Netherlands

De Laireestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal

Rua Bartolomeu Dias nº
160, 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

Spain - Barcelona

Teresa Ybarra
+34 930 087 876
barcelona@bonhams.com

Spain - Madrid

Glasgow
Glasgow
G77 5LL
+44 141 223 8866
+44 141 223 8868 fax

Representatives:

Wine & Spirits
Tom Gilbey
+44 1382 330 256

Switzerland - Geneva

Rue Etienne-Dumont 10
1204 Geneva
+41 (0) 22 300 3160
geneva@bonhams.com

Switzerland - Zurich

Andrea Bodmer
Dreikönigstrasse 31a
8002 Zürich
+41 44 281 9535
zurich@bonhams.com

MIDDLE EAST

Israel

Joslyne Halibard
+972 (0)54 553 5337
joslyne.halibard@
bonhams.com

NORTH AMERICA

USA

San Francisco ●

220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles ●

7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York ●

580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:

Arizona

Terri Adrian-Hardy
+1 (480) 994 5362
arizona@bonhams.com

California

Central Valley
David Daniel
+1 (916) 364 3737
sacramento@bonhams.com

California Palm Springs

Brooke Sivo
+1 (760) 350 4255
palmsprings@bonhams.com

California San Diego

Brooke Sivo
+1 (323) 436 5420
sandiego@bonhams.com

Colorado

Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida

Jon King
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630
florida@bonhams.com

Georgia

Mary Moore Bethea
+1 (404) 842 1500
georgia@bonhams.com

Illinois

Ricki Blumberg Harris
+1 (773) 267 3300
+1 (773) 680 2881
chicago@bonhams.com

Massachusetts

Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada

David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Jersey

Alan Fausel
+1 (973) 997 9954
newjersey@bonhams.com

New Mexico

Michael Bartlett
+1 (505) 820 0701
newmexico@bonhams.com

Oregon

Sheryl Acheson
+1(503) 312 6023
oregon@bonhams.com

Pennsylvania

Alan Fausel
+1 (610) 644 1199
pennsylvania@bonhams.com

Texas

Amy Lawch
+1 (713) 621 5988
texas@bonhams.com

Virginia

Gertraud Hechl
+1 (540) 454 2437
virginia@bonhams.com

Washington

Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC

Gertraud Hechl
+1 (540) 454 2437
washingtonDC
@bonhams.com

CANADA

Toronto, Ontario ●

Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec

David Kelsey
+1 (514) 894 1138
info.ca@bonhams.com

SOUTH AMERICA

Brazil

+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong ●

Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing

Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Singapore

Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan

Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8758 2897 fax
summer.fang@
bonhams.com

AUSTRALIA

Sydney

97-99 Queen Street,
Woollahra, NSW 2025
Australia
+61 (0) 3 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne

Como House
Como Avenue
South Yarra
Melbourne VIC 3141
Australia
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

AFRICA

Nigeria

Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg

Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

Index

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253	2000	Aprilia 997cc RSV Mille	208	1923	FN 8hp 750 T Four
113	1931	Ariel 499cc Model SF31 'Sloper'	196	1925	Francis-Barnett 147cc
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143	1963	Norton 497cc Dominator 88 SS	104	1930	Velocette 249cc GTP
176	1969	Norton 745cc Commando Fastback	105	1935	Velocette 249cc MOV Project
175	1972	Norton 745cc Commando 'Peter Williams' Special	159	1936	Velocette 349cc MAC
155	1975	Norton Commando 850 MkIIA	106	1937	Velocette 249cc GTP
285	2011	Norton Commando 961 SE	103	1938	Velocette 349cc KSS Mark II Project
193		Norton 350cc Manx Racing Motorcycle	158	1940	Velocette 349cc KSS MkII
223		Norton 499cc Manx Replica	217	1948	Velocette 348cc DOHC KTT Racing Motorcycle
177		Norton Commando 750 Fastback	160	1948	Velocette 495cc MSS
263	1961	NSU 247cc Supermax	129	1959	Velocette 348cc MAC
303	1972	Ossa 244cc MAR Trials Motorcycle	133	1959	Velocette 499cc Venom to 'Clubman' specification
130	1948	Panther 348cc Redwing Model 70	162	1960	Velocette 192cc Valiant Veeline
210	1922	Raleigh 2¾hp	163	1964	Velocette 192cc Vogue
109	1926	Raleigh 2¾hp Project	161	1968	Velocette 499cc 'Thruxtonised' Venom
148	1959	Royal Enfield 693cc Constellation	150	1968	Velocette 499cc Venom Thruxton
183	1960	Royal Enfield 248cc Crusader Trials Motorcycle	264	1988	Vespa 125 Sport 'The Old School'
292	1966	Royal Enfield 249cc Turbo Twin Sports	172	1949	Vincent-HRD 998cc White Shadow Series C Project
101	1937	Rudge 499cc Ulster	174	1950	Vincent 498cc Comet
226	1972	Seeley-Suzuki 'TR500' Racing Motorcycle	173	1951	Vincent-HRD 998cc Rapide Series C
202	c.1930	Styl'son-Blackburne 350cc Sports	203	1912	Williamson 8hp Motorcycle Combination
127	1950	Sunbeam 489cc S8	281	1966	Yamaha 246cc YDS3
269	1972	Suzuki GT750J	282	1966	Yamaha 305cc YM1
108	1926	Triumph 494cc Model P Project	280	1970	Yamaha 250cc YDS6
164	1939	Triumph 498cc Tiger 100	275	1974	Yamaha 347cc YR5
165	1939	Triumph 499cc Speed Twin	254	1985	Yamaha 1,197cc V-Max
138	1949	Triumph 499cc Grand Prix Replica	277	1989	Yamaha FZR1000 EXUP
135	1950	Triumph 499cc Speed Twin	215	c.1940	Zündapp KS600 Motorcycle Combination
137	c. 1950	Triumph 498cc Thunderbird/Trophy Special			



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