

THE AUTUMN STAFFORD SALE

Sunday 15 October 2017

Staffordshire County Showground



Bonhams







THE AUTUMN STAFFORD SALE

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

Sunday 15 October 2017 at 10:30
The 24th Carole Nash Classic Motorcycle Mechanics Show
Sandylands Centre
Staffordshire County Showground

VIEWING

Saturday 14 October
10:00 to 17:00

Sunday 15 October
from 09:00

SALE TIMES

Spares & Memorabilia 10.30
Motorcycles 11.30

SALE NUMBER

24131

CATALOGUE:

£25.00 + p&p

PLEASE NOTE

Admission to the auction is by catalogue only.

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

BIDS

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

LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

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

Please note that bids should be submitted no later than 16:00 on Friday 13 October. Thereafter bids should be sent directly to the Bonhams office at the sale venue.
+44 (0) 8700 270 089 fax or
bids@bonhams.com

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

CASH LIMIT ACCEPTANCE

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

ENQUIRIES

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

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

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,
Lucinda Bredin, Simon Cottle, Andrew Currie,
Jean Ghika, Charles Graham-Campbell,
Matthew Haley, Richard Harvey, Robin Hereford,
David Johnson, Charles Lanning, Grant Macdougall

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, 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 **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.

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

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

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

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

Lancs, Yorks,
N. Counties & Scotland
+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.com

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

Shropshire, Glos & Wales
+44 (0) 1299 270 642
jim.reynolds@bonhams.com

Northants & South Midlands
+44 (0) 1327 323 006
roger.etc@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

France
+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 (651) 235 2776
motorcycles.us@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-smith@bonhams.com

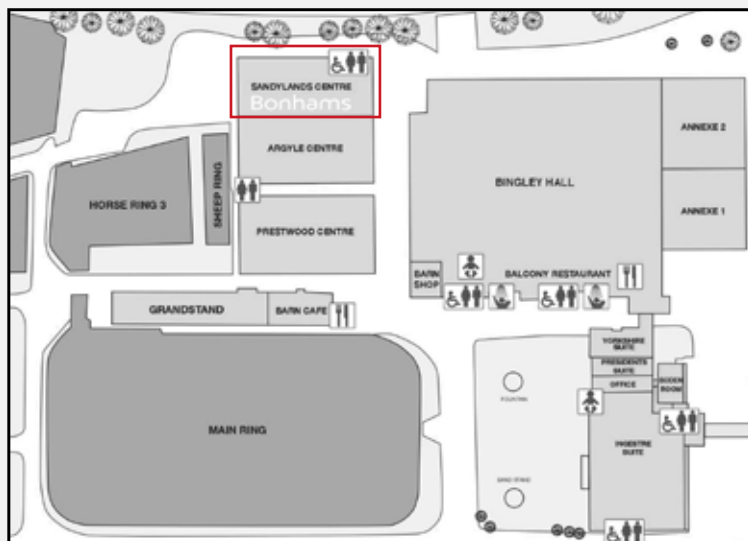
Recommended Transporters

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

Recommended Vehicle Insurer

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 6pm Sunday 15 October 2017.

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

Bonhams Oxford

Banbury Road
Shipton on Cherwell
Kidlington
Oxford
OX5 1JH

Lots will be available for collection from 10am Wednesday 18 October 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 ♦ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Please 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 17 October, by appointment with Polygon Transport.

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

£90 + VAT per motorcycle
£135 + 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

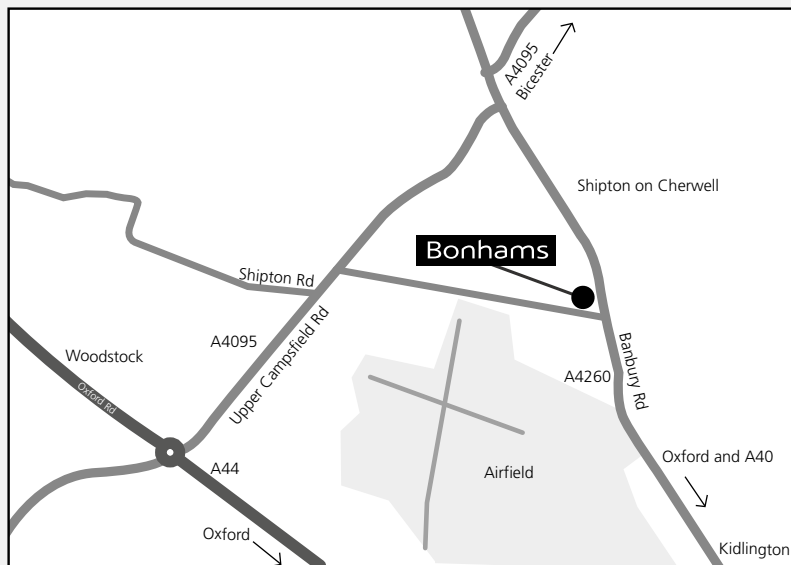
£115 + VAT per motorcycle
£165 + VAT per motorcycle combination

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).



SPARES AND MEMORABILIA

Sunday 15 October at 10.30

Lots 1 - 34

Images of each lot can be found at:
www.bonhams.com/24131





ional

3



5



1

A PILGRIM OIL PUMP

together with three other similar units, condition unknown.

(Qty)

£300 - 400

€330 - 440

2

A SELECTION OF BRASS AND OTHER BELIEVED VINTAGE OILERS,

including examples by Nesthill, Wakefield Castrol, New Hudson and others, together with a believed vintage hub, a hand gear change selector and a nickel plated sprung control lever

(Qty)

£250 - 350

€270 - 380

6



3 ♦♦

A C.1933 RUDGE FRAME,

incomplete, frame number illegible (believed to read 50575), fitted with girder forks; together with two unidentified brake plates, a hub and spokes (possibly Velocette).

Prospective bidders should satisfy themselves as to the date and suitability of the components prior to bidding.

£800 - 1,200

€880 - 1,300

4

A SET OF GIRDER FORKS,

incomplete and repainted. Close inspection advised.

£250 - 350

€270 - 380

5

A SET OF PRE-WAR GIRDER FORKS,

the vendor advises these are suitable for Ariel OHC Square Four, completely overhauled including new bushes bored in-line, powder coated, re-chromed links and rubber mounting handle-bar clamp. Close inspection advised. Sold as seen.

£500 - 700

€550 - 770

6

A NEW & UNUSED PETROL TANK, SUITABLE FOR PRE-WAR ARIEL,

together with an NOS Smiths MA Speedometer to suit tank and a set of tank rubbers. Close inspection advised. Sold as seen.

£500 - 700

€550 - 770

7 ♦

A SELECTION OF ARIEL OHC SQUARE FOUR COMPONENTS,

including four used pistons (including pins and rings); main bearing carrier complete with bearing; big end bearing complete with rollers; a Lucas Bakelite 4-cyl distributor cap; a new horizontal end 'pull type' twist grip with rubber; two new Lucas distributor caps; brake shoes; front brake plate; chain guards and sundry tinware; a new cycle pump and a new Amal choke/ignition control. Close inspection advised.

(Qty)

£500 - 700

€550 - 770

8 ♦♦

A 1930 NORTON 16H PROJECT,

comprising frame (No. 42466) dispatched 30th September 1930 to King & Harper; forks; petrol tank, oil tank, mudguards, two wheels and a Sturmey Archer four-stud gearbox, number illegible (believed to read CS107776L); together with other sundry spares. Prospective bidders should satisfy themselves as to the Vintage, model and completeness of the items prior to bidding.

(Qty)

£1,000 - 1,500

€1,100 - 1,600

9 ♦

AN AUTOJUMBLER'S LOT,

including a late vintage Lucas electric headlamp, 5 covers for sprung saddles (used), 2 cast alloy silencers (unmachined, make unknown), 2 exhaust pipes with silencers (rusty), a silencer (plated), various footrest rubbers, 2 sidestands, twistgrip, 2 carburettors (incomplete), various fuel taps, a Scott gear lever (footchange), a pair of heat shields for high level exhaust pipes, various mudguard stays, a rear stand, etc. The condition and completeness of all these items is unknown and close inspection is recommended.

(Qty)

£250 - 500

€270 - 550



7



14



8 (part lot)



15

10
TWO BELIEVED VELOCETTE 500CC BARRELS,
one with piston, both with slightly damaged fins.
(2)
£250 - 350
€270 - 380

11 ♦
VINTAGE MOTORCYCLE AND OTHER GEARBOXES,
for restoration and including examples by Sturmev Archer, Burman, Albion and other items including a quantity of clutch related parts.
(Qty)
£400 - 500
€440 - 550

12 ♦
A SELECTION OF VINTAGE MOTORCYCLE AND OTHER MAGNETOS,
including examples by ML, Scintilla, Thomson Bennett, CAV and other related items.
(7)
£300 - 400
€330 - 440

13 ♦
A VILLIERS JUNIOR ENGINE,
numbered XX12158, condition unknown.
£250 - 350
€270 - 380

14 ♦
A VINCENT COMET BOTTOM END ASSEMBLY,
the vendor advises fully reconditioned by Maughan and sons Ltd. with accompanying invoice, matching number crankcases (54D/54D) crankshaft fully reconditioned with new big end assembly, 2 new mainshafts, new main bearings, new spindles, new oil pump assembly, and other parts together with original inner primary chaincase marked 54D, plus outer primary chaincase marked 69HH.
(Qty)
£1,400 - 1,800
€1,500 - 2,000

15 ♦
TWO PAIRS OF VINCENT COMET CRANKCASES
numbered F5AB/2A/2726 and F5AB/2A/4369, together with five various Burman gearboxes, condition and completeness unknown, close inspection advised.
(Qty)
£1,000 - 1,500
€1,100 - 1,600



16



17

16 ♦

A SELECTION OF BELIEVED VINCENT SPARES,

including a Chronometric speedo drive, believed Comet barrel and Omega piston, gearbox mounting brackets, twin leading shoe front brake drum, Amal carburetors and parts, rear guard hinged bracket, foot rests, Miller dynamo and various other items.

(Qty)

£500 - 700

€550 - 770

17

A FIVE INCH SPEEDOMETER,

with Smiths 150mph dial; condition and completeness unknown. Prospective bidders should satisfy themselves as to the suitability and manufacture prior to bidding.

£350 - 450

€380 - 490

18 ♦♦♦

A SCRATCH BUILT WOODEN SCALE MODEL OF AN ARIEL SQUARE FOUR BY PHILIP MILLER,

hand made in various woods and wooden veneers, with rolling wheels, working steering, mounted to a mirrored display base, enclosed in a Perspex display case (one panel distressed), approximately 130 x 93 x 66cm.

£3,000 - 4,000

€3,300 - 4,400

19 ♦♦♦

A SCRATCH BUILT WOODEN SCALE MODEL OF A MATCHLESS 350CC BY PHILIP MILLER,

hand made in various woods and wooden veneers, with rolling wheels, working steering, mounted to a wooden display base with applied plaque reading '1946 Matchless 350cc half size in various woods by Phillip Miller, year 2005', enclosed in a Perspex display case, approximately 130 x 56 x 72cm.

£800 - 1,200

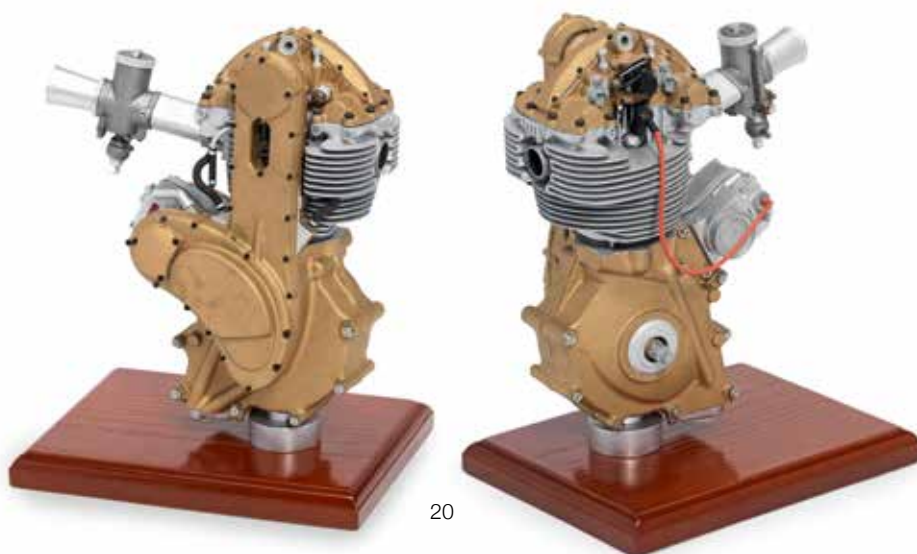
€880 - 1,300



18



19



20

20

A SCRATCH BUILT SCALE MODEL OF A 1963 MATCHLESS G50 500CC ENGINE BY MOTO MINIATURES, OFFERED FOR SALE ON BEHALF OF THE JOAN SEELEY PAIN RELIEF MEMORIAL TRUST,

measuring approx. 280 x 200 x 200mm (11 x 7.5 x 7.5"). Comprising of over 140 individual finished components and taking many man hours to construct, this work of art represents a real labour of love. Each part has been lovingly finished before being bought together to create a faithful 1:2.5 fantastically detailed replication of the thumping heart of one of the definitive British racing 500cc singles. For more information, please visit moto-miniatures.com.

£600 - 1,000

€660 - 1,100

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

21*

A 1911 CONTINENTAL TYRES 'THE HISTORY OF THE MOTORCYCLE' BROCHURE,

in used condition, with black and white illustrations, covers distressed.

£250 - 350

€270 - 380

22

NICKY HAYDEN'S REPSOL HONDA MOTOGP MOTORCYCLE COVER,

as used by the team in 2006 and 2007, signed by Nicky Hayden together with a letter from Honda Racing Corporation and a copy of 'The Motorcycle Yearbook 2006' with dust cover.

(Qty)

£400 - 600

€440 - 660

22

23

A BELIEVED HONDA RC30 TOOL ROLL,

comprising of sockets in various sizes, ratchet, swan neck and open-ended spanners and other tools.

(Qty)

£250 - 350

€270 - 380

24

A HONDA NR750 PUBLIC SALES BROCHURE,

with colour illustrations, together with an NR750 oval piston keyring enclosed within a wooden presentation box.

(2)

£250 - 350

€270 - 380

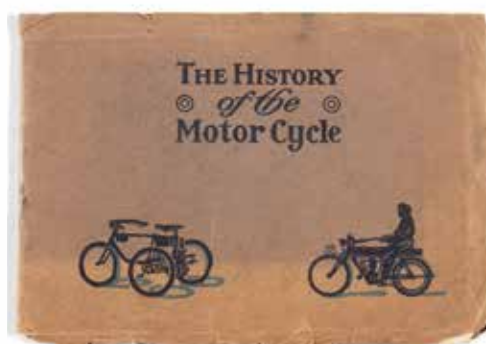
25

A MOTOCOURSE 1977 EDITION,

signed by Barry Sheene in blue ink and together with an unknown signature, with dust cover, in used condition.

£250 - 350

€270 - 380



21



23



24



26



29



28



30



31



32

26

A LIMITED EDITION PRINT OF 'LUCIFERS HAMMER', 1985 DAYTONA BOTT WINNER, number 4 of 5 limited prints, depicting Gene Church on a Harley-Davidson, signed by Gene, mounted, framed and glazed, approximately 50 x 59cm, together with MoPro Motorcycle Artwork letters.
£500 - 700
€550 - 770

All proceeds to be donated to the TTRA Charity (no. IOM 546).

27

NO LOT

28

A 'MOTORCYCLE WITH SIDECAR' CERAMIC FIGURINE GROUP BY LLADRO, 1982-1985, spanish, limited edition, ceramic with coloured glazed finish, depicting a gentleman rider in motoring attire, and his female passenger on a day out on their vintage motorcycle combination, 43cm long, with a wooden display base.
£350 - 450
€380 - 490

29

A 1910 MCC EXETER TRAIL GOLD FINISHER'S MEDAL, AWARDED TO ARTHUR J MOORHOUSE, the 9ct gold medal by Mappin & Webb, Birmingham, hallmarked 1910, the obverse struck with relief design of the two cities, the reverse engraved with rider and race details 'London-Exeter-London Dec 26-27 - 1910 - Motor Cycle - A. Moorhouse', weight approximately 12.5gms, awarded to amateur TT rider Moorhouse on his Indian Twin, who was tragically killed at the Brooklands track in 1912.
£250 - 350
€270 - 380



33

30

A 1923 BMCRC BROOKLANDS BRONZE WINNER'S ROUNDEL,

cast bronze, with British Motor Cycle Racing Club and Britannia design in relief and with 'Frith 20' cast signature, engraved with race details 'Senior 3 Lap Handicap - 1st Prize W.V.Pickering - 74.55 M.P.H. 5th May 1923', the roundel 18cm diameter, fixed to circular wooden plaque.

£300 - 500

€330 - 550

According to records, W.Vernon Pickering won 1st place at this 750cc-1,000cc event on a 984cc BSA V-Twin, beating Freddie Dixon into 2nd place on his 989cc Harley-Davidson.

31

SEVEN EASTERN CENTRE ACU MEDALS AWARDED TO T.B. HENSMAN,

including five silver examples for Reliability 1922; Speed Trials July 24th 1924, Second, 350cc Solo, Flying Start; Reliability 1922; Hill Climb 1922; and another inscribed T.B. Hensman only; together with two other examples awarded for Hill Climb, 1922; and Speed Trials July 1924, Third 350cc Solo, Standing Start.

(7)

£350 - 450

€380 - 490

32

A 1935 DEUTSCHLAND GRAND PRIX TROPHY,

presented by Staatsminister Dr. Fritsch on 14/7/1935, approximately 24cm tall.

£350 - 450

€380 - 490



34

33 † ◊

THE LEW COFFIN ARCHIVE OF TROPHIES, AWARDS, MEDALLIONS, MUGS, PHOTOGRAPHS, CERTIFICATES, EPHEMERA, AND OTHER ITEMS,

related to Lew's illustrious racing career in both speedway, grass track, trials, and scrambling, including the silver Blackmore Vale Motorcycle Club RC Stainer Memorial Cup, London 1865, approx. 14.82 ozt, Reg Stainer Silver Memorial Trophy, Birmingham 1939, approx. 16.23 ozt all in, other trophies and ephemera.

(Qty)

£2,000 - 3,000

€2,200 - 3,300

34 ◊ ◊

A LARGE COLLECTION OF SPEEDWAY LITERATURE,

contained within two boxes and including Exeter Speedway and other programmes, photographs, autograph albums, Speedway News, Speedway Star and other publications, some dating from the '40s and '50s; together with other later publications and programmes.

(Qty)

£300 - 400

€330 - 440

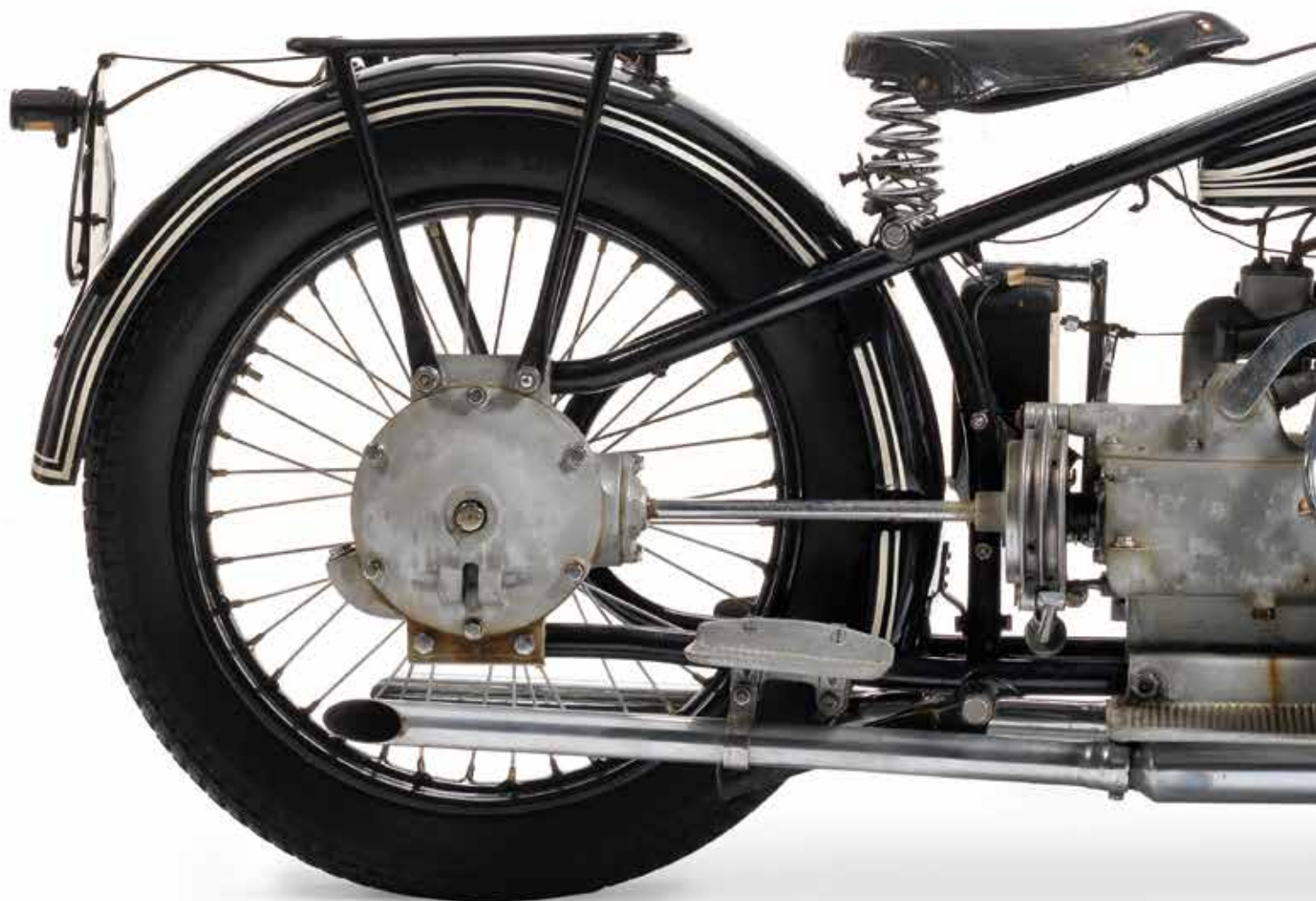
Please note this lot is subject to VAT at 20% on hammer price and buyers premium

MOTORCYCLES

Sunday 15 October 2017 at 11.30

Lots 101 - 339

Images of each lot can be found at:
www.bonhams.com/24131







101



102

101
1957 JAMES 225CC COLONEL

Registration no. AEH115A Frame no. 57K12297M
Engine no. 390B12149

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. Villiers engines were used at first, though from 1957 many models were powered by AMC's own engine. James first adopted the 'Colonel' name in 1953 for a new model, which was powered by the single-cylinder 225cc Villiers 1H engine and used the newly introduced swinging arm frame shared with the 197cc Captain. Full width hubs and an hydraulically damped front fork were introduced on both models for 1955, and in this form the Colonel ran on into 1957 before being discontinued. This example was purchased from a deceased's estate 12 months ago having been restored in the 2000s by the previous owner. Offered with a V5C Registration Certificate, the machine will require re-commissioning before returning to the road.

£1,500 - 2,500

€1,600 - 2,700

No Reserve

102
1961 JAMES 98CC COMET

Registration no. 468 XUJ Frame no. DL13204
Engine no. 606B 17068

James' first post-war models were the ML, a 122cc Villiers-engined machine derived from a successful military design, and an autocycle. The next introduction - in 1948 - was the Comet, again Villiers-powered but this time using the 98cc 1F unit, the latter housed in a simple loop-type rigid frame fitted with single-tube girder front fork. Standard (direct lighting) and de luxe (battery) models were offered. Previously 'ACA 593A', this Comet was reregistered as '468 XUJ' in April 2010 (see documents). Fitted with new tyres, tubes, and rim tape in March 2017, the Comet was fully serviced and MoT'd in May of this year. The machine is offered with an instruction book, spare parts catalogue, VMCC dating certificate, Villiers 4F engine operating instructions, MoT to May 2018, and a V5C Registration Certificate.

£800 - 1,200

€880 - 1,300

No Reserve



103



104

103
1962 ROYAL ENFIELD 693CC CONSTELLATION

Registration no. 966KPT Frame no. 96801
Engine no. SB10891

Like BSA and Triumph before it, Royal Enfield would enlarge its 500cc twin, eclipsing its rivals with the 693cc Meteor, Britain's largest vertical twin at the time of its introduction for 1953. Extensive revisions to the engine and the adoption of a new frame 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, 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 from a deceased's estate 12 months ago having been restored in the 2000s by the previous owner. Run since acquisition, the machine is offered with a V5C document.

£3,500 - 4,500

€3,800 - 4,900

104
1956 BSA 646CC ROAD ROCKET

Registration no. 805 BPE Frame no. EA7 6245
Engine no. CA10R 3558

BSA faced demands for more power from their highly successful A10 range and countered with the 'Road Rocket' of 1954, advertised as 'The World's Greatest Motorcycle'. Excellent it certainly was, providing plenty of power and reliability for the café-racer crowd. So successful, indeed, that many 'copies' have been created from standard A10 machines. 805 BPE is a believed original, matching-numbers 'Road Rocket' (print-out on file), fully rebuilt to his habitual standard by a private master-restorer in 2017. A 'large-badge' tank is fitted, the owner's preference. With a V5C for its Surrey number and an MOT to July 2018, this lovely machine requires the usual safety checks and setting up for its new owner.

£6,000 - 8,000

€6,600 - 8,800



105



106

105

1929 ARIEL 249CC MODEL LB

Registration no. FB 7791 Frame no. L6656 Engine no. L6509

Like the whole economy, which was in the middle of the depression, the motorcycle industry was having a tough time in 1929. Ariel offered a range of six models that year including the new model LB, a 250cc side valve. The motorcycle offered here was first registered in July 1929. It is accompanied by a V5C and a continuation green log book issued in December 1974. The only recorded keeper in the log book is the vendor's father in law, so it has been in long term family ownership for at least 43 years. This very attractive lightweight was used regularly by the vendor's late husband, and was frequently to be seen participating in the Banbury and Graham Walker Runs. We are informed that the old battery has been removed. It has not been used for over two years and re-commissioning is recommended before it once again takes to the road.

£3,500 - 4,500

£3,800 - 4,900

106

1934 MATCHLESS 250CC MODEL F SPORTS PROJECT

Registration no. AYF 196 (see text) Frame no. 546

Engine no. 34/F/562 (see text)

The 1934 Matchless range comprised no fewer than 11 models. The singles, including the Sports 250 featured here, were all "slopers". The factory claimed a top speed of 65 - 70 mph which was impressive for a 250 at this time. This unfinished restoration is offered in the form of a rolling chassis accompanied by a large quantity of parts. Some components including the exhaust system are missing. There is no current registration document but the accompanying continuation log book (issued 1947) may possibly assist in reclaiming the original registration number of AYF 196. Please note that the log book quotes the engine number as 24/F/562, whereas it is actually 34/F/562. Prior to bidding, prospective bidders should satisfy themselves regarding the machine's completeness or otherwise, and also in relation to the possibility of reclaiming the original registration number. This interesting lightweight project is sold strictly as seen. Close inspection is recommended.

£1,500 - 2,500

£1,600 - 2,700



107



108

107^N

C.1953 LA FRANÇAISE-DIAMANT 125CC TYPE 23 PROJECT

Registration no. not UK registered Frame no. 731378 Engine no. not visible

Founded in the late 19th Century as a bicycle manufacturer, La Française-Diamant is best known for its racing cycles, one of which carried Maurice Garin to victory in the inaugural Tour de France of 1903. During the company's early days as a motorcycle manufacturer, ZL proprietary engines were used while after WWI those of Zurcher were preferred. La Française-Diamant merged with Soyer in 1924 and a couple of years later was acquired by Alcyon, becoming part of the Gentil family's empire. Models branded 'La Française-Diamant' continued to be produced up to the mid-1950s, the two-stroke-engined Type 23 being essentially the same as the Alcyon model of the same name. Currently displaying a total of 15,736 kilometres (approximately 9,700 miles) on the odometer, this rare French motorcycle is offered for restoration and sold strictly as viewed.

£700 - 1,100

£770 - 1,200

No Reserve

108

C.1929 LEVIS 247CC '6 PORT'

Registration no. RD 7859 (see text) Frame no. 24793 Engine no. 27265

One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. The two-stroke enthusiast's ideal 'Banbury' mount, this beautiful little Vintage-era Levis lightweight is the sporting '6 Port' model, which was produced alongside the cheaper, four-port Model Z and advertised as 'the 60mph 250cc two-stroke'. Purchased from the Bath area, the machine is an older restoration and appears complete. The engine turns over and has compression. Prospective purchasers should note that there is no registration document with this Lot and should satisfy themselves in relation to the possibility of reclaiming the original registration number

£4,500 - 6,500

£4,900 - 7,100



109



110

109 N

C.1963 MOTO GUZZI 110CC ZIGOLO PROJECT

Registration no. not registered Frame no. 85MN

Engine no. none visible

Like most Italian lightweights of the 1950s, the 98cc Moto Guzzi Zigolo was light-years in advance of its British contemporaries, being reliable, comfortable, and endowed with excellent roadholding and handling despite rather crude suspension. Top speed exceeded 50mph and fuel consumption of more than 100 miles per gallon was attainable. Manufactured between 1960 and 1966, the Zigolo 110 came with a larger and marginally more powerful version of Guzzi's rotary-valve two-stroke single-cylinder engine, plus the considerable advantage of hydraulically damped suspension front and rear. This Zigolo 110 is offered for restoration and sold strictly as viewed. There are no documents with this Lot, and it should be noted that the engine requires attention.

£500 - 700

€550 - 770

No Reserve

110 NMT N

C.1957 GILERA 150CC PROJECT

Registration no. not registered Frame no. none visible

Engine no. 192-402

Gilera first sprang to 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 that again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. There are no documents with this Gilera 150, which is offered for restoration and sold strictly as viewed. We are advised that the engine requires attention. It should be noted that there is no registration document with this motorcycle.

£1,000 - 1,400

€1,100 - 1,500

No Reserve



111



112

111 NMT N

1980 GILERA 122CC GR1 TRAIL

Registration no. not registered Frame no. 116*1558

Engine no. 115*10541

Following its acquisition by Piaggio, Gilera introduced a new 122cc engine intended for a range of lightweight '125' models, commencing in 1977 with the TG1 roadster and GR1 trail bike. The five-speed engine/gearbox and frame were shared, while the running gear reflected the difference in the machines' intended spheres of operation, the trail model being equipped with spoked wheels, high handlebars, drum front brake, lower gearing, plastic mudguards, etc. Both models were updated with pumped lubrication in 1982. The vendor has been advised that this beautifully preserved GR1 previously belonged to the owner of a vineyard, who used it sparingly around his estate (the odometer reading is only 3,111 kilometres - approximately 1,900 miles). Offered with a copy of its French Carte Grise, this motorcycle is subject to a NOVA declaration as a new means of transport (duty of 20% is payable by the purchaser).

£2,000 - 2,500

€2,200 - 2,700

112 N

1962 CASAL 50CC BLISS

Registration no. not registered Frame no. 25001 Engine no. 000341

Founded in 1953 in Aveiro, Portugal, Metalurgia Casal manufactured a range of products that included agricultural engines as well as motorcycles, the first of which - a scooter - appeared in the 1960s. Early Casals were powered by Zündapp engines, later ones by Casal's own Zündapp copy. During the boom years of the 1970s, Casal motorcycles and mopeds were widely exported to other European countries including the UK. The company ceased to produce motorcycles in 2000 and today operates as a Suzuki agency in Portugal. The previous owner advised the current vendor that this Casal was previously owned by the Portuguese National Guard, which might explain the 'crash' bars and generously sized rear carrier. Fan cooling for the engine, a handlebar shroud, and full enclosure of the final drive chain are other unusual features. There are no documents with this Lot.

£700 - 900

€770 - 990

No Reserve



113



114

113

C.1961 JAMES 199CC CAPTAIN PROJECT

Registration no. not registered Frame no. to be advised
Engine no. 20T 5699

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. Villiers engines were used at first, though from 1957 many models were powered by AMC's own engine. James first adopted the 'Captain' name for its (nominally) 200cc model for 1950, and both the cycle parts and engine would be upgraded periodically as the years passed. By the early 1960s when the L20 example offered here was made, the Captain was being built with a swinging-arm frame and the AMC engine. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£800 - 1,200

€880 - 1,300

No Reserve

114

C.1959 BSA 172CC D7 BANTAM SUPER CAFÉ RACER

Registration no. not registered Frame no. none visible
Engine no. ED7B886

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and up-swept handlebars. This extensively modified Bantam café racer is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£800 - 1,200

€880 - 1,300

No Reserve



115



116

115 N

C.1983 YAMAHA DT80LC ENDURO

Registration no. not registered Frame no. 37A-018320
Engine no. 37A-018320

Yamaha began contesting the off-road market in the 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. Powered by a single-cylinder, water-cooled, two-stroke engine equipped with reed valve induction, the trail-styled DT80LC enduro was one of Yamaha's most successful smaller models of this type during the early 1980s. This matching-numbers example displays a total of 23,272 kilometres (approximately 14,400 miles) on the odometer and appears to have come from France. It appears complete, if well used, and we are advised that the engine requires attention. Sold strictly as viewed, the machine is offered with copies of the French Carte Grise and Déclaration de Cession d'un Véhicule.

£600 - 900

€660 - 990

No Reserve

116

1994 TRIUMPH 750CC TRIDENT

Registration no. L719 PRW Frame no. SMTTC333BEN003163
Engine no. 003212

John Bloor's resurrection of Triumph and its transformation into a thriving global brand is one of the more unlikely manufacturing success stories of modern times. Unveiled at the Cologne Show in the autumn of 1990, the range consisted of three- and four-cylinder models named after iconic Triumphs of the past: Daytona, Trophy, and Trident. Now, a quarter of a century later, these early Hinckley Triumphs are becoming increasingly collectible. This particular Trident has had only three registered keepers, the current one (apparently) being the wife of the second, who acquired the Triumph when it was only 3½ months old. Currently displaying a total of 23,602 miles on the odometer, the machine has been stood for some years and would benefit from detailing and re-commissioning. Its mechanical condition is not known and thus the machine is sold strictly as viewed. Offered with a V5C document.

£800 - 1,200

€880 - 1,300

No Reserve



117



118

117
1969 BSA BANTAM 175
 Registration no. SUT 624H
 Frame no. CC 01700B175
 Engine no. CC 01700B175

Ask any motorcyclist of a certain age about learning to ride and Bantam, the country's basic trainer will be mentioned. At first in D1 125cc form, designed after BSA acquired the German DKW 125 designs as war-reparations, the range developed between 1948 and 1970 into the excellent four-speed 175, the example offered here. SUT 624H is a matching-numbers example, itself today a rarity in a popular model, but is believed to be in original and un-touched condition, with the maker's finish intact. Believed to be mechanically sound and unused for many years, it awaits a deep clean, and the usual overhaul checks and re-commissioning before returning to the road. Offered with V5C.

£800 - 1,200
€880 - 1,300
No Reserve

118
1956 TRIUMPH 197CC TIGER CUB
 Registration no. VTA 329
 Frame no. 26088
 Engine no. T20 26088

Triumph's first attempt at entry-level machines was the 150cc ohv 'Terrier' in 1953. Friendly but under-powered, this was superseded by the T20 'Tiger Cub' in 1955. Sharing the plunger-sprung frame, the extra 64mm x 66mm 50cc made all the difference, with the 'Cub' becoming a justifiably popular machine with a following of its own and many variations to follow. 'VTA 329' is a matching-numbers example of the first 'Tiger Cub' and presents in very good order. Recently rebuilt (photos and bills on file) to believed original specification and finish, the machine is offered complete with a V5C and old RF.60 logbook. This delightful machine will require the usual safety checks before returning to the road.

£2,600 - 3,000
€2,800 - 3,300



119



120

119
1955 BOWN 125CC T.T.
 Registration no. VSY 889
 Frame no. S 12297
 Engine no. 453A 347590

Bown is a name older than the motor cycle industry. Originally Birmingham-based makers of the Aeolus wheel bearings for early bicycles, the company was relocated to Wales in the 1950s as producers of rather individual lightweights powered by Villiers engines, as installed to this example as well as mopeds. Production was limited making survivors rare indeed. VSY 889 is an example of their T.T. model and is believed to be original specification and in excellent condition. Last used in 2000 and requiring the usual safety checks and re-commissioning following a period of careful storage. Complete with V5C the 'T.T.' will make a good VMCC entrant and excellent lightweight transport.

£1,500 - 2,000
€1,600 - 2,200
No Reserve

120
1970 GREEVES 169CC PATHFINDER
 Registration no. TPP 901J
 Frame no. 5913162
 Engine no. 2690158

In common with other makers, the Essex firm of Greeves was hard-hit by the tailing-off of engines from Villiers. Alternatives were found and the Pathfinder, a 'trail-bike' in the day, received the 169cc power-unit from Puch's enduro model, not without some muttering from the purists! The engine proved to be problem-light, though its power output style was different from the Villiers. This sound example is without its lighting set and registration plate - though it should be noted that it has a V5C. In apparently very good condition, a Greeves enthusiast will find that some simple additions will restore its original appearance and the usual re-commissioning and safety checks should follow.

£1,600 - 2,200
€1,800 - 2,400
No Reserve



121



122

121

1973 BULTACO 245CC PURSANG MK.7

Registration no. Not UK Registered

Frame no. PM 12001144

Engine no. PM 12001144

The Spanish Bultaco concern was prominent during the comparatively brief period of that country's entry into the motor cycle market, and produced a bewildering variety of models and variations on a theme. One of the outstanding models was the 'Pursang', a range of well-made and highly competitive moto-cross machines. The machine offered here is a Mk7, 250cc, in good and un-damaged cosmetic and mechanical condition with no major modifications noted. Like many off-road bikes, it has never been road-registered, and will need the normal safety checks before being ridden, following a period of careful storage.

£1,600 - 2,000

€1,800 - 2,200

No Reserve

122

C.1971 SPRITE 125CC TRIALS MOTORCYCLE

Registration no. not registered Frame no. to be advised

Engine no. 5499389/122

Founded circa 1960 by ex-plumbers, Fred Evans and Frank Hipkin, the latter a successful scrambles rider, Sprite produced a popular range of scrambles and trials models using modified Villiers engines. Notable for its closely spaced front down-tubes, necessitated by the Villiers engine's offset exhaust port, Sprite's lightweight trials frame looked particularly neat. Sprite later used their own version of the Husqvarna unit, while Sachs and Zündapp engines were adopted in the 1970s. Machines were sold in kit form to avoid purchase tax and Sprite prospered throughout the 1960s, finally ceasing production in 1974 as a result of increasingly stiff Japanese competition. This Sprite trials bike was purchased 18 months ago from a private collection and the vendor has advised us it was in good running order when acquired. There are no documents with this Lot.

£1,500 - 2,500

€1,600 - 2,700

No Reserve



123



124

123

1954 MATCHLESS 348CC G3LS

Registration no. PSK 474

Frame no. A37786

Engine no. Z1930

AMC (Associated Motor Cycles), formed by the amalgamation, pre-WW2, of several companies, had unrivalled experience of building the traditional British 'single', having made around 80,000 Matchless G3 solos for the British Army during the war. Post-war, the demand from riders continued and the G3 variants remained riders' favourites. PSK 474 offered here, is one of the final variants, always known as 'jam-pots' for their characteristic rear spring-units. Other than the forward-mounted ignition drive, the engine still resembles its predecessors. The subject of a full and careful rebuild (folder of bills available for inspection) and with few miles travelled since, this G3LS, complete with V5C, represents a splendid opportunity for the traditional rider, needing the usual re-commissioning before returning to the road.

£3,000 - 4,000

€3,300 - 4,400

No Reserve

124

2000 LAVERDA 750S

Registration no. W749 ULF

Frame no. 2LVSTA10000001704

Engine no. 1841

Laverda, the Italian firm made famous by their Jota and SF750 models, introduced the 750S in 1997, a complete revision of their preceding 650. Unashamedly a race bike for the road, with the best Italian componentry of the day, it offered high-revving, liquid-cooled, twin-cylinder, six-speed, 140 mph performance with no touring compromises. A 'mid-career' model, the 750S offered here is an original UK-registered example, last MOT'd in 2012 and in good condition with service bills and past MOTs on file. Complete with V5C and two keys, it will require the usual re-commissioning and setting-up before returning to the road.

£2,800 - 3,800

€3,100 - 4,200



125



126

125

1982 KAWASAKI Z1300

Registration no. VLB 777X Frame no. KZT30A013420

Engine no. KZ30AEO 14316

Kawasaki's riposte to Honda's CBX in the six-cylinder segment, the Z1300 introduced liquid-cooling and twin-choke CV carbs. to the market along with jet-stream acceleration and a 140 mph top speed. Certainly big, at 710 lbs., it was seen as a hugely impressive machine, carefully styled to reduce its apparent size. From the final year of production, the low-mileage example offered here was last used in 2013. Having had an expensive, comprehensive and careful rebuild, fully documented on file and by memory stick, VLB 777X will be ready, following the usual safety checks and re-commissioning, to resume its high-speed career. Naturally, it is complete with a V5C for its 'triple 7' number.

£5,000 - 7,000

€5,500 - 7,700

126

1963 HONDA 125CC CB92

Registration no. BPR 696A Frame no. CB92 2101376

Engine no. CB92E 7001098

Honda's 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 of early Japanese classics. Having been restored by its previous owner, this CB92 acquired by the current vendor in December 2014, since when it has seen very little use. The battery, condenser, ignition points, and spark plugs have been changed since acquisition. It should be noted that the engine dates from 1964 and that the exhausts, kickstart, and stand are non-original. Offered with a V5C document.

£5,000 - 7,000

€5,500 - 7,700



127



128

127

1991 HONDA CBR1000F-L

Registration no. H229 CMG Frame no. SC24 2102589

Engine no. SC09E 2102510

New for 1987, the CBR1000 (and CBR600) represented Honda's return to the ubiquitous across-the-frame-four after a lengthy dalliance with V4s of varying capacities. Beneath the bigger CBR's smooth 'jelly mould' bodywork there was a 16-valve water-cooled engine that incorporated a balancer shaft to quell vibration and an alternator mounted behind the block to reduce width. With over 140bhp on tap, the CBR1000 was boss of the contemporary litre-bike class, albeit somewhat heavy at over 500lbs, a factor that soon saw it re-classified as more of a sports tourer. A major success for Honda, the CBR1000 remained in production until 1997. This particular CBR1000 is described by the private vendor as in generally good running order, having been fully serviced and MoT'd in April 2017. The machine was last run in August of this year. Accompanying paperwork consists of a V5C Registration Certificate and MoT to April 2018.

£1,200 - 2,000

€1,300 - 2,200

No Reserve

128

1985 BMW 987CC K100RT

Registration no. C404 RSM Frame no. 0029460

Engine no. 104EA 2885 2086

C404 RSM was purchased new by the late owner's father (invoice on file) from North Harbour Motorcycles of Ayr in 1985. He used it in Qatar for a year, returning to the UK in 1986. The bike was used regularly by him before being given to his son, in 2006, who continued to use the machine until 2015. Kept in dry storage since 2015, the BMW should require only light re-commissioning and basic safety checks prior to future use by a new owner. Documentation comprises a current V5C, an old V5C, 2 old V5s, the aforementioned purchase invoice, ten old MoT certificates (the last expiring April 2016), and miscellaneous papers including handbook, parts and service invoices, correspondence and import/export paperwork.

£500 - 1,000

€550 - 1,100

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.

129

1976 NORTON 828CC COMMANDO ES

Registration no. PVC 287R

Frame no. 334786

Engine no. 334786

When Norton introduced their Commando in 1967, it caused a sensation among riders with its infusion of technology by a firm which had stuck to its famous 'Featherbed' design for so many years. A variation of the faithful Norton 750 twin was inserted into running-gear unlike anything else on the market. Designers Stefan Bauer and Bernard Hooper combated the twin's notorious vibration with their 'Isolastic' system which separated power-unit, drive-train and rear-wheel from the rider on a separate, flexibly-mounted, sub-frame. Initial scepticism proved unfounded and the well-known range of Commando variants remain favorites among riders. The final, and for many riders the best among them, was one of the final Commandos, the 'ES' model offered here. The 832cc engine was modernised with electric-start and industry-standard left-side gear-change added in 1975, combined with a revised front-wheel disc-brake. Made largely in Wolverhampton, production was sadly halted in 1977 by the company's financial situation. PVC 237R is an exceptional, matching-numbers Commando, having been the subject of a rebuild, to the highest standard, according to the vendor, between 2009-2015, incorporating the most desirable 'mods' (Bills - the most recent for over £1300 - and specifications are available for inspection.) A reluctant sale, this lovely machine, complete with V5C, will, of course, need safety checks before returning to the road.

£7,500 - 8,000

€8,200 - 8,800



130

1972 RICKMAN 736CC INTERCEPTOR

Registration no. RRN 534K

Frame no. 1107 RE

Engine no. 1B 2534X

Imported from sunny California, this Rickman Interceptor was first registered in this country on 1st March 1998 and was ridden until 2005. Acquired by the vendor from its first UK owner in December 2012, the machine benefits from an extensive restoration undertaken in 2014. Works carried out include an engine rebuild; brake overhaul (by AP); wheels rebuilt with stainless spokes (by K B Bolton); gearbox and clutch bearings and seals renewed; frame re-plated; fork seals replaced; exhaust pipes re-chromed; bodywork re-sprayed; seat re-upholstered; rev counter re-calibrated; and electrics rewired. New parts fitted include the control cables; Amal carburettors; tyres; and a Boyer electronic ignition system. Other noteworthy features include a modern voltage control unit, new one-piece alloy cylinder block (from Hitchcocks Motorcycles); Dunstall-type silencers; Hagon stainless shock absorbers; air filters; and a host of stainless bolts and fittings. Apart from the rebuilds of the brakes, wheels, and engine, the latter being undertaken by specialist Andy Berry, the restoration was carried out by the vendor, a retired engineer. Presented in beautiful condition, this rare Rickman Interceptor is offered with a substantial file of paperwork (bills, articles, etc), a Royal Enfield Owners Club dating certificate, MoT to May 2018, a V5C Registration Certificate, and its old California licence plate.

£7,000 - 10,000

€7,700 - 11,000



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.



131

Two owners from new

1966 TRIUMPH 650CC TR6 TROPHY

Registration no. OPT 44D

Frame no. TR6 DU32868

Engine no. TR6 DU32868

The Triumph Trophy was originally conceived as a competition machine with a 500cc engine and rigid frame, but once Triumph had introduced the unit construction engine, the Trophy transformed over the years into a touring bike with competition variants. OPT 44D was purchased by the vendor in 2001 from the original owner of the machine who had purchased it in 1966. Some years ago the first owner had dismantled and stored the machine. The vendor had been looking for a project and decided to take it on, completing the work over a period of 12 years. The engine was stripped and rebuilt with new big end shells, main bearings, pistons, alternator stator and rotor, and new Hyde 7-plate clutch. The frame and cycle parts were repainted, wheels rebuilt with stainless steel spokes, and new tyres fitted. The tachometer was reconditioned, new shock absorbers, wiring harness, cables, and dual seat were all fitted, as was a Boyer Bransden electronic ignition system. Following completion the bike has not been used on the road, and will require a certain amount of re-commissioning/initial shaking-down. When renovating the machine, the vendor used a US-market petrol tank and handlebars for his own personal preference, together with US-style stainless steel mudguards and a later twin leading shoe brake plate, but the original home-market items are included with the bike. Documentation comprises a current V5C and old V5.

£4,500 - 6,000

€4,900 - 6,600



132 N

1959 VELOCETTE 499CC VENOM

Registration no. XSL 730 (See text)

Frame no. RS13362

Engine no. VM3509

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, re-appearing 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. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well engineered thoroughbreds are highly sought after. This Venom was purchased in 2001 from the well-known specialist dealer, Andy Tiernan, by an Italian collector and has resided in Italy ever since (sales invoice on file). The private vendor describes the machine as un-restored, and advises us that it was last used very recently. Accompanying documentation consists of an old-style V5 registration Certificate and the aforementioned sales invoice.

£3,800 - 4,600

€4,200 - 5,000



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.

133

Property of a deceased's estate

C.1964 VELOCETTE 350CC VIPER PROJECT

Frame no. to be advised

Engine no. VR4250

'One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio,' enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. The high-performance 500cc Venom and its 350cc sibling, the Viper, were launched in 1956. The MSS frame and forks were retained for the newcomers while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. This 'barn find' Viper was purchased by the late owner in 1978 (receipt on file). Apparently original and complete, the machine comes with some useful 'new-old-stock' spares to include a fishtail silencer, pair of wheel rims, pair of mudguards, and an alternative Velocette fuel tank. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. A pair of 'pudding basin' crash helmets is included in the sale.

£3,000 - 4,000

€3,300 - 4,400



134

1964 VELOCETTE 499CC VIPER (SEE TEXT)

Registration no. RRF 110B

Frame no. RS17868

Engine no. VR 4286

Velocette's new sports models, the 350cc Viper and 500cc Venom, were both launched at the 1955 Motorcycle Show and followed a long tradition of wonderful sporting singles, their power and speed being a significant advance on the more sedate MAC and MSS. A total of 3,693 Vipers were produced before production ceased in 1968. The Viper (bore and stroke 72mm x 86mm) and Venom (86mm x 86mm) had many components in common including the engines' bottom ends. "Venomising" a Viper engine by grafting the top end of the larger engine on to the Viper crankcase is thus an easy conversion in the quest for extra power. This example was Venomised way back in 1973 as evidenced by the entry in the accompanying continuation logbook, which also shows the original registration number as EPA 347B. The V5C indicates that the RRF 110B registration was issued in 1985. Multiple old MoTs date back to 1998 and show that the mileage increased by only 377 between 1998 & 2006, then 2008 miles being covered 2015-2016. The current displayed mileage is approximately 4473. There are recent bills from various suppliers such as Hitchcocks (for a new Concentric carburettor), & Grove Classics (for multiple items including new handlebars and seat), also an undated letter from Criterion Engineers for one of their alternator conversions. Inherited by the vendor in November 2016, this very well presented Viper has been on SORN since April 2017.

£6,000 - 7,500

€6,600 - 8,200



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.



135
1958 VELOCETTE 350CC VIPER
 Registration no. LSJ 765
 Frame no. RS11579
 Engine no. VR1856

'One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio,' enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. Sold new by Vic Challinor Motorcycles and originally registered '904 FEH', this Viper was purchased by the current vendor in January 2008 from a private collector, who confirmed that its restoration was completed by one Bernard Morris of Stoke-on-Trent in the early 2000s. During the vendor's ownership some £1,000 has been spent on making the Viper reliable, with most new parts bought from the Velocette Owners Club or Grove Classics. The magneto and dynamo have been overhauled by recognised specialist, while other noteworthy features include a new front tyre, new control cables, 'lead free' cylinder head conversion, and +0.020" re-bore with Omega piston in 2012. Very reliable, the Velo has been ridden on several events including three VMCC Marx Rallies and the 2011 Lake District Rally, climbing the Hardknott and Wrynose passes with ease. The machine is only offered for sale because the owner's failing health and advanced age have made it impossible for him to continue riding. Accompanying documentation consists of original and continuation logbooks, and old/current V5C Registration Certificates.

£5,000 - 7,000
£5,500 - 7,700



136
1947 VELOCETTE 349CC KSS
 Registration no. BSJ 730
 Frame no. 9089
 Engine no. 10556

Velocette's popular KSS enjoyed an extensive production run, from 1925 to 1948, confirming just how sound the initial ohc design and specification was. But it was still a bold move by the Hall Green factory to continue manufacturing what was effectively a pre-war sports model – with girder forks – at a time when the majority of overseas markets were suffering economic hardship and, thanks to Britain's Export or Die philosophy, when home sales were almost non-existent. Very little is known about the KSS until its repatriation from Belgium by Arthur Wheeler in the mid-1990s, since when it was used for a while as his personal transport. It was then purchased, reportedly untouched, by a well-known sidecar trials passenger some 20 years ago. Following his untimely demise the Velo passed to his trials-rider son, who has ridden the bike on several occasions each year, mainly to specific classic events in the north Devon area; the last outing being the 2017 Tarka Run. He states that aside from essential maintenance and a regular oil change the machine has consistently provided a trouble-free ride, while remaining in exactly the same form as originally purchased, undoubtedly helped by many years of condensation-free storage. (No more than three kicks were required to start the KSS, on the occasion of our photography visit.) An inspection of this handsome 'unspoilt' motorcycle is recommended. Offered with old style V5.

£5,000 - 7,000
£5,500 - 7,700



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.

137

C.1954 NORTON 350CC INTERNATIONAL MODEL 40

Registration no. JSV 315

Frame no. 10 59168

Engine no. 59168 10

Norton were best known for their production of single cylinder machines and a succession of racing and sporting machinery left the Bracebridge Street factory. The first overhead camshaft Norton was the 500cc CS1, introduced in 1928, which was joined the following year by a 350cc version, the CJ. Redesigned by Arthur Carroll, the camshaft models were added to in 1932 by two new models, the International model 40 and model 30, which were based on previous works racing developments, and aimed squarely at the racing and sporting markets. After World War Two, the CS1 and CJ were not re-introduced, but the International models were continued, complemented by the Manx racing models. In 1953 the Internationals were equipped with the famous 'Featherbed' frame with rear swinging arm suspension. This International model 40 was purchased by the vendor's late husband in 2014 from a relative who was no longer able to drive. The vendor advises us that the relative had commissioned a local restorer to fully renovate the machine, but unfortunately no invoices for this work have survived. It evidently received some upgrades during the course of its refurbishment, and is fitted with the later alloy full-width hubs, Gold Star-style headlamp brackets, and a slimmer front mudguard. The machine has not been used, or started, during the present ownership, and will therefore require some re-commissioning. Documentation comprises a V5C and an invoice for carburettor parts.

£8,000 - 12,000

£8,800 - 13,000



138

NORTON MANX 350CC REPLICA RACING MOTORCYCLE

Frame no. RER-1

Engine no. 305

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 replica offered here is mostly to factory specification while incorporating some significant upgrades, not the least of which is an ultra-short-stroke engine. Combining a 55mm stroke (down from the stock 76.7mm) with a 90mm bore, this unit has revved as high as 11,200rpm (at Chimay in Belgium) with up to 10,500 revs observed as a reasonable limit. Raced both by the owner and sponsored riders, the Manx has enjoyed considerable success at IHRO meetings in Continental Europe against the series' typically strong opposition, finishing 2nd or 3rd on numerous occasions. Noteworthy features include a single-piece crankshaft with Cosworth shell bearings; P E slipper piston; Arrow titanium con-rod; Exceldyne titanium inlet and exhaust valves; Interspan twin-spark electronic ignition; Fontana front brake; Manx rear brake, a Quaife six-speed cartridge-type gearbox and a Peel Mountain Mile fairing. We are advised that the machine was last run mid-August at Geddinge, Belgium and is ready to race. Some 60lb (27kg) lighter than standard, this extremely well specified 350 Manx is a potential race winner in the right hands.

£12,000 - 16,000

£13,000 - 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 IVAN MAUGER COLLECTION

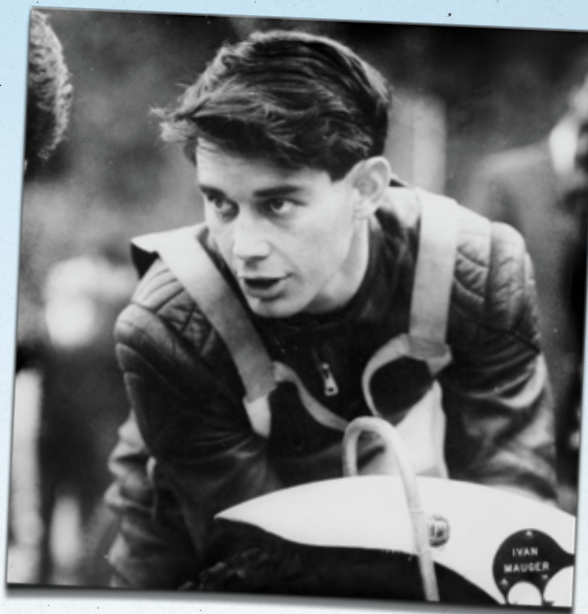


Few competitors have dominated their chosen sport like speedway's Ivan Mauger, the first rider ever to win six individual World Championships. Born in New Zealand in October 1939, Ivan first encountered speedway racing in January 1949 when the inaugural meeting was held at the new Aranui track near his home in Christchurch on the South Island. As he would later recall in his autobiography, 'The Will to Win': 'Speedway racing has had its ups and downs for longer than my lifetime but for thousands their first experience of the sight, sound and smells of speedway has been a life-altering experience.' It certainly was for young Ivan, who was soon participating in cycle speedway races with his pals.

One of the riders at that opening Aranui meeting was the youthful Ronnie Moore, whose prodigious skill would have a powerful effect on Ivan. 'The first time I saw Ronnie Moore on track, there was no other career ambition in my mind,' he recalled. Ivan was soon helping out in the pits at Aranui, and as soon as he reached the age of 15 got his road licence on his brother Trevor's 350 Triumph. He bought his first motorcycle, a Triumph Thunderbird, and began saving towards the cost of a speedway bike.

That first machine, complete with a JAP engine, was purchased from ex-patriot Welshman, 'Windy' Rees, and Ivan was soon practising on South Brighton beach. His first competitive outing at Aranui netted him 10 shillings in prize money, and Ivan still has the cheque! From then onwards it was a matter of steadily gaining experience until he felt able to look for a ride in the UK, then the centre of the speedway racing world.

So it was that early in 1957 the newly married Ivan and his wife Raye set sail for England with little more to sustain them than Ivan's burning ambition to succeed; indeed, at that stage he had not even contacted a British club to negotiate a ride!



Top New Zealand riders Ronnie Moore and Barry Briggs had started their overseas careers at Wimbledon, so the famous South London club was Ivan's first port of call. Wimbledon promoter Ronnie Greene promptly gave him a job, and having served his 'apprenticeship' in 1957 Ivan was accepted as a team member for '58, though the number of 'first half' rides was severely limited. Frustrated by his career's slow rate of progress, Ivan returned to New Zealand at the end of the 1958 season, rejoining Raye and their baby daughter Julie, who had gone home at the start of the year.

Back 'down under', Ivan signed to ride for Kym Bonython, promoter at Adelaide's Rowley Park, which meant moving his young family to Australia. This was the break he needed, and after several years of success, which included winning the Australian long track championship in 1962, Ivan was once again contemplating the possibility of a return to the British scene. He wrote to Mike Parker, promoter at Newcastle, and was signed up for the 1963 season. Ivan was the Provincial League Riders' Champion in 1963 and '64, and his results helped Newcastle win the Provincial League Championship in the latter year.

While at Newcastle he 'came of age' as a world-class speedway rider, securing the European Championship in 1966 and his first Speedway World Championship final win in 1968. However, growing estrangement from Mike Parker led to him leaving to join Belle Vue for 1969, and Ivan would go on to ride for Exeter and Hull before he finally returned home to New Zealand in 1985. By then he had achieved more than any other speedway rider before or since to cement his reputation as the greatest the sport has ever seen, having won over 1,000 international events in 26 countries. Ivan's career palmarès are set out overleaf.



World Championship:

Individual speedway (6) 1968, 1969, 1970, 1972, 1977, 1979
 Long track (3) 1971, 1972, 1976
 World Team Cup (4) 1968, 1971, 1972, 1979
 World Best Pairs (2) 1969, 1970
 World championship finals: 104
 World championship medals: 30

Silver medallist:

Individual speedway (3) 1971, 1973, 1974
 Long track (2) 1974, 1975
 World Team Cup (2) 1969, 1970
 World Best Pairs (4) 1971, 1972, 1978, 1981

Bronze medallist:

Individual speedway (1) 1967
 World Team Cup (1) 1967
 World Best Pairs (2) 1974, 1984

Speedway:

European champion (4) 1966, 1970, 1971, 1975
 Inter Continental champion (1) 1975
 British-Nordic champion (2) 1968, 1971
 British champion (4) 1968, 1970, 1971, 1972
 Australasian champion (2) 1977, 1981
 New Zealand champion (2) 1974, 1981
 FIM Internationale (3) 1970, 1971, 1972
 British League Riders champion (2) 1971, 1973
 Provincial League Riders champion (2) 1963, 1964

League:

Newcastle, Provincial League champions 1964
 Belle Vue, British League champions 1970, 1971, 1972;
 KO Cup winners 1971, 1972
 Exeter, British League champions 1974

Awards:

Member of the British Empire 1975
 Order of the British Empire 1989
 FIM Medaille d'Or 1987
 Freedom of the City of Christchurch
 Honorary Citizen of City of Gniezno
 Honorary Sports Ambassador for New Zealand

"Ivan's collection brings many memories for me. I have myself participated in many of these meetings and not least the World Championship finals. Over the years Ivan has been an excellent ambassador for speedway sports worldwide and he is amongst the most famous speedway riders in the world today - if not the most famous. I wish Ivan and his family good luck with the sale and I hope his amazing collection finds good homes with his many fans."

Ole Olsen

Voted:

Speedway's Man of the Millennium
 Motor Cycle News Man of the Decade 1970-80
 New Zealand Sportsman of the Year (2) 1977, 1979
 New Zealand Motorcycling Sportsman of the Year 1977
 Canterbury Sportsman of the Year (3) 1970, 1971, 1972
 SWAPA Rider of the Year (2) 1977, 1979
 British 'Sportsman of the Year' 4th 1969, 3rd 1970, 4th 1971, 2nd 1972, 3rd 1973, 3rd 1979
 BBC 'Sports Personality of the Year' runner-up 1970, 1972

Inducted into:

Donington Speedway Hall of Fame 1987
 New Zealand Sports Hall of Fame 1990
 New Zealand Motorcycling Hall of Fame 2004
 New Zealand Speedway Hall of Fame 2005
 Australian Motorcycling Hall of Fame 2007
 Sporting Legends of Canterbury 2008

When he retired from active competition, Ivan and his family moved to Australia's Gold Coast. He bought a boat, went fishing, played golf, took up jet-skiing, and generally enjoyed all the well deserved rewards of a life dedicated to sporting success at the highest level. Ivan continued to be involved with speedway and long track, promoting events in Australia and New Zealand for the best part of 20 years. He also found time to restore some of his old race bikes, a selection of which Bonhams is privileged to offer for sale here. Most were rebuilt during the early 2000s, since when they have occasionally been on museum display. They have not been used, and all will require re-commissioning should the fortunate next owners decide to run them.

Every lot in The Ivan Mauger Collection will be offered with a copy of Ivan's autobiography *The Will to Win*.

All lots are fully illustrated on our website.

139 *

The 1968 Speedway World Championship Final-winning

1968 JAWA ESO SPEEDWAY RACING MOTORCYCLE

Frame no. N-2899

Engine no. IM1-68 3894



Having first dipped his toe in the waters of British speedway in 1957, riding for Wimbledon, Ivan eventually returned home to race in New Zealand and Australia. Despite numerous successes 'Down Under', he desperately wanted another crack at racing in Britain, then the centre of world speedway, and towards the end of 1962 reached an agreement with promoter Mike Parker to race for his Newcastle team – the 'Diamonds' – in the Provincial League. After a somewhat hesitant start while he re-familiarised himself with the British tracks, Ivan topped the Provincial League's averages for 1963 to become that year's PL Riders' Champion, a feat he repeated in '64. Ivan's 1965 season was blighted by injury but he bounced back in 1966 to take the European Championship at Wembley.

Understandably, he had high hopes of similar success in his first World Final appearance later that year at Gothenburg in Sweden. Unfortunately for Ivan, Mike Parker would not release him from domestic commitments and so he was denied the opportunity to practice on a track he had never seen before. On the night, Ivan could only manage fourth place overall, having been handicapped by the wrong gearing, a mistake that surely would have been avoided had he been allowed to practice.

Comfortably qualifying for the 1967 World Final at Wembley, Ivan won his first three races on the night and at the interval was level with Ove Fundin, a point ahead of Bengt Jansson and Igor Plechanov. By the time the four title contenders had completed four rides, all were level on 11 points. But there would be no stopping Fundin that night, and Ivan had to be content with a bronze medal. 'I felt great standing on the rostrum but disappointed not to have got into the run-off,' he recalled. 'It did help concentrate the mind, though.'

That first glimmer of World Final success did wonders for Ivan's confidence, and he commenced his 1968 campaign on top form. As he recalled in his autobiography, 'The Will to Win': 'Right from the off, it appeared not to matter what I rode, I just couldn't stop winning. The results kept coming, my confidence was soaring, and there seemed no good reason why it should not continue.'

And continue it did, with Ivan easily qualifying for the 1968 World Final, held that year in Gothenburg, Sweden on 6th September: 'After the first four races I was... two points ahead of Briggo (Barry Briggs) and three points ahead of Gennadi Kurilenko, the young Russian who was in his first final.' Ivan duly won his last race to wrap up his first World Championship with a faultless 15-point maximum score. His limitless ambition notwithstanding, even Ivan himself could not have foreseen that there would be five more.



Ivan had become a Jawa factory-supported rider only one month before the World Final. The engine in the machine offered here was delivered new on 1st September 1968. Guy Allott did the complete strip and rebuild before it was used for the first time at Newcastle on 2nd September, Ivan achieving a 12-point maximum, and then four days later in Gothenburg to win the World Title. This machine was also used by Ivan at Wembley on 21st September, where Great Britain won the World Team Cup for the first time, also with a maximum score (Commonwealth riders were eligible to compete for Great Britain at this time).

Ivan restored this bike in his Gold Coast workshop around 2004, and following completion it was displayed at Ash's Speedway Museum at Bathurst in New South Wales, Australia (circa 2014). The machine has not been run since the restoration. Ivan's notebook recording meetings, points scored, and works carried out is included in the sale.

£12,000 - 18,000

€13,000 - 20,000



140 *

Incorporating the 1969 Speedway World Championship Final-Winning Engine

1969 JAWA SPEEDWAY RACING MOTORCYCLE

Frame no. 3611

Engine no. 4414 69 IM 05



After the 1969 Speedway World Championship Final, Ivan's second World Championship in a row, Californian speedway enthusiast Ray Bokelmen offered to gold-plate his bike if he then won the title a third consecutive time...

Having enjoyed considerable success at Newcastle, a club he had helped win the Provincial League Championship in 1964, Ivan switched his allegiance to Manchester's Belle Vue at the end of the 1968 season having won that year's Speedway World Championship Final at Göteborg in Sweden to become World Champion for the first time. Belle Vue needed a top rider, and as the reigning World Champion Ivan certainly fitted the bill. By the time he left the Manchester club at the end of 1972, they had won the British League title three times (1970, 1971, and 1972).

The 1969 World Final was held at London's Wembley Stadium. In his autobiography, 'The Will to Win', Ivan recalled: 'My first four rides all went like clockwork. By the interval it was all looking good, and after four races I was still unbeaten on 12 with daylight between myself, Nigel Boocock on nine, Briggo (Barry Briggs) and Sören Sjosten with eight'. In the last race, Ivan played it safe, coming home in second place behind Sjosten to clinch his second consecutive World Championship. To put this achievement into perspective: at that time only three riders in the sport's history had ever managed to win back-to-back world finals: Jack Young (1951-52), Barry Briggs (1957-58) and Ove Fundin (1960-61).



Provided by the factory, engine number '4414' was used throughout the 1969 season, and the rolling chassis from the 1969 World Final machine was then used in the 1970 World Speedway Final. That frame and the 1970 engine went on to be gold-plated and are now in the Canterbury Museum in Christchurch, New Zealand as a permanent exhibit.

Ivan restored this machine around 2004 and was still working on it up to around 2010-2011 in his workshop on Australia's Gold Coast. The engine's original tuner was Ivan's long-time associate, Guy Allott, and it is believed that the motor was rebuilt by Mike Farrell in the early 2000s. Owned continuously by Ivan Mauger, this historic speedway motorcycle will require re-commissioning should the fortunate next owner decide to use it.

£12,000 - 18,000
€13,000 - 20,000

The machine is offered with a selection of trophies from Ivan's 1969 Championship winning year including: World Speedway Championship semi-final, Sheffield, winner; World Championship Final, Wembley, winner (presented by the Sunday Mirror); a 'BRISA International Trophy', Coventry Speedway; British League Riders Championship award, 2nd; a Speedway Championship of the World Final poster with folds and foxing; and a 1969 World Speedway Championship photographic print depicting riders 1st, 2nd and 3rd.



141 *

The 1972 Speedway World Championship Final-Winning
1972 JAWA SPEEDWAY RACING MOTORCYCLE

Frame no. 4160

Engine no. 7069 IM 72



Having won the Speedway World Championship Final an unprecedented three times in a row (1968, 1969, and 1970) - a feat widely considered impossible - Ivan Mauger had to settle for the runner-up spot in 1971, beaten at Gothenburg by local star Ole Olsen. Entering his fourth year with Belle Vue - the 'Aces' - Ivan started his 1972 campaign with a maximum points haul at home. He then beat fellow Kiwi, and boyhood hero, Ronnie Moore at the UK's top-ranking Internationale meeting at Wimbledon on 29th May, the prize for that particular victory being a new Jawa, which happened to be fitted with engine number '7069'. Ivan kept engine number '7069', tuned as usual by Guy Allott, but sold the original frame, which was replaced with frame number '4160', as seen here.

After a gap of three years, the Speedway World Championship Final returned to Wembley in 1972. Ivan's route to the final had not been without its difficulties: principally broken bones in both hands sustained in a crash at the World Best Pairs Final in Sweden. With two of his major rivals hit by misfortunes - Ole Olsen crashing in his first race while Barry Briggs fell in his second, sustaining injuries that put him out of the meeting - Ivan found himself on 10 points by Heat 19, a single point behind Swedish rider Bernie Persson on 11 after all competitors had completed four rides.

In his autobiography, 'The Will to Win', Ivan recalled: 'Persson was a tough, strong competitor, the white-jerseyed hope of truckloads of fans of under-achievers Cradley Heath. Locked in the memory bank was 1967 when his antics at Wembley played a part in my finishing third instead of at least making it into a run-off for the title. He certainly wasn't an opponent to whom I would have wanted to give an inch'. Ivan duly beat Persson into second place in Heat 19 to leave the two title contenders equal on 13 points, necessitating a run-off for the World Championship.

Ivan again: 'Anything can happen in a two-horse race, so it would have been stupid to underestimate him. My focus was to try to ensure as far as possible proceedings moved along at my pace rather than his.

'The track staff pushed our bikes up to the starting gate and we walked side by side from the pits to the starting line to do the toss for gate positions with John McNulty, the Speedway Control Board manager. I won the toss and took gate two, which in theory put Persson on gate four.

'I could tell Bernie was really, really nervous and was anxious to get on with the run-off. Scandinavians sometimes don't like delays. He was first up, and I thought the longer I left him sitting at the gate the better so I went under the tapes and slowly rode a complete lap of the track before coming to the start.



'In such a situation, no matter who it is, you have to block out everything other than how you plan to execute. The delay wouldn't have suited Persson.

'He moved across the grid to around three and a half to be sure of positioning himself in a good bit of dirt. But I got settled on one and a half in another decent bit of dirt so it was tit for tat.

'At such a moment, what you need is self-control and self-belief. I knew what I had to do. When we finally came into line, everything went sweetly. I was quickly away from the tapes, able to choose precisely where I needed to be and to cover any move.

'World title wins are like kids. You love them equally, for different reasons. This, my fourth in five years, the third in four seasons as a Belle Vue rider, certainly felt pretty good. It had been a tough and often painful ride this time, but winning again was the best possible way to make it all worthwhile.'

Ivan restored his 1972 World Final Jawa around 2000, the engine (it is believed) being rebuilt by Mike Farrell. The machine was left un-chromed, as Ivan considers that it looks better this way.

£10,000 - 15,000
€11,000 - 16,000



The machine is offered with a selection of Ivan's 1972 trophies and awards including: Exeter Speedway 'Stars of the League' trophy; West Ward TV trophy; Western Apoles, winner; Scotan Apoles, Glasgow Speedway; Pride of the Midlands, 2nd; Scotland's Golden Eagle Trophy; World Speedway Championship, British semi-final, Sheffield (winner); Scottish Open Championship, Glasgow; Superama; Players No10 Speedway Trophy, Belle Vue, Easter; Stadium Trophy, Belle Vue; The Olympique (3rd); Olching Speedway Final; Longtrack Championship Muhldorf and two tankards; together with a 1972 golden Premier helmet presented by Premier Helmets to celebrate Ivan winning the Speedway and Longtrack World Championship (enclosed within Premier helmet bag).

142 *

The 1977 Speedway World Championship Final-winning

1977 JAWA DOHC SPEEDWAY RACING MOTORCYCLE

Frame no. N-3197

Engine no. P500-153



Having last won the Speedway World Championship Final in 1972, five years previously, Ivan had been written off as past his best by many commentators prior to the 1977 event, held that year in Gothenburg, Sweden. Nevertheless, having won his third Long Track World Championship in 1976, he was in a buoyant mood at the start of the '77 season, and determined to confound his detractors. In his autobiography, 'The Will to Win', Ivan recalled: 'Clinching a third long track title in 1976 after a long dry spell was one of those occasions which reminded me what winning a world championship is all about and how it feels. The fact the Jawa had at last got around to producing a competitive four-valver was a further source of encouragement.'

Its dominance of speedway racing challenged by the four-valve Weslake engine, Jawa responded by introducing a new double-overhead-camshaft, four-valve motor in the late 1970s. Available in speedway/long track variants as the Type 894/895, this engine was adequately powerful (producing up to 65bhp) but rather top heavy, and was superseded by the more compact, single-overhead-camshaft Type 896/897, this being the final development of Jawa's classic vertical single.

Ivan again: 'I went to Gothenburg as well prepared, as organised and ready as for any World Final. Nobody could have faulted my attention to detail. Guy Allott had worked every waking hour to ensure the Jawa motors were purring perfectly.'

By the time Heat 18 came around, Ivan was joint leader with Ole Olsen on 11 points, with Michael Lee and Peter Collins both on 10. By this time it was raining heavily and the track conditions were challenging to say the least. A crash involving Olsen and the Australian rider John Boulger necessitated a re-run. As usual in such situations, Ivan took his time preparing for the restart - changing into dry boots, helmet, goggles, and gloves - knowing that the delay would affect his rivals' mental state to his advantage.

He recalled: 'This time I made a dream start in the re-run and the four laps were almost a formality. Once I was gone not even Olsen or Lee would make any impression on me. Coming off the last corner, I saluted the crowd and felt the emotion wash over me.'

In winning his fifth world title, Ivan equalled the great Ove Fundin to forge another landmark in an already glittering career.



Supplied to Ivan by the Jawa factory, this is the rolling chassis from the 1977 Speedway World Final in Gothenburg. The engine from that meeting is now in the 1976 Long Track Final-winning machine that is on permanent exhibition at the Canterbury Museum in New Zealand, as the majority of that engine (flywheels, cylinder head, etc) had been used in that long track bike in '76. Engine '153', now in this frame, was one of a batch of five built by the Jawa factory in September 1976, immediately prior to the Longtrack World Final. '153' was taken to Australia and New Zealand during the 1976/1977 winter, winning the Australasian Championship at Sydney Showgrounds in February '77, and was the spare engine at the Gothenburg World Final later that year. It is believed that the chassis has not been restored since the 1977 Final, though it has been cleaned!

£12,000 - 18,000
€13,000 - 20,000



The machine is offered with a selection of trophies, awards and ephemera from 1977, including: a Longtrack 'golden helmet'; a Volkswagen Grand Prix finalist tankard (White City); Ivan's Aalborg World Longtrack final No.14 racing vest; a selection of pennants for various events; and a bike cover with 'Ivan Mauger' stitching.

143 *

*The 1966 and 1967 Speedway World Championship Finals;
1966 European Championship-winning; 1968 British Championship-winning*
1961 ROTRAX-JAP SPEEDWAY RACING MOTORCYCLE

Engine no. JOS6449



At the beginning of 1963, Ivan Mauger had just returned from New Zealand to race for Newcastle in the Provincial League, and was regarded as very much a junior member of the team. In a (copy) letter on file, he states that in 1963 he only had one complete JAP machine and a spare engine. Ivan soon extended his stable, buying this 1961 Rotrax-JAP in April '63. Of this machine he says: 'I originally built this bike in January/February 1964. From the start of the 1964 British Season I had two complete JAP speedway bikes and a spare JAP engine.'

Britain's oldest and best-known supplier of proprietary engines, J A Prestwich (JAP) did not make complete speedway motorcycles, thus leaving the field open to a cottage industry of frame makers, among the foremost of which was Rotrax. Rotrax's forerunner had been founded in Southampton as a bicycle manufacturer by Bill Harvell, who had won a cycling Bronze Medal at the 1932 Olympic Games in Los Angeles.

In 1945, the business was taken over and began marketing its products under the 'Rotrax' name, diversifying into the manufacture of frames for speedway motorcycles in 1952.

Workshop foreman Mike Compton used Reynolds 531 manganese-molybdenum carbon-steel tubing, which was nickel-bronze brazed into lugs to produce a beautiful frame that was light but at the same time strong enough for speedway racing. The frames were chromium plated by Rotrax's neighbours, Blakes of Gosport

With demand for its proprietary engines declining, JAP was facing hard times and in 1951 sold the rights to its speedway motor to former rider, Alec Jackson. Jackson continued to build engines and sell spares for many years afterwards, and the business was subsequently taken over by George Greenwood. Combining the Rotrax frame with the Jackson-built JAP engine gave rise to the famed Rotrax-JAP.



Although it never secured Ivan a Speedway World Championship Final victory, this is one of several Rotrax-JAP machines used in the following career highlights listed below.

1963 British Provincial League Riders Championship	1st
1964 British Provincial League Riders Championship	1st
1966 British Championship	2nd
1966 British-Nordic Championship	2nd
1966 European Championship	1st
1966 World Championship	4th
1966 World Team Cup	4th
1967 British Championship	2nd
1967 World Championship	3rd
1968 British Semi-final	1st
1968 British Championship	1st
1968 British-Nordic Championship	1st

The JAP engine was tuned by Ivan's long-time mechanic, Guy Allott, and also by Mike Erskine of Southampton, who was one of the best-known (and successful) small-scale producers of speedway machines under the 'Staride' name, later doing the same thing with 500cc/1000cc racing cars, also called Staride. He later earned a reputation as one of Britain's most capable tuners of JAP racing engines.

Ivan sold the Rotrax-JAP only to repurchase the machine, which he then restored in his Gold Coast workshop in 2004/2005, the engine being rebuilt by Mike Farrell. Following completion, the machine was displayed at Ash's Speedway Museum at Bathurst in New South Wales, Australia (circa 2014).

£10,000 - 15,000

€11,000 - 16,000



The machine is offered with a 1966 World Speedway Championship trophy, sponsored by the Sunday Mirror; a 1966 Capstan Best Pairs tankard; racing vests from the European Final in Wembley and World Final in Gothenburg, Sweden; together with two pennants for the same year.

144 *

The ex-Ivan Mauger, 'a gift from Newcastle Diamonds'

1965 ESO SPEEDWAY RACING MOTORCYCLE

Engine no. 2139/1965



In a document on file, Ivan recalls the origins of this particular machine: 'In 1965 most of the British League riders thought the ESO engine was very fast but the full Jawa frame did not suit the English tracks. So I bought this engine from the German importer and had Mike Erskine, the famous frame builder... build a frame for me. Mike Erskine, although Eton educated, never put engine numbers on his frames. Mike was also instrumental in building the first of the 500cc JAP engined cars that Stirling Moss and others started their racing careers in.

'I rode this bike in six or eight British League matches for one or two races. Although I won some of those races I was mostly 2nd or 3rd so I jumped back on to my JAPs that I knew I could win races on. But occasionally on big tracks it was very fast and easy to handle. So I sent it to New Zealand in September 1965 so that it would be ready for the 1965/66 New Zealand season. I won most of the National and International meetings that season.

'After my last meeting at Western Springs in January 1966 I was offered a lot of money for it by a guy from Hamilton, so I sold it as I needed money to recondition my three JAP engines in England and buy some spare parts for those three engines and 100 rear tyres that I got for 30% off by buying 100. There was no sponsorship those days!

'A week or so before Easter 2003 a guy called me from Napier and said I think I have got one of your old bikes - guys from around here have told me. I asked him to describe it. I was going to Napier anyway for the TQ Championship that Easter so I asked him for his address and told him I would come around on Saturday morning to have a look at it. It was the bike so I bought it back on the spot and I brought it back again to NP and had it shipped by sea after the November 2003 World Long Track Final round that I was promoting for the FIM. I restored it on and off from January 2004 until January 2005.'

Following completion, the Jawa was displayed for six months at Ash's Speedway Museum in Bathurst, New South Wales, Australia (circa 2010).

£4,000 - 6,000

€4,400 - 6,600



The machine is offered with a selection of Ivan's trophies and awards from the 1960s, including: a 1963 Provincial Riders Championship Trophy; a 1964 Provincial Final of World Speedway Championship tankard; a twin-handled 1964 Provincial Riders Championship winning trophy as featured in Ivan's autobiography 'The Will to Win' (pg 94); a 1964 The Rhymney Breweries Ltd Annual Welsh Test Series Championship trophy; a 1964 'Battle of Britain' Cup, presented by R.A.F.A M'BRO'; a 1964 Champion of Champions Match Race Glasgow winning trophy; a 1964 twin-handled 'The Tom Cowie Trophy' presented for Northern Riders Speedway Championship'; a 1965 Capstan Best Pairs tankard presented by W.D. & H.O Wills; a winning constructors cigarette box inscribed 'Capstan Star Trophy, Brough Park Speedway 1965 Presented by W.D. & H.O Wills'; and three 1964 trophies for 'Riders of the Night, Edinburgh 1/8/64', 'Rocker Trophy, Sunderland' and 'Cock of the Night, Sunderland'.



145 *

The 1971 Long Track World Final

1971 JAWA LONG TRACK RACING MOTORCYCLE

Frame no. 136

Engine no. P 500 126



Following Ivan's win at the Speedway European Championship Final in 1966, his raised profile led to increasing approaches from Continental promoters. 'From 1967, I was fitting in additional meetings on the Continent, usually on the 1,000-metre tracks, and sampling grass, sand and shale in a whole lot of new locations which sometimes were challenging and occasionally quite exotic,' he recalled in his autobiography, 'The Will to Win'.

Ivan's first individual continental meeting was the 1967 'Golden Key' in Bremen, a speedway event he would win six times in a row from 1968 to 1973. 'Soon there were invitations to do a couple of grass tracks and long tracks which meant buying a long track bike. After a meeting at Wimbledon I stayed overnight with Sid and Renee Hone and went to Alf Hagon's shop at 350 Leyton High Road and bought one of his Hagon sand racers. I had a spare JAP engine and put that in it.

'Long track appealed to me since the first time at Easter 1960 when I saw the mile track at Port Pirie. I could not wait to get on my bike and go fast down those long straights. Although the long track is not as spectacular to watch for spectators, from a riding point of view it is definitely more exciting. And money-wise, it made a lot of sense to do more meetings.'

For 1971, the FIM elevated the premier long track championship from European to World status. Ivan had twice qualified for the European final but had not ridden in either. He made it to the first ever Long Track World Final only for his factory Jawa (the machine offered here) to give trouble, the motor blowing in one of the heats. Ivan borrowed Don Godden's fast and reliable JAP for the decider, which he won, beating German competitor Manfred Poschenreider into second place with Sweden's Runo Wedin third. The blown engine from that meeting was returned to the Jawa factory; its whereabouts are not known.

In stock form the factory Jawa long tracker was excessively heavy, weighing around 105kg. After removing the standard steel fuel tank, steel mudguards, and steel wheel rims, and fitting a smaller seat, Ivan and his team got the weight down to around 85kg, a useful decrease. This machine was restored by Ivan in his Australian workshop using the spare engine from the 1972 World Long Track Final bike.

£6,000 - 10,000

£6,600 - 11,000



The machine is offered with a selection of trophies and awards from the 1970's, including: two 1971 World Longtrack Championship semi-final at Muhldorf trophies; World Speedway Championship semi-finals trophy, Sheffield 1971 (winner); The L.P Transport Speedway Trophy (winner 1971); the Watney Mann Trophy 1971; two Westernapolis, Exeter trophies, 1971; Westwood TV trophy 1971; British League Riders Championship Trophy, Belle Vue (winner); Little Child Trophy (1st 1973); World Speedway Championship, British semi-final, Leicester (winner 1973); Superama (3rd 1973); Exeter Speedway World Championship trophy, qualifying round 1973; Westernapolis 1973 trophy; a Hamburger Motor-Sport Club 1973 'Golden Helmet' with inscription; a 1973 Rocnik cut glass vase; together with a 1973 Polish Speedway poster with creases; a 1971 German Schwarme Speedway poster with creases, foxing and perforations; a selection of pennants including 1971 Wroclaw final and three of Ivan's race vests including a 1971 Belle Vue Aces No.3 British League Riders Championship; 1971 World Pairs Final Rydrik; 1971 Swedish World Final; and a 1971 European Championship photographic print depicting 1st, 2nd and 3rd, mfg.



146 *

1985 HAGON-GODDEN LONG TRACK RACING MOTORCYCLE

Engine no. W2 324



The machine offered here is a replica of the one ridden by Ivan Mauger in his last Long Track World Championship Final in 1985. It combines components supplied by two of the biggest names in grass track and long track racing: Alf Hagon and Don Godden.

Perhaps best remembered now as one of the UK's most successful-ever drag racers, Alf Hagon only turned to 'straight line' motorcycle sport after a lengthy career in the top flight of international speedway and grass track racing. Eleven times British Grass Track Champion, he began developing his own frames soon after taking up the sport in 1947, and in 1957 set up Hagon Products in Leyton, East London, for their manufacture. Exported worldwide and fitted with a wide variety of engines, Hagon bikes have won countless championships over the intervening decades.

One of the most successful riders in grass track racing history, Don Godden won several British national championships and in 1969 became European Long Track Champion. A gifted engineer as well as talented rider, he designed and built his own DGS frames for the ubiquitous JAP engine and then – in 1975 – was one of the first to fit the new Weslake four-valve motor. In 1978 he went one step further, manufacturing his own overhead-camshaft four-valve engine – the GR500 – which made it possible to offer complete Godden DGS machines for speedway, grass track, or long track racing.

Since then, Goddens have won countless races and championships worldwide, including the Speedway World Individual Championship on three occasions (Hans Neilsen in 1986, 1987 and 1989) and the World Longtrack Championship twice (Shawn Moran in 1983 and Marcel Gerhard in 1992).

This replica uses an engine tuned by former East German champion, Hans Zierk (hence the 'HZ' initials on the timing cover) and was restored by Ivan in his Gold Coast workshop in the early 2000s. Following completion the machine was displayed at Ash's Speedway Museum in Bathurst, New South Wales, Australia.

The actual machine that Ivan rode in the 1985 World Long Track Final was also used in his successful 1986 World Long Track Speed Record attempt at Alexandra Park in Auckland, New Zealand, and is now in the Canterbury Museum in Christchurch, NZ. Incidentally, Ivan's record of 144.66km/h still stands.

£4,000 - 6,000

€4,400 - 6,600



The machine is offered with a selection of trophies, awards and ephemera, including: The Bridge Garage Trophy; Devon Pairs Trophy 1984; another marked; a 1984 International Speedway at Lendava Yugoslavian 'Golden Helmet' and two of Ivan's racing vests including 1984 World Pairs Final Lenovo, 1984 World Longtrack Final, Herxheim.

147 *

1990 JAWA OHC LONGTRACK RACING MOTORCYCLE

Frame no. N-007

Engine no. 896-247



The sports of speedway, grass track, and long track racing are closely related, the principal differences being the composition of the track surface and the length of the circuit, long tracks typically being 800-1,000 metres in length compared to around 400 metres or less for a speedway venue. The machines too share many basic characteristics, though long trackers are lengthier and have two-speed gearboxes and different, longer-travel front suspension. With their much longer straights, long tracks allow for significantly higher speeds. Long track engines will, generally, be tuned for greater top-end power to take advantage of these long straights.

Just as in speedway, the JAP engine ruled the roost in long track's formative years, before the Czech-built Jawa/ESO began to assert itself in the early 1960s. In turn, Jawa's dominance of both speedway and long track racing would be challenged by the four-valve Weslake engine, and Jawa responded by introducing a new double-overhead-camshaft, four-valve motor in the late 1970s. Available in speedway/long track variants as the Type 894/895, this engine was adequately powerful (producing up to 65bhp) but rather top heavy, and was superseded by the more compact, single-overhead-camshaft Type 896/897, this being the final development of Jawa's classic upright single.

As well as winning the Speedway World Championship Final on six occasions, Ivan Mauger won the World Long Track Championship three times: 1971, 1972, and 1976. When he finally retired from active European competition in 1985, Ivan switched to promoting events, and this particular machine was used by several riders during his long track promotions in the 1990s. The machine was supplied by Jawa as a rolling chassis, and built up by Ivan to his own specification. Ivan fully restored this bike in his Australian workshop in 2004/2006 and used it consistently after he had retired from competitive racing for demonstrations while promoting Long track racing throughout Australia and New Zealand.

£3,000 - 5,000

€3,300 - 5,500

148 *

Incorporating a 1972 factory supplied engine

1972 JAWA LONGTRACK RACING MOTORCYCLE REPLICA

Frame no. 045

Engine no. P500 129



Following Ivan's win at the Speedway European Championship Final in 1966, his raised profile led to increasing approaches from Continental promoters. 'From 1967, I was fitting in additional meetings on the Continent, usually on the 1,000-metre tracks, and sampling grass, sand and shale,' he recalled in his autobiography, 'The Will to Win'. 'Soon there were invitations to do a couple of grass tracks and long tracks which meant buying a long track bike.' After a meeting at Wimbledon Ivan went to Alf Hagon's shop at 350 Leyton High Road and bought one of his Hagon sand racers, into which he fitted a spare JAP engine.

'Long track appealed to me since the first time at Easter 1960 when I saw the mile track at Port Pirie,' he recalled. 'I could not wait to get on my bike and go fast down those long straights. Although the long track is not as spectacular to watch for spectators, from a riding point of view it is definitely more exciting. And money-wise, it made a lot of sense to do more meetings.'

For 1971, the FIM elevated the premier long track championship from European to World status. Already World Speedway Champion three times, Ivan had twice qualified for the European Long Track Final but had not ridden in either. He made it to the first ever Long Track World Final only for his factory Jawa to give trouble in one of the heats. Ivan borrowed Don Godden's fast and reliable JAP for the decider, which he won.

In 1972, as World Champion, Ivan was seeded directly to the semi-final at Scheeßel, Germany and won it. 'The final was at Mühldorf on September 9 and I won with a 30-point maximum,' he recalled. 'It was the first time the world long track championship had been won with a maximum.' One week later at Wembley, Ivan won his fourth Speedway World Final to become the first rider to win the speedway and long track finals in the same year.

Built by Ivan in the early 1990s using a long-stroke engine, the machine offered here is a replica of his 1972 World Long Track Championship-winning bike, and is believed to have the latter's mudguards. In one of his notebooks, Ivan records that at the 1972 final, '500-129' was a spare engine, listed as 'special'. Following completion, the Jawa was displayed for 18 months at Ash's Speedway Museum in Bathurst, New South Wales, Australia (circa 2014).

£3,000 - 5,000

€3,300 - 5,500

THE FOLLOWING 38 LOTS ARE SUBJECT TO 25%+VAT BUYERS PREMIUM

Further images of each lot can be found on: www.bonhams.com/autumnstafford



149 (part lot)

149 *0

A SELECTION OF TROPHIES AND AWARDS DATING BETWEEN 1964 & 1967,

including Champion of Champions, Wolverhampton, 1964; Cowie-Honda Trophy, Newcastle, 1964; Provincial Rider's Championship round 1964, Newcastle; 23.9.66 Ullivi Göteborg, Parker Bridget Trophy, winning team; 14.7.66 FIM Speedway Championship of the World Nordic/British final ashtray; J.W. Mellor trophy, Biggin M.C. October 1967; Three individual world championship awards including 1967 Newcastle World speedway championship winner qualifying round; 1967 Hackney World Speedway Championship winner qualifying round; 1967 West Ham World Speedway Championship runner-up final; 20.INT. Bremer Aschenbahnrennen Golden Key trophy; 30.4.1967 International Speedway Bremer Golden Schlüssel cup; The Peter Craven award 1967 Memorial Trophy; together with a 11.9.1966 Wroclaw FIM World Speedway Team Championship Final poster with folds, mounted on board; a photographic print depicting Mauger, B. Briggs, A. Woryoa at the European Championship, Wembley, 1966, mounted on board with spotting and damage; a photographic print of the same event, mfg; a 1967 Russian Ice Speedway Final poster with folds and creases, mounted on board and others, various sizes, close inspection advised. (Qty)

£300 - 500

€330 - 550



150

150 *0

A SELECTION OF TROPHIES FOR 1968,

including individual World Speedway Championship awards for, winner, British final, Wimbledon; World Speedway Championship, winner; European Semi Final, West Ham; World Speedway Championship, winner; British Semi Final, Poole; World Speedway Championship, winner, qualifying, Manchester; World Speedway Championship, winner, qualifying round, Newcastle; Speedway team championship, Wembley; Oxford Speedway Champions trophy; British Speedway League Riders, 3rd place, Belle Vue; 3 German cups, a 1968 Golden Key of Bremen; a tankard and a Brandonapolis, Coventry award; together with a photographic print depicting Ivan, B. Briggs and Edward Jancarz at the Göteborg Speedway event, mfg, and others, various sizes, close inspection advised. (Qty)

£600 - 800

€660 - 880

151 *◇

A SELECTION OF 1969 INTERNATIONAL TROPHIES,

including Grasstrack at Schwarme; three Grasstrack at Harsewinkel; Grasstrack at Cloppenburg; a 1969 Golden Key of Bremmen and others; together with a photographic print of Ivan, World Champion 1969, Belle Vue and New Zealand and others, various sizes, close inspection advised.

(Qty)

£500 - 800

€550 - 880



151

152 *◇

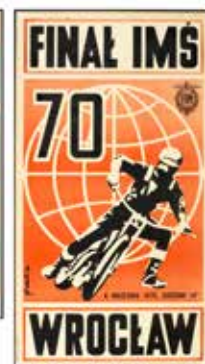
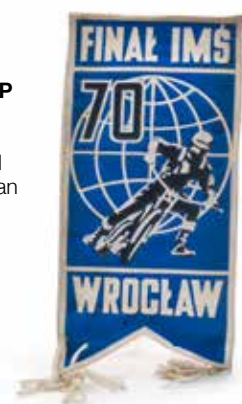
A 1970 WORLD SPEEDWAY CHAMPIONSHIP FINAL CUT GLASS TROPHY,

approx. 30cm tall; together with a 1970 Wroclaw pennant; a Wroclaw World Final poster mounted on board with some damage; and a poster of Ivan at speed, mounted on board.

(4)

£300 - 400

€330 - 440



152

152

153 *◇

A SELECTION OF CUT GLASS TROPHY VASES FROM THE 1970'S AND 1980'S,

including a 1976 Czechoslovakian World Championship Long Track Final vase, approx. 40cm tall with lid and pendant; two 1979 Polish World Championship vases, approx. 47cm tall (with lid and no engravings) and approx. 50cm tall; a 1982 semi-final Vilshofen vase on base approx. 47cm tall (with lid); a 1983 Gornja Radgona Mesto glass trophy, approx. 20.5cm tall; a Jawa Motocov vase approx. 27cm tall; a Tomicka memorial glass trophy, approx. 41cm tall (with lid) and another unknown approx. 40cm tall (with lid), close inspection advised.

(Qty)

£400 - 600

€440 - 660



153



154 (part lot)

154 *◇

A GOOD SELECTION OF TROPHIES AND AWARDS FOR 1970,

including international World Speedway Championship; two for Cloppenburg; Grasstrack at Lippstadt; two Speedway at Rodenbach; Grasstrack at Ludinghausen; Grasstrack at Holzwicked; a selection of British trophies including British final winner, West Ham; World Speedway Championship winner, British Semi-final, Leicester; RAF Association, Poole 680 branch Battle of Britain Trophy; West Ham; Piccadilly No.7 trophy, Wimbledon; the B.S.P.A 'Rider of the Night' Belle Vue trophy; Speedway World Team Championships final and others; together with a photographic print for the 1970 World Speedway Championship depicting 1st, 2nd and 3rd riders, mfg; a photographic print for the 1970 European Championship depicting 1st, 2nd and 3rd riders mfg and a 1970 European Speedway Final poster mounted on board and others, various sizes, close inspection advised.

(Qty)

£700 - 1,000

€770 - 1,100



155 (part lot)

155 *◇

A GOOD SELECTION OF TROPHIES AND AWARDS FOR 1971,

including International Speedway for Grasstrack at Vechta; two Grasstrack at Osnabruk; Grasstrack at Lippstadt; two Grasstrack at Burgdorf; Speedway Bremmen; Grasstrack 'Golden Hufeisen' at Vechta; Champion of Champions Perpetual Trophy presented by Westward Television 1962 with engraved plaques for winners between 1962 & 1973; World Speedway Championship Belle Vue qualifying round winner; World Speedway Championship, Reading qualifying round winner; a Golden Lipper Rose platter; together with a 1971 World Long Track Championship photographic print depicting 1st, 2nd and 3rd riders mfg and others; various sizes, close inspection advised.

(Qty)

£600 - 800

€660 - 880



156 (part lot)



157

156 *♦

A SELECTION OF TROPHIES AND AWARDS FOR 1972,

including International Longtrack at Rodenbach; World Longtrack Championship semi-final at Scheessel; two Grasstrack at Holzwickede; Grasstrack at Lippstadt; Grasstrack at Bad Zwischenahn; two for Bremer including golden key; together with a copy FIM ACU Grande-Bretagne Champion du Monde Speedway Equipe certificate, mfg; and a 1972 World Speedway Championship, Wembley photographic print depicting 1st, 2nd and 3rd riders, mfg, various sizes, close inspection advised.

(Qty)

£1,000 - 1,400

€1,100 - 1,500

157 *♦

A SELECTION OF MOSTLY 1973 GERMAN AWARDS,

including International three trophies for Grasstrack at Vechta; two Grasstrack at Holzwickeder; two Grasstrack at Bad Zwischenahn; Grasstrack at Rastede; Grasstrack at Schwarme; Grasstrack Bremer Golden horseshoe; Grasstrack at Ludinghausen and others, various sizes, close inspection advised.

(Qty)

£400 - 600

€440 - 660



158

158 *♦

A SELECTION OF TROPHIES AND AWARDS FOR 1974,

including two World Longtrack Championship final/semi-final at Scheeßel; World pairs semi-final at Rodenbach; Grasstrack at Holzwickeder; two Speedway at Brokstedt; two believed Longtrack at Radgon; The Late Night Final P. Serle trophy; a World Speedway Championship Final tankard and others, various sizes, close inspection advised.

(Qty)

£400 - 600

€440 - 660

159 *♦

A SELECTION OF TROPHIES AND AWARDS FOR 1975,

including two International Grasstrack at Schwarme; two International Speedway at Lüdinhhausen; two International Speedway at Brokstedt; two at Hansa Stadion; a 1975 Golden Key of Bremmen; believed Wolverhampton open meeting and Champion of Champions (both without engravings); South Shropshire MCC race of the year; Victor Ludorum trophy and others, together with a photographic print for the 1975 European Championship depicting 1st, 2nd and 3rd riders, mfg, various sizes, close inspection advised.

(Qty)

£500 - 800

€550 - 880



159 (part lot)



160 (part lot)

160 *◇

A SELECTION OF TROPHIES AND AWARDS FOR 1975,

including Speedway Bremer at Hansa Stadion; Speedway Pairs semi-final at Norden; Speedway pairs semi-final at Motodrom Halbemond; Speedway at Rodenbach; Longtrack at Scheessel; Longtrack at Herxheim; Longtrack at Hof; International Speedway at Neulengbach and others; together with a 1975 World Long Track Championship photographic print depicting 1st, 2nd and 3rd riders, mfg, various sizes, close inspection advised.

(Qty)

£500 - 800

€550 - 880



161 (part lot)

161 *◇

A SELECTION OF TROPHIES AND AWARDS FOR 1977,

including International Speedway at Neulengbach; three Longtrack at Herxheim; Grasstrack at Rastede; Grasstrack at Sonderlauf; Grasstrack at Schwarme; two Longtrack at Hof; Longtrack at Vilshoten; two Longtrack at Elmshorn; Speedway at Olching and others; together with a 2nd September 1977 World Final Speedway Gothenburg poster mounted on board, signed by Ivan and a 1977 World Speedway Championship photographic print, mfg, various sizes, close inspection advised.

(Qty)

£600 - 1,000

€660 - 1,100



162

162 *◇

A SELECTION OF TROPHIES AND AWARDS FOR 1978,

including two International Grasstrack at Vechta; two International Speedway at Broksted; Longtrack at Neuenkinck; Longtrack at Berlin; World Longtrack at Herxheim; International Speedway at Neulengbach; Longtrack at Jubek; an engraved steel shoe display piece; a Ricard trophy and others, various sizes, close inspection advised.

(Qty)

£400 - 600

€440 - 660



163 (part lot)

163 *◇

A SELECTION OF TROPHIES AND AWARDS FOR 1979,

including two International Longtrack at Mulmshorn; Speedway at Broksted; International Speedway at Norden; a Longtrack 'Golden Horseshoe'; Speedway 4-landerkampf Bremmen; Grasstrack at Spenge; Daily Mirror Speedway 'Man of the North'; two Berger-Daily Mirror Grand Prix trophies; Speedway at Lendava and others; together with a 1979 photographic print of the World Team Championship, mfg; together with three other photographic prints, mfg, various sizes, close inspection advised.

(Qty)

£600 - 1,000

€660 - 1,100



164 (part lot)



164 (part lot)

164 *◇

A SELECTION OF TROPHIES FROM THE 1980'S,

some International and Pairs trophies, including the following for 1980, two Longtrack Jubek; two Speedway-Rennen at Broksted; Grasstrack at Bad Waldsee; Longtrack at Rahden; Best Pairs at Norden; Speedway at Olching; the following for 1981, World Longtrack Championship semi-final at Pfarrkirchen; Grasstrack at Apen; Longtrack at Harsewinkle; Longtrack at Mulnshurn, Best Overall; Devonaire Invitation Trophy; the following for 1982, Speedway at Kempten; Speedway at Abensberg; three Speedway at Neuenknick; Longtrack at Muhldorf; the following for 1983, two Solo Speedway at Haunstetten; Speedway at Neuenknick; Speedway at Neustadt; Speedway at Vetlanda; Speedway at Kempten; Speedway at Lonigo; and the following for 1984, All-round Super Cup Cloppenburg; Longtrack at Harsewinkle; Speedway-Rennen at Neuenknick; 1985 Longtrack at Vilshofen; Speedway at Munich and others.

(Qty)

£400 - 600

€440 - 660



165

165 *◇

A SELECTION OF UNDATED TROPHIES AND AWARDS,

for International, Domestic and Pairs, various types and sizes, close inspection advised.

(Qty)

£500 - 800

€550 - 880



165

166 *◇

FOUR YUGOSLAVIAN 'GOLDEN HELMET' AWARDS,

for International races, all presented at Varstroj Lendava; including 1979, 1980, 1982 and 1983, varying conditions, two with stone bases, two with wooden bases, close inspection advised.

(4)

£1,500 - 2,000

€1,600 - 2,200



166



167

167 *◇

TWO GERMAN INTERNATIONAL LONGTRACK HELMET AWARDS

including 1975 German Long Track Diamond helmet and 1981 German Long Track golden helmet; together with a 1985 Goldhelm Speedway Centre Austria spun brass example, mounted on a wooden base and a 1985 ADAC open face helmet with Boeri Sport helmet peak, close inspection advised.

(4)

£800 - 1,200

€880 - 1,300

168 *

A 1976 LONGTRACK CHAMPIONSHIP FINAL HELMET,

with applied stickers for Justice Brothers, Jawa, Ricard, with modified peak; together with a 1977 Speedway World Final Championship Premier helmet, race used, with applied stickers for Jawa, Ricard, ACU Approved; racing goggles with monkey mask, well used with applied Champion sticker, all enclosed within a Bell Helmets bag 'The choice of Professionals' with Ivan's address tag, close inspection advised.

(4)

£600 - 800

€660 - 880



168

169 *

A 1979 WORLD SPEEDWAY CHAMPIONSHIP PREMIER HELMET,

with peak and applied Ricard, Jawa and ACU approved stickers, race worn; together with a monkey mask enclosed within a Premier helmet bag, close inspection advised.

(3)

£400 - 600

€440 - 660



169

170 *

A 1975 BELL CHEQUERED HELMET,
with applied Bell Helmets and Justice Bros
stickers, used condition; together with a
Bell Helmet bag (with damage to zip), close
inspection advised.

(2)

£250 - 350

€270 - 380

170



171 *

A PREMIER CHEQUERED HELMET,
with Premier 1 and DOT medium stickers,
with Arai peak, used condition; together with a
Bell helmet bag with Qantas travel tags, close
inspection advised.

(2)

£250 - 350

€270 - 380

171



172 *

A BELL CHEQUERED HELMET,
with applied SHCA approved and SNELL
memorial foundation stickers, size 6 7/8 -
55cm, used condition; together with a Bell
helmet bag with Air New Zealand travel tag,
close inspection advised.

(2)

£250 - 350

€270 - 380

172



173 *

A BELL CHEQUERED HELMET,
signed 'Best wishes Ivan Mauger 20.12.12',
with applied Reynold sticker and chequered
peak, in used condition; together with Bell
helmet bag, close inspection advised.

(2)

£250 - 350

€270 - 380

173





174

174 *

A BELIEVED 1980 BELL CHEQUERED HELMET,

with applied Bell, SNELL approved, Justice Bros and Champion stickers, with peak, in used condition; together with Bell helmet bag, close inspection advised.

(2)

£250 - 350

€270 - 380



175

175 *◇

IVAN'S RICARD KIT BAG,

signed by Ivan, used condition; together with two Bell Helmet bags, each with travel tags; a small suitcase in worn condition with applied Reynold, Justice Bro's, Circle Industries, Bel Ray, Ivan Mauger World Champion 1976 Longtrack and Jetaway stickers, enclosing various mask and goggle lenses; a NOS Bell helmet peak and several NOS Bell star cover lenses, close inspection advised.

(Qty)

£250 - 350

€270 - 380



175



176 (front)

176 *◇

A SET OF ONE-PIECE LIGHTWEIGHT RACING LEATHERS

emblazoned with sponsors logos including 'Circle Industries', 'Shoei Helmets', 'NZ IVAN' to chest, 'Ivan' to thighs and 'Ivan 1' to rear, race worn, manufactured by TT Leathers, England, size unknown; together with Ivan's TT Leathers international kit bag and a framed photographic print of Ivan wearing the leathers, close inspection advised.

(3)

£500 - 700

€550 - 770



177 *◇

A SELECTION OF SPEEDWAY RACE VESTS,

including a No. 1 Belle Vue Aces; No. 1 Newcastle Diamonds; No. 11 Intercontinental Lonigo with Alpine Stars, Dainese and Armelli logos; No. 3 Pava; Valerie Klemtieva's 1979 Russian World Final No. 12 with USSR flag; No. 1 New Zealand with silver fern, number 1 Newcastle Diamonds, all in race worn condition, close inspection advised.

(Qty)

£400 - 600

€440 - 660



178 *◇

A SERIES OF IVAN MAUGER TRAINING SCHOOLS SPEEDWAY VESTS,

the majority signed; together with two signed New Zealand racing vests, one specially manufactured by GTS with pressed studs, close inspection advised.

(9)

£250 - 350

€270 - 380

178



179 *◇

A SET OF BELIEVED 1990'S ONE-PIECE RACING LEATHERS,

emblazoned with sponsors logos including 'Smoke Free', 'Lifespan', 'Canadian Airlines International', 'Hotsuit', 'Pitstop', 'Coca Cola', 'Budget' and 'Shell', 'Ivan Mauger' to lower back, race worn, size and manufacture unknown, close inspection advised.

£300 - 500

€330 - 550

177 (front)

180 *◇

A SET OF ONE-PIECE LIGHTWEIGHT RACING OVERALLS

emblazoned with sponsors logos including 'Hagon Shocks', 'Smoke Free', 'Race Wear', 'Venhil', 'Bell', 'Talon', 'Renthal', 'Neb', 'Scott', 'Ivan' to lower back, race worn, size and manufacture unknown; together with a pair of Frey Daytona racing boots, well used, fitted with a race worn steel shoe sole; a Bell black and red Gillet, size medium and a Jawa racing branded windproof jacket, size medium, close inspection advised.

(5)

£250 - 350

€270 - 380



180 (part lot)



181 *

THREE OF IVAN'S PIT BOARD SIGNS,

for 1966, 1968 and 1977, close inspection advised.

(3)

£100 - 150

€110 - 160





€440 - 660

€330 - 550

184 *◇

A SELECTION OF SPEEDWAY POSTERS,

including 22.7.1966 Stadium Zuzlowy Gdansk Polish League meeting (69cm x 50cm), with some watermarks and foxing; 1967 Russian Ice Speedway (90.5cm x 58cm) with creases, some foxing and perforations; 27.9.1968 Evening Citizen Speedway Special fold out poster with folds and damage throughout (51cm x 63cm); Sunday 30th June Auto 66 Club international Grasstrack at Beeford poster with folds (75.5cm x 51cm); 1970 Final IMS Wroclaw poster with folds (97.5cm x 54cm); 1974 Marianke Lazne, Semi Finale poster with folds and creases (58cm x 42.5cm); 1967 World Speedway Championship Final Wembley Stadium poster with folds and foxing, (75.5cm x 50cm); together with a Königreich Bayern tin sign; and a 1-2 10.1977 Zlata Prilba race programme with hand written results, close inspection advised.

(Qty)

£250 - 350

€270 - 380



184 (part lot)



185 (part lot)

185 *◇

SEVEN COMMEMORATIVE PLATES,

including 11.9.66 Wroclaw World Speedway Team Championship Final; 25.8.1968 Wroclaw European Individual Final; 1970 Wroclaw World Speedway Championship Final; 1971 Wroclaw Final; 1981 G. Ragdona, Yugoslavia; and two Langbahn WM Finale 1986; together with a metal relief of Ivan Mauger, close inspection advised.

(8)

£200 - 300

€220 - 330

186 *◇

A SELECTION OF PHOTOGRAPHS CHARTING IVAN'S RACING CAREER,

including a 1972 World Speedway Championship display board depicting 1st, 2nd, 3rd riders; an Ivan Mauger 'The Ace of Clubs' print; several factory/workshop photographs; an Ivan Mauger six times World Champion display board and a large selection of duplicate publicity posters, various formats and sizes.

(Qty)

£150 - 250

€160 - 270



186 (part lot)

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

The following 29 machines are offered from a private static museum collection and are therefore offered strictly as viewed requiring restoration or recommissioning to a greater or lesser extent. They are offered without documentation and the majority without keys.



187 * N

C.1925 BSA 249CC MODEL B

Registration no. not UK registered

Frame no. B5306

Engine no. B35213W

Although there were bicycle-related creations dating back several years before, BSA are considered to have started motorcycle production in 1910, for the 1911 model year. Destined never to have the racing pedigree of contemporaries such as Norton, Triumph, Matchless, Indian, Velocette, Rudge and others prior to World War II, they nevertheless garnered a well-deserved reputation as a solid, dependable means of transport for many enthusiasts, and offered an extensive model range (of as many as 18 different ones) which served many of the populace for much of their daily transport and weekend sporting needs. B5306 is an example of the popular 'round tank' model, featuring a two-speed gearbox, clutch, and chains for primary and final drives. Ignition is by Lucas magneto, and an example of the ever-popular 'Klaxon' horn sits atop the handlebars. Part of a private collection, the BSA is an older restoration, now showing signs of the intervening years since it was restored. There are no documents with this machine, which will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition. Bonhams will provide a NOVA certificate for the machine, should this be necessary for the new owner to register it in the UK. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£2,500 - 3,500

£2,700 - 3,800



188 * N

C.1928 DOUGLAS DT

Registration no. not UK registered

Frame no. TF1128D

Engine no. EL1055

Speedway and grass track racing gained popularity in the late nineteen twenties and thirties, and some manufacturers such as Douglas, Rudge, and others, included machines in their ranges specifically for the purpose. Many others were built as specials by owner/riders. Riders became the celebrities of the day, some earning enormous sums, and enjoying the accolade of an adoring public. Douglas produced two DT models, the DT5 and DT6, being 500 and 600cc capacities, respectively, for use in dirt track and grass track competition. We are unaware of whether this example is the 500 or 600 variant. The gearbox number (UG476) may suggest that it has been used for speed work, as the marking suggests it may have TT ratios. TF1128D appears to be an older restoration, now exhibiting some signs of the intervening years. The frame and engine are of similar vintage. Nothing is known of the history of TF1128D, which is part of a private collection of machines. There are no documents present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£8,000 - 12,000

£8,800 - 13,000



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.

189 * N

1928 BMW 736CC R63

Registration no. not UK registered

Frame no. 27508

Engine no. 75458

- *Rare early BMW*
- *First 750cc overhead-valve model*
- *Part of a private collection*
- *Offered for re-commissioning/restoration*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. Its first two models, marketed as the Frink and Helios respectively, were failures but a successful proprietary engine was supplied to other manufacturers, such as Victoria. Designed by Chief Engineer Max Friz and launched in 1923, the first motorcycle to be sold as a BMW - the R32 - featured a 493cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Development of the BMW engine proceeded rapidly throughout the 1920s, with the first 750cc models, the R62 and R63, arriving in 1928. A sidevalve tourer, the former employed the same long-stroke (78mm) built-up crankshaft as the new 486cc R52, while the sporting overhead-valve R63 featured a short-stroke (68mm) crank coupled with a 83mm bore. These new engines incorporated a strengthened gearbox featuring a 'side-throw' kickstart, while the cycle parts were upgraded with a larger front brake. Electric lighting was now standard on all BMW models.

A spirited performer on the road, the R63 was also raced by the works alongside its 500cc stablemates and, like the latter, pioneered the factory's use of supercharging. Although a relatively modest 75mph maximum was claimed for the stock R63, it was a modified version that provided BMW with the means of securing its first motorcycle land speed record, when Ernst Henne achieved a maximum of 133.8mph on a 'blown' example in 1929.

The arrival of the fashionable 'saddle' fuel tank at the end of the 1920s meant that BMW's distinctive wedge-shaped tank had to go. The resulting wholesale revision of the design undertaken for 1929 would later confer iconic status on these early BMWs, none more so than the R63, which enjoys great historical significance as the Munich firm's first ohv 750 roadster. Approximately 800 were made.

Offered from a private collection, this BMW R63 - possibly an older restoration - will require re-commissioning or more extensive renovation before returning to the road (the engine turns over, with compression). Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£24,000 - 28,000

£26,000 - 31,000

190 * N

C.1920 EXCELSIOR 1,000CC 20R MOTORCYCLE COMBINATION

Registration no. not UK registered

Frame no. None Visible

Engine no. 2734

- *Iconic American make*
- *Part of a private collection*
- *Offered in need of re-commissioning/
restoration*



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. 1911 was a landmark year in Excelsior's history, for the firm was acquired by bicycle maker Ignaz Schwinn and introduced its first v-twin model that year.

In 1913 the 61ci (1,000cc) twin was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two innovations introduced for the following season. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight.

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

Offered from a private collection, this Excelsior motorcycle combination will require re-commissioning or more extensive restoration before returning to the road. The engine turns over (with compression), while the sidecar appears structurally sound and the brown leather interior in good order. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£18,000 - 24,000

€20,000 - 26,000

191 * N

C.1941 MOTO GUZZI 498CC SUPERALCE

Registration no. not UK registered

Frame no. AV*33215*

Engine no. AV*107102*

Moto Guzzi was established by Carlo Guzzi and Giorgio Parodi in 1919, with backing from Parodi's father, and ideas from Guzzi. Their first machine emerged in 1920 for scrutiny by Parodi senior who, fortunately for the pair, liked it, and gave the go-ahead for production to commence. From their inception, Moto Guzzi were destined always to produce technically interesting motorcycles. During the Second World War Guzzi produced a large number of 498cc Alces for the Italian armed forces. After the conflict, when production could be resumed, the Italian authorities requested a machine for the police and military forces, and the result was the Superalce. Similar in some respects to the pre-war GTV and GTW, the Superalce was an overhead valve four-stroke machine with girder forks, a four speed gearbox, and rear suspension. That it was successful in its role can be judged by the fact that it remained in production until 1958. 33215 is part of a private collection and is an older restoration, now showing signs of the years since completion. There are no documents with the machine, and no key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, degree of completeness, and originality of this machine prior to bidding.

£3,000 - 6,000

€3,300 - 6,600



192 * N

1960 SCOTT 596CC FLYING SQUIRREL

Registration no. not UK registered

Frame no. S1231

Engine no. DMS2032

Alfred Angus Scott was firmly convinced of the advantages of the two-stroke engine when his first machines were manufactured in 1908, and he remained so, until his departure in 1918 to pursue other ideas. His successors obviously subscribed to the same beliefs, as they continued with the two stroke engine for motive power throughout the company's history. After World War Two production recommenced in 1946, but gradually tailed off until, in 1950, Scott's Shipley factory was closed, and the motorcycle manufacturing business was purchased by Matt Holder; the tools, parts, remaining bikes etc. being transferred to his Aerco Jig and Tool Company in Birmingham. Although some bikes were sold initially, production did not re-start until a new design appeared in 1956. Only a few hundred Birmingham Scotts were produced from then until manufacture eventually ceased in 1978. S1231 is part of a private collection, and appears to be an older restoration, now showing signs of the intervening years. There are no documents with this machine, which will require safety checks and re-commissioning, and is sold strictly as viewed. A key is present. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£4,600 - 5,600

€5,000 - 6,100





193 * N

C.1950 SUNBEAM 487CC S7

Registration no. not UK registered

Frame no. S7-3191

Engine no. S8-2380

BSA's plan to use the Sunbeam name after WWII revolved around a loose copy of wartime BMW layout, with an engine based on an old design previously unused by the company. The project was the responsibility of Erling Poppe. The Sunbeam was intended to be a luxury machine, and the eventual engine specification certainly sounded exotic – all-alloy engine, twin cylinder, overhead camshaft, with shaft final drive. The capacity, though, for the heavy cycle parts, left it a little underpowered at 500cc. Once the engine mountings had been redesigned, the ride, however, was as smooth and sedate as intended, and ideal for a gentleman in need of a comfortable, if not speedy, ride. Released to the public in 1946, it survived in S7 and S8 forms until 1958. S7-3191 has evidently been restored in the recent past, and has been updated with the fitment of indicators and a later Amal Concentric carburettor. Part of a private collection, there are no documents with this machine, which will require safety checks and re-commissioning, and is sold strictly as viewed. It does have a key. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£4,500 - 6,500

€4,900 - 7,100



194 * N

1955 DOUGLAS 348CC DRAGONFLY

Registration no. not UK registered

Frame no. 1866/6

Engine no. 2446/6/2

The first Douglas motorcycles were produced in 1907, and based on the fore-and-aft twin cylinder design of the Fairy motorcycle concern which had been unsuccessful under the leadership of John Barter. Barter teamed up with William Douglas, and brought his expertise to the production of the new Douglas machine. The horizontally opposed twin was to remain the mainstay of Douglas manufacture for the remainder of their time making motorcycles, until the last ones in 1957. After the war, Douglas resumed production with a side-to-side twin, the T35. This was eventually superseded by the 'Mark' series of machines, and finally, in 1954, by the Dragonfly, the final manifestation of the Douglas motorcycle, featuring leading-link forks, coil ignition, and futuristic styling. Said to handle well, the brakes suffered some criticism. 1866/6 is part of a private collection, and appears to be an older restoration, now mellowing. It has been updated with a Mikuni carburettor, and Boyer Bransden electronic ignition, but otherwise appears relatively standard. There are no documents or keys with this machine, which will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine prior to bidding.

£4,000 - 5,000

€4,400 - 5,500



195 * N

1956 VELOCETTE 349CC VIPER

Registration no. not UK registered

Frame no. RS15691

Engine no. VR3308

Velocette's initial TT victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke Model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would be forever linked mainly to four-strokes. In 1956, the Viper and Venom sports models were introduced in 350 and 500 capacities to enliven the model range, which, by 1955 had become somewhat staid in character. This move succeeded in reviving sales a little, and no doubt led to the subsequent introduction of the Clubman models in 1960, and eventually the ultimate overhead valve sports model, the Thruxton, in the hope that Velocette's fortunes could be improved. RS15691 appears to be an older restoration, and is fitted with a later Amal Concentric carburettor. Nothing is known of the history of RS15691 which is part of a private collection of machines. There are no documents or keys present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£3,500 - 4,500

€3,800 - 4,900



196 * N

1959 BSA 499CC GOLD STAR

Registration no. not UK registered

Frame no. CB32 8802

Engine no. DBD34GS 1612 (See Text)

Introduced shortly prior to the Second World War, the BSA Gold Star did not reappear again until 1949. From its resurrection it built its reputation as a competent all-rounder in sporting events of all types, and was produced in various forms until being discontinued in 1963. Nothing is known of the history of CB32 8802, which is part of a private collection of machines. However, what is certain is that the engine number has been altered by a previous owner. It is believed that this machine started life as a 350cc DB32. DBD34 Gold Star engine numbers did not start until 2001, and it is possible that a previous owner, having uprated the engine to 500cc, altered the engine number prefix to reflect this. The gearbox is marked RRT2, front brake is 190mm, a GP carb is fitted, and the wheels have alloy rims. Part of a private collection, there are no documents present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£7,500 - 10,000

€8,200 - 11,000





197 * N

1952 ZÜNDAPP KS601 'GREEN ELEPHANT'

Registration no. not UK registered

Frame no. 35-2475

Engine no. 35-2475

Founded at the height of WWI to manufacture armaments, Zündapp found a new role post-war as a motorcycle producer, building its first machine, a Levis-powered two-stroke, in 1921. The firm began making its own engines in 1924, 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 was a brace of sidevalve flat-twins, both of which employed designer Richard Küchen's unconventional all-chain four-speed 'gearbox' and shaft final drive. Immediately prior to the outbreak of war in September 1939, Zündapp introduced an overhead-valve twin, the KS600, which featured the Küchen transmission, a pressed steel frame, and similar girder forks. Revived, albeit briefly, a few years after the end of WW2, it was replaced early in 1951 by the KS601, which employed a broadly similar engine/transmission in a conventional tubular steel frame with telescopic front fork. The KS601 was Germany's fastest roadster at the time of its introduction. Offered from a private collection, this KS601 appears to have been restored relatively recently. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£5,500 - 6,500

€6,000 - 7,100



198 * N

1954 VICTORIA 350CC V35 BERGMEISTER

Registration no. not UK registered

Frame no. 35-2475

Engine no. 35-2475

Founded in Nürnberg, Germany in 1886, bicycle-maker Victoria added motorcycle manufacturing to its portfolio towards the end of the 19th Century. The firm used proprietary engines initially before acquiring the means to make its own in the late 1920s. Small-capacity two-strokes formed the mainstay of production immediately after WW2 and then in 1951 Victoria announced its first four-stroke model of the post-war era: the V35 Bergmeister (Mountain Master) though a lengthy and expensive development process mean that deliveries were delayed for a couple of years. Designed by Richard Küchen, the V35 was powered by a transversely mounted v-twin engine, and featured shaft final drive, and an unusual four-speed, chain-and-sprockets transmission (there are no gears in the 'gearbox') an arrangement Küchen had used while employed by Zündapp in the early 1930s. Modern for the times, the V35 boasted plunger rear suspension, a telescopic front fork, and excellent full-width alloy brakes. Offered from a private collection, this example of a rarely encountered German marque appears to be an earlier restoration that would respond well to detailing. The paintwork shows some cracking in places; there is light pitting to the chrome; the fuel tank filler cap has a small dent; and the speedometer needle broken. The engine turns over (with compression). Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£4,500 - 6,500

€4,900 - 7,100



199 * N

1961 TRIUMPH 649CC TROPHY TR6R/T120R REPLICA

Registration no. not UK registered

Frame no. D13536

Engine no. T120R 13536 (See Text)

The Triumph Trophy was originally conceived as a competition machine with a 500cc engine and rigid frame, but once Triumph had introduced the 650cc engine, the Trophy transformed over the years into more of a touring bike with competition variants. D13536 has been confirmed to be a TR6R Trophy, despatched to a dealer in Bishop Auckland on 5th May 1961. Indeed, the present colour scheme is that of a Trophy of that time, and it is wearing a 3 gallon petrol tank appropriate to the model. However, the engine number has been re-stamped with a T120R number, and it is fitted with a Bonneville splayed cylinder head, the optional tachometer and drive cover, and has also been fitted with indicators. Nothing is known of the history of D13536, which is part of a private collection of machines. There are no documents present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£5,000 - 6,000

€5,500 - 6,600



200 * N

1960 BSA 646CC ROCKET GOLD STAR REPLICA

Registration no. not UK registered

Frame no. GA7 5053

Engine no. DA10R 5758

Accounts vary as to the genesis of the Rocket Gold Star. Whatever the truth, the model only sold around 1500 examples before it was discontinued. Thereafter, perhaps due to its rarity, it certainly captured the imagination of many, and became a feature of most collectors' wish lists, which in turn led to it being copied many more times than it had ever been made. This RGS Replica comprises an 'A' range frame and is fitted with a Super Rocket engine of approximately 1961 vintage. Gearbox is marked as standard, and the bike benefits from the fitment of alloy wheel rims, a twin-leading shoe front brake, indicators, tachometer, alloy top yoke, and swept-back exhaust pipes with twin Gold Star silencers. Carburetion is provided by an Amal Concentric unit. Nothing is known of the history of GA7 5053, which is part of a private collection of machines. There are no documents or keys present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£5,000 - 6,000

€5,500 - 6,600





201 * NMT N
1987 NORTON 588CC INTERPOL ROTARY
 Registration no. not UK registered
 Frame no. *3271*P41
 Engine no. P41*3271*

Norton engineers had been working on the P41 rotary-engined project before the demise of the Commandos. In 1979 the Mark I rotary appeared, and 25 examples were produced. These were followed in 1981 by a Mark II version which went into production as the Interpol II for sale to a few Police forces. The motorcycling public were clamouring for a civilian version of the bike, such was the esteem of the Norton name, and eventually it appeared in the form of the Classic, a limited edition of 100 machines released in 1987 dressed in the traditional Norton colours of silver, with black and red lines. The limited edition sold quickly, and it was inevitable that when Interpols were sold off by the police, they were snapped up by the motorcycling public and renovated in the style of the Classic model. This appears to be exactly what has happened with 3271. 3271 is part of a private collection of machines. There are no documents or keys present; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£4,000 - 5,500
 €4,400 - 6,000



202 * N
1975 NORTON 828CC COMMANDO INTERSTATE MK III
 Registration no. not UK registered
 Frame no. IS 328508
 Engine no. IS 328508

Norton were best known for single cylinder machines until the advent of the model 7, which made its debut in 1948. It was later to become the Dominator, still a 500, in 1951. From the initial capacity of 500cc the parallel twin engines were enlarged steadily, benefiting from the Featherbed frame from 1954, ultimately becoming a 750 when the Atlas appeared. In 1968 the 750 Commando was released with the new isolastic frame. After the end of 1973 the 750 was discontinued in favour of the new 850 variant which had emerged earlier in the year, running alongside the 750. Progressing through several versions, eventually the 850 incorporated an electric start on the Mark III models released in early 1975. This machine is an early Mark III in Interstate trim, featuring the new rear disc brake, left hand gearchange, and right hand rear brake. It is fitted with a pair of aftermarket panniers. Part of a private collection of machines, there are no documents present, although it does have a key; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine turns over. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine.

£4,000 - 5,000
 €4,400 - 5,500



203 * N

C.1975 DUCATI 450 DESMO

Registration no. not UK registered

Frame no. DM450M3 701808

Engine no. DM450D 462059

- *Fabio Taglioni designed*
- *An older restoration*
- *Odometer reads 9,057 miles*



Designed by one of the most celebrated motorcycle engineers of all time, Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation, whereby closure as well as opening was effected by cams, was a feature of the racing versions and would later be applied to the sportier roadsters.

A new range of Desmo roadsters was introduced in 1971, and these new 250/350/450 Desmos soon acquired the sobriquet 'Silver Shotgun', a reference to their eye-catching silver metallic paintwork. Standard equipment included Marzocchi 35mm front forks, Borrani 18" alloy wheel rims, a Grimeca 180mm 4LS front brake, rear-set footrests, clip-on handlebars, and a white-faced Veglia rev counter, while the fuel tank, seat base, side panels, and front mudguard were made of a lightweight glassfibre.

For 1973, the Desmo range was mildly restyled by Italjet's Leopoldo Tartarini, also responsible for the Ducati 750 Sport, the colour scheme switching to yellow/black at the same time. Production effectively ended in 1974, though a tiny handful was produced in 1978.

Offered from a private collection, this Ducati 450 Desmo - apparently an older restoration - will require re-commissioning before returning to the road, and would benefit from detailing. The odometer reading is 9,057 miles. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£7,500 - 10,000

€8,200 - 11,000

204 * N

C.1972 MV AGUSTA 750S

Registration no. not UK registered

Frame no. MV4C75*2140278*

Engine no. 214-0223*

- Exotic and iconic large capacity MV
- Speedometer reading 21,997 Kms



MV Agusta's origins lay in the aviation industry, in the early days of powered flight. Later diversifications were to take them into the manufacture of helicopters. The parent company was overseen by Count Domenico Agusta at the end of the Second World War, and he set up the motorcycle division of the company in 1945. Their bread and butter came from the manufacture of the ubiquitous small capacity machines which provided daily transport for many, particularly in their home country, Italy. These were initially simple, modest two-stroke machines, and their first offering was a 98cc two-stroke. MV's first four-stroke appeared in 1947 in 250cc capacity, but the two-strokes continued, increasing in size to 125cc and incorporating advances such as suspension.

Racing the company's products had also begun, and with some success. Encouraged by increasing sales and racing victories, the company then dramatically produced a four stroke 500cc four-cylinder racer, with overhead camshafts to boot. With the signing of top riders, and designers such as Piero Remor and Arturo Magni, their continued achievements in racing were all but guaranteed. MV enjoyed many successes throughout the 1950s and 60s becoming synonymous with their exotic multi-cylinder creations. Whilst they capitalised on the success of the smaller machines, they were arguably slower to do so with the larger multis. Eventually this omission was redressed by the appearance of the 600 four which entered production in 1967 to mixed reviews.

Whilst the specification was tremendous, the looks were derided by many, and it was not a shining example of the business acumen that had guided the company to its profitability thereto. When it was finally discontinued in 1972, few had actually been sold. It was joined by the 750S, which was everything the 600 should have been – glamorous, stylish, exotic, and with the same technical refinements seen on the 600, plus higher capacity and more power. Arguably the most beautiful four cylinder road machine ever produced by MV, it was announced in 1969 and ran until 1976 when it was replaced by the 750S America.

There are no documents with 2140278, which is part of a private collection, and will require safety checks and re-commissioning or some restoration. No key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£50,000 - 65,000

€55,000 - 71,000

205 * N

1974 LAVERDA 744CC SFC

- *Rare production racer*
- *Matching numbers example*

Registration no. not UK registered

Frame no. LAV.750 C1*17079*

Engine no. 750*17079*



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. In 1966 they eventually offered a large-capacity 650cc twin. Equipped with chain driven overhead camshaft, the 650 bore a striking visual similarity to the Honda CB77 with its sloping cylinders, and pressed tubular silencers. The capacity was enlarged to 750 in 1969, and it was available in GT, S, and SF derivatives. Following some success in production races with a 750S, the factory set about producing a thoroughbred production racing machine to use in production and endurance racing. Thus was born the SFC, a production racer which was also able to be used on the road.

The 750 engine was ideal for the purpose, with duplex chain drive to the overhead camshaft, a bullet-proof bottom end possessing a four bearing crankshaft, five speed gearbox, and triplex primary transmission, it would take lots of punishment in racing conditions. Equipped with a tuned motor, the SFC initially sported drum brakes, but later was altered to discs, two front and one rear, with wheels which were spoked with lightweight alloy rims. Also featured was an upper fairing and cycle parts in the signature colour of orange, with a silver frame. The engine formed part of the frame, as a stressed member, similar to Vincent, Honda, and others.

Churning out 70bhp, stripped of any surplus or unnecessary weight, and with lightweight components wherever possible, it enjoyed regular success in its day, winning a variety of production, 24 hour and endurance races. Introduced in 1971, it was made only in limited numbers, and consequently now is in great demand.

17079 is part of a private collection, and appears to have received relatively recent cosmetic attention. The SFC Registry have details of this machine, and have confirmed that its frame and engine numbers are correct, and that it was sold initially to an Italian dealer. There are no documents with 17079, which will require safety checks and re-commissioning, particularly with respect to the brakes, which have suffered as do all hydraulic brakes when standing for significant periods of time. A key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£18,000 - 25,000

€20,000 - 27,000

206 * N

1983 LAVERDA TT1 RGS 'CORSA'

Frame no. LAV 1000 RGS/1*2534*

Engine no. LAV.1000 RGS

- Ultra-rare semi-works Laverda racer
- Believed one of 4 or 5 produced



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. Ultimately, in 1966, they eventually offered a large-capacity 650cc twin 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 1000cc 3C, which, after electrical faults had been eradicated and other improvements made, became the 3C(E). At the instigation of the British importer, Roger Slater, this was further improved and transformed into the Jota. The original Jotas had a 180-degree crankshaft. The 180 had the distinction of being the fastest production motorcycle in the world in the late 1970s.

In 1982 Laverda incorporated changes into the existing Jota 1000 model. The crankshaft was altered to a 120 degree version, the gearchange was moved to the left hand side, the engine became rubber mounted, and the model became known as the Jota 120. Soon after, the Jota was discontinued in favour of the new model, the RGS 1000. This incorporated a full fairing, a convertible single/dual seat, and twin front / single rear disc brakes.

Further versions of the model were added to the range in 1983 when the RGA1000, the RGA1000 Jota, the RGS Executive, and the RGS 1000 Corsa all appeared. The Corsa version featured a tuned engine with high compression pistons, a gas flowed and ported cylinder head, and an integral fairing with the fuel filler cap in the nose. Only 200 examples of the road-going RGS Corsa are believed to have been made, all in black.

In 1982 the Laverda factory built a machine to compete in the Italian TT1 championship, which was based on a standard RGS, but with a highly tuned engine including racing cams, pistons, clutch, valves, and carbs, plus a racing gearbox. It also featured a number of components in lighter than normal materials; the steel frame itself, magnesium alloy fork sliders, shock absorbers, brake callipers, floating discs, Campagnolo wheels, and fibreglass tank and bodywork. Only one bike was built, plus some spare parts, and after a few races the racing effort was stopped, probably due to financial problems within the company, and the bike vanished. It may have been disassembled and the parts sold, but no-one is sure.



Following the evident potential of the factory racer, in 1983 the factory prepared a further 4 bikes and 6 engines for sale to selected customers. These were very similar to the 1982 factory bike, but considered by Laverda to be semi-works machines. The recipients of these machines are thought to be a Rome dealer (SARMA), plus customers in Belgium, Australia, and Japan. Two of the engines were made to be fitted into special frames for a Dutch team to compete in the European Endurance Championship.

2534, the machine offered for sale here, is believed to be one of the 4 or 5 complete TT1-specification bikes that were commissioned in the factory for special customers/importers/dealers in 1983 – based on the RGS Corsa. It displays most of the TT1-specification lightweight features, and may also have the lightweight chrome molybdenum steel frame, which is approximately 20% lighter than the standard one, although specific investigation would be required to establish this. Further, 2534 is believed to be the machine which was shipped to Japan in 1983, originally red, and now in the orange seen today.

Unfortunately, a large proportion of the Laverda factory records were lost, and some destroyed, in the upheavals following change of ownership from the Laverda family in the late 1980s, so it is not possible to be categorical about this machine's history, or what race results it may have achieved in period. The engine for this machine would probably have been built in the racing department, where, unlike on the production line, it was common not to number engines, the frame number being the point of reference for the machine.

There are no documents with 2534, which is part of a private collection, and will require safety checks and re-commissioning or some restoration. No key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£30,000 - 50,000

€33,000 - 55,000

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.

207 * NMT N

1986 DUCATI 750 F1 MONTJUICH

Registration no. not UK registered

Frame no. ZDM750M 002

Engine no. ZDM750L 7501892

- Number '002' of only 200 made
- Hand-built race replica
- 2,091 kilometres recorded
- Requires re-commissioning



With its all-new range of water-cooled, eight-valve twins just over the horizon, Ducati capitalised on the success of its existing 750 F1 model by releasing a series of hand-built, limited edition race replicas: Montjuich, Santamonica, and Laguna Seca, the former celebrating the Italian manufacturer's many endurance racing victories at the eponymous circuit in the Spanish city of Barcelona. One of the most exotic models ever offered by Ducati, the Montjuich came with an extensively revised engine featuring different crankcases, a strengthened gearbox, larger inlet ports, 'hotter' cams, bigger carburettors, Kokusan ignition, and an extremely loud Verlicchi competition exhaust system.

The suitably up-rated running gear included an aluminium swinging arm; composite Marvic/Akront 16" magnesium/aluminium wheels; adjustable Marzocchi shock absorber; Brembo four-piston front brake callipers; and a fully floating disc at the rear, all of which made the Montjuich a far better sports motorcycle than the F1 it was based on.

Only 200 were made - all in 1986 - with a mere 20 allocated to the United States market, and each came with a numbered plaque on the aluminium fuel tank. The Montjuich was one of the most exclusive motorcycles of its time and today is highly prized by Ducati collectors.

Number '002' of the series, this Montjuich displays a total of 2,091 kilometres on the odometer. Offered from a private collection, the machine will require re-commissioning before returning to the road, and would benefit from detailing. The bodywork appears to be in generally good condition, though there is corrosion to the wheels and damage to the front indicators, while the rear indicators are missing. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. A possibly once-in-a-lifetime opportunity for the discerning Ducati collector.

£16,000 - 22,000

€18,000 - 24,000

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.

208 * NMT N

C.1985 DUCATI 750 F1

Registration no. not UK registered

Frame no. ZDM750R 7500001

Engine no. ZDM750L 7500026

Considered by many enthusiasts to be among the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled 750 F1 first appeared in 1985. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing, so a '750' version was the logical next step. First seen in prototype form in endurance races in 1983, the F1's 748cc engine was the latest in a long line of stretches applied to the original 500cc 'belt drive' Desmo unit that had first appeared in 1979. An markedly over-square design of 88x61.5mm bore/stroke, the F1 engine produced around 60bhp and functioned as a stressed element within the trend-setting - and much copied - trellis frame, the swinging arm pivoting in the rear of the gearbox. In the fashion of the day, the F1 came with a 16" front wheel, while braking power was provided by state-of-the-art triple Brembos. Today the evocatively named F1 and its derivatives are highly prized by Ducati collectors. Offered from a private collection, this Ducati 750 F1 will require re-commissioning before returning to the road, and would benefit from detailing. The bodywork appears to be in generally good condition, though the indicators and mirrors are missing. The odometer reading is 4,793 kilometres. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£7,000 - 11,000

€7,700 - 12,000



209 * NMT N

C.1986 DUCATI 400 F3

Registration no. not UK registered

Frame no. ZDM750R 750000

Engine no. ZDM350L 03355

Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled F1 and F3 first appeared in 1985 and 1986 respectively. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing so a '750' version was the logical next step. In 1986, the 350cc and 400cc F3 versions were introduced, intended for the Italian and Japanese markets respectively. Both of these smaller models used the 750 F1's frame; clearly visible above the deliberately cut away fairing sides, the new chassis attracted considerable attention: a trellis of short, straight tubes, it has formed the basis of every road-going Ducati since, as well as the first Desmosedici Moto GP racers. The principal difference between the F1 and its F3 siblings was the latter's lower-specification suspension and brakes. Only 900 400 F3s had been completed when production ceased at the end of 1988. Offered from a private collection, this Ducati 400 F3 will require re-commissioning before returning to the road, and would benefit from detailing. The bodywork appears to be in generally good condition, though there is damage to the indicators. The odometer reading is 327 kilometres. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£4,000 - 6,000

€4,400 - 6,600



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.



210 * NMT N

C.1986 DUCATI 400 F3

Registration no. not UK registered

Frame no. ZDM400R 400001

Engine no. ZDM400AL 400008

Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled F1 and F3 first appeared in 1985 and 1986 respectively. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing so a '750' version was the logical next step. In 1986, the 350cc and 400cc F3 versions were introduced, intended for the Italian and Japanese markets respectively. Both of these smaller models used the 750 F1's frame; clearly visible above the deliberately cut away fairing sides, the new chassis attracted considerable attention: a trellis of short, straight tubes, it has formed the basis of every road-going Ducati since, as well as the first Desmosedici Moto GP racers. The principal difference between the F1 and its F3 siblings was the latter's lower-specification suspension and brakes. Only 900 400 F3s had been completed when production ceased at the end of 1988. Offered from a private collection, this Ducati 400 F3 will require re-commissioning before returning to the road, and would benefit from detailing. The bodywork appears to be in generally good condition, though there the front indicators are damaged and the rears are missing. The odometer reading is 10 kilometres. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 5,000

€3,300 - 5,500



211 * N

C.1983 LAVERDA 981CC RGS1000 PROJECT

Registration no. not UK registered

Frame no. LAV.1000RGS*1760*

Engine no. LAV.1000RGS*1760*

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. In 1982 Laverda incorporated changes into the existing Jota 1000 model. The crankshaft was altered to a 120 degree version, the gear change was moved to the left hand side, the engine became rubber mounted, and the model became known as the Jota 120. Soon after, the Jota was discontinued in favour of the new model, the RGS 1000. This incorporated a full fairing, a convertible single/dual seat, and twin front / single rear disc brakes. Further versions of the model were added to the range in 1983 when the RGA1000, the RGA1000 Jota, the RGS Executive, and the RGS 1000 Corsa all appeared. 1760 is part of a private collection, and is incomplete, missing all bodywork, petrol tank, all electrics, plus other components. There are no documents with the machine, and no key is present. Sold strictly as viewed, for spares or repair, we have no knowledge of its mechanical condition. Bonhams will provide a NOVA certificate for the machine, should this be necessary for the new owner to register it in the UK. Prospective bidders should satisfy themselves as to the age, degree of completeness, and originality of this machine prior to bidding.

£1,500 - 2,000

€1,600 - 2,200

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.

212 * NMT N

HUSQVARNA 250CC MC-258-MT MILITARY

Registration no. not UK registered

Frame no. AM20246

Engine no. 2078

Husqvarna can trace their motorcycle manufacturing origins back to 1903 when they branched out from bicycle production. Initially using proprietary engines, they eventually began to make their own engines in 1920. Active in most forms of motorcycle competition, they were a feature of road racing in the 1930s, and experienced success at the highest level with high profile riders of the day such as Stanley Woods. They were probably better known for their off-road competition successes, particularly in the 1960s and 70s, when exponents of the art, riding their two-stroke machines, virtually dominated the motocross and enduro scene. From as early as the 1920s the company was active in the supply of motorcycles to the Swedish and other armies. The machine offered here is one such ex-military machine. Developed by Hagglunds as the XM-74, it was outsourced for production to Husqvarna (and badged as such) with the model code MC-258-MT. With automatic transmission, it could also be fitted with skis for snow conditions. There are no documents with AM20246, which is part of a private collection, and will require safety checks and re-commissioning. No key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£1,800 - 2,200

€2,000 - 2,400

No Reserve



213 * NMT N

1989 NORTON 588CC COMMANDER

Registration no. not UK registered

Frame no. 4167

Norton engineers had been working on the P41 rotary-engined project before the demise of the Commandos. In 1979 the Mark I rotary appeared, and 25 examples were produced. These were followed in 1981 by a Mark II version which went into production as the Interpol II for sale to a few Police forces. The motorcycling public were clamouring for a civilian version of the bike, such was the esteem of the Norton name, and eventually it appeared in the form of the Classic, a limited edition of 100 machines released in 1987 dressed in the traditional Norton colours of silver, with black and red lines. Selling out rapidly, the pressure was on for other machines, and this was eventually fulfilled, after some delays, by the liquid-cooled Commander in 1988. The model lasted until 1992 when internal problems brought a halt to motorcycle production. 4167 displays a recorded mileage of 17 miles, which is believed to be correct, as the condition appears consistent with this reading, presenting well. It is part of a private collection of machines. There are no documents present, although it has a key; the machine will require safety checks and re-commissioning, and is sold strictly as viewed. We have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age and originality of the machine prior to bidding.

£5,500 - 6,500

€6,000 - 7,100





214 * N

C.1957 DKW 348CC RT350

Registration no. not UK registered

Frame no. 49504540

Engine no. 49004681

DKW was alternatively known as either Dampf Kraft Wagen or Der Knabische Wunsch. The former being the name of founder Jorgen Ramussen's original steam engine, and the latter 'the schoolboy's dream'. After producing illustrious performance machinery before the war, they made the RT125 during the war (which was later to be copied as the BSA Bantam), along with others for military use. They were able to restart production post-war in 1949, when the RT125 made a return. Other models followed, including a 175, 200, 250 and also the RT350 twin cylinder two-stroke. The finish of these machines, and the specification, was of a very high standard. The RT350 benefited from a four speed gearbox, swinging arm rear suspension, fully enclosed rear chain, and a hydraulically operated rear brake. The machine offered here is effectively in 'barn find' condition, requiring restoration work. The speedometer displays a recorded mileage figure of 31,808 kilometres. There are no documents with 49504540, which is part of a private collection, and will require either extensive re-commissioning or restoration. No key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£800 - 1,200

€880 - 1,300

No Reserve



215 * N

1953 DURKOPP 198CC MD200

Registration no. unregistered

Frame no. 708530

Engine no. 74010001

Durkopp were one of the (admittedly many) pioneers of motorcycle manufacture who produced machines before many of the subsequent larger makers had even started in the business. They even produced a four cylinder machine in the early part of the twentieth century. They stopped production before the First World War, but resumed manufacture in the 1930s with small capacity machines. After the Second World War they began again to make motorcycles in 1949 with proprietary engines, before building their own complete machines from 1951 in 150, 175, and 200 capacities. Eventually they created the Durkopp Diana 200cc scooter which ran from 1954 to 1960. The MD200 machine offered here is effectively in 'barn find' condition, requiring restoration work. This stylish two-stroke with its twin-port exhaust system was the top of the model range in 1953 and appears to have been updated with indicators at some time. The speedometer displays a recorded mileage figure of 41,902 kilometres. There are no documents with 708530, which is part of a private collection, and will require extensive re-commissioning or restoration. No key is present. Sold strictly as viewed, we have no knowledge of its mechanical condition. Bonhams will provide a NOVA certificate for the machine, should this be necessary for the new owner to register it in the UK. Prospective bidders should satisfy themselves as to the age, completeness and originality of this machine prior to bidding.

£600 - 800

€660 - 880

No Reserve



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.

216 N

1963 BSA 343CC B40

Registration no. not UK registered

Frame no. B40 5555

Engine no. B40 4739

Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of single-cylinder models in capacities up to 500cc. The C15 featured a compact overhead-valve engine with integral four-speed gearbox. Alternator electrics and coil ignition were features, early models being distinguished by a distributor-type points housing. The engine/gearbox unit was housed in a conventional cradle frame with bolt-on rear sub-frame and 17" diameter wheels. Trials and scrambles versions were offered as the range expanded during the 1960s. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. In addition to the over-bored engine, the B40 also featured raised gearing, a bigger fuel tank, larger (7") front brake, and 18" diameter wheels. Having been initially designed as a '250', the B40 was only slightly heavier than the C15 and enjoyed a superior power-to-weight ratio, which translated into a much improved performance on the road. The B40 remained in production until 1965, many seeing service with the British Armed Forces, which ordered 2,000 following an extended reliability test. Advised by the vendor to be in running condition, this smartly turned out BSA B40 is offered with Netherlands registration papers.

£2,750 - 3,250

€3,000 - 3,600



217 N

1966 DUCATI 350 SEBRING

Registration no. not UK registered

Frame no. 03483

Engine no. 03483

Believed to be a USA-specification model, this Ducati 350 Sebring was purchased by the vendor as an incomplete restoration project without documents, since when it has been extensively restored. Finished in 2016, the rebuild included stripping and overhauling the engine; powder-coating the frame; de-rusting and sealing the fuel tank; repainting the tank and side panels; rebuilding the forks with new seals and hard-chromed/reground stanchions; stripping and overhauling the Marzocchi shock absorbers; relining the brakes; and reconditioning the carburettor. The wheels were built by Hagon with new bearings, stainless spokes and Borrani-style rims, while the tyres, tubes, and rim tapes are likewise new. All control cables are new, as are the brake lever, clutch lever, and headlamp brackets. The alternator has a new loom and wiring to the charging coils, while the Ducati electronic regulator has been stripped, diodes, etc checked and internal terminals re-soldered. The ignition system has been refurbished with a genuine Ducati points/condenser, new ignition coil, and a new plug lead. New-old-stock parts fitted include a genuine Ducati headlamp reflector and rim; Ducati ignition switch; Ducati 100mph speedometer and drive cable; USA specification rear lamp and stoplight switch; and the handlebar light/dip/horn switch. Other new components include the battery; drive chain and sprockets; and stainless steel mudguards. Only correct Ducati decals have been used and there stainless nuts, bolts, and fastenings throughout. It is expected that a NOVA declaration will have been made prior to sale.

£2,000 - 2,500

€2,200 - 2,700



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.

218

1997 DUCATI 916 SENNA II

Registration no. P6 SEN

Frame no. ZDM916W4009818

Engine no. ZDM916W4009818

- *Rare limited edition 916 variant*
- *Number '162' of 300 made*
- *One owner*
- *3,411 kilometres from new*



Styled by Massimo Tamburini, the iconic 916 immediately captured the public's imagination on its arrival in 1994 and would go on to establish Ducati as one of the world's foremost brand names. In developing the original Ducati 851 Superbike, the 916's direct ancestor, engineer Massimo Bordini created one of the finest motorcycle power plants ever. Ducati's trademark desmodromic valve system was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame consisting of a trellis of straight tubes, whose design has since become standardised throughout the Ducati range. The integration of all these elements was the key to the 916's success: that and a brilliant on-road performance that eclipsed just about everything else around at the time.

In addition to the Ducati 916 Strada base model there were a number of limited edition versions of superior specification, one of which - the Senna - commemorated the late Formula 1 World Champion, Ayrton Senna, who had owned an 851 and was a friend of Ducati's owners, the Castiglioni brothers. The Senna first appeared in 1995, differing from the Strada by virtue of its predominantly dark grey colour scheme, 916SPS chassis and running gear, and Pankl con-rods inside the engine. Two further series were produced - the Senna II and Senna III - with different colour schemes and only minor changes before the model was deleted at the end of 1998. Approximately 300 of each series were produced.

This rare example of a limited edition member of the 916 family was bought new by the current vendor who advises it has been maintained in good condition as part of his private collection, covering only some 3,400 kilometres to date. The machine features a Meta alarm/immobiliser, carbon-fibre heel protector, and optional Termignoni exhausts, and comes complete with a cover, stand, custom cover (in black), tool kit, and owner's handbook. The original heel protector and exhausts are included in the sale, and the machine also comes with an extensive history file containing the original sales invoice, sundry bills, and a V5C Registration Certificate. Serviced and MoT'd by Pro Twins prior to sale, 'P6 SEN' represents a wonderful opportunity to acquire a well-documented, low-mileage example of this sought-after limited edition member of the 916 family.

£12,000 - 16,000

£13,000 - 18,000

219

1996 DUCATI 750SS

Registration no. N885 UPL

Frame no. ZDM750SS 009071

Engine no. 009087

The arrival of Ducati's all-new, eight-valve, 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. That gap would be filled first by the 900SS that arrived in 1991. The newcomer used a development of Ducati's long-running 'belt drive' v-twin motor that had first appeared in 1978. Air-cooled and with two-valves-per-cylinder, the 900SS was simpler, easier to maintain and, of course, less costly than the 851 superbike. In style though, it gave nothing away to its more exotic cousin, having the same distinctive 'trellis' frame as the 851, now an established Ducati trademark. Handling was, needless to say, exemplary. 750SS and 600SS versions followed soon after, the former's 60bhp maximum being good enough for a top speed of around 125mph. This Ducati 750SS has had only two owners from new, and since being acquired for the vendor's private collection has been enjoyed sparingly (the current odometer reading is only 7,024 miles). Noteworthy features include a Ferracci exhaust system, Meta alarm/immobiliser, and a carbon-fibre rear hugger (fitted when new). The vendor advises us the machine was last run in 2013 and is presented in good condition. It will have been serviced and MoT'd by Pro Twins prior to the auction. There is an extensive history file, and the machine also comes with tool kit, owner's manual, cover, paddock stand, and a bespoke indoor cover. Offered with a V5C Registration Certificate.

£3,500 - 4,000

€3,800 - 4,400



220

1994 BIMOTA 1,074CC SB6

Registration no. L352 WGC

Frame no. SB6 00134

The last word in 1990s superbike exotica, the Bimota SB6 used one of Japan's finest engines, that of the Suzuki GSX-R1100, which was installed in the Rimini firm's trademark 'Straight Connection Technology' aluminium beam frame. Modified by Bimota using their own camshafts and under-seat exhaust system, the 'Gixxer' motor produced a claimed 156bhp, around 11 horsepower more than the GSX-R1100. Complementing this were some of the finest cycle parts available, including Paioli 46mm cartridge forks, fully adjustable Öhlins shock, Brembo brakes, 17" magnesium wheels, and plentiful carbon fibre. At 473lbs (wet), the SB6 weighed around 60lbs less than the contemporary GSX-R1100W and its handling was in a different league altogether. Top speed of around 175mph also bettered the Gixxer's. Including the later SB6R model, 1,744 were manufactured in total, making the SB6 one of the most successful Bimotas ever despite a 1998 UK asking price of £17,460. This SB6 was bought in Germany in 1997 by the vendor and brought to the UK where it was serviced (see bill for £2,425 on file). Since then the machine has formed part of his private collection, being enjoyed sparingly (the current odometer reading is 9,900 kilometres). The machine features a Meta alarm/immobiliser, and comes complete with a cover and stand; last run in 2013, it will have been serviced and MoT'd by Pro Twins prior to sale. The machine also comes with an extensive file of history accumulated since its arrival in the UK. Offered with a V5C Registration Certificate.

£4,000 - 5,000

€4,400 - 5,500



221

1977 MV AGUSTA 837CC BOXER

Registration no. 7860 MV

Frame no. MV750*2210287*

Engine no. *221-0620*

- *One of only two produced*
- *Believed less than 6300 miles from new*
- *Exotic and iconic large capacity MV*
- *Present ownership since 1993*



Wishing to improve on the 750S America, MV, in common with most manufacturers of the period, wanted something bigger, better, faster and more refined; in other words, exactly the same as the riding public. Financial constraints at the time dictated that a completely new model was not a possibility, so the company's response was to increase the capacity of its four, as it had done previously, to 837cc, and incorporate other improvements such as new camshafts, and larger carburettors. Cast alloy wheels became standard fitments, and a new look was designed for the machine.

The new machine was faster than the America by approximately 10mph, giving it a top speed in the region of 145mph. It was initially marketed in the UK as the MV Agusta Boxer, but this name apparently angered the Ferrari concern who had been using the nomenclature for their Berlinetta Boxer for some time. A hurried name change to the Monza was deemed advisable and, in consequence, only two Boxers ever appeared. One of the bikes was loaned to Phil Read by Agusta Concessionaires, and the second was sold to the then chairman of the MV Owners club.

The machine offered here is that second machine, which was purchased in 1993, by the late husband of the vendor, from one Peter Jones of Broad Oak, Kent, who had owned the machine from 1989. Originally registered SDP 118S, the Boxer now bears the most appropriate registration 7860 MV, which it has carried since early in its life. The mileage displayed on the speedometer is 6275, and is believed to be correct.

When acquired in 1993 the bike was running well and functioning as it should, but it has not been used or run since that time, and will therefore require re-commissioning and checking over prior to use on the road, particularly with respect to the brakes, which have suffered, as do all hydraulic brakes, when standing for significant periods of time.

Documentation comprises an old type V5C, the purchase receipt from 1993, three old MoT certificates, an old road tax disc, and a 750 Sport parts list. Also included with the machine is a spare fairing which is believed to have the signature of Giacomo Agostini. An opportunity to acquire one of the most exotic road machines ever created by MV Agusta, with the added kudos of being one of two made.

£40,000 - 50,000
€44,000 - 55,000

222 NMT N

C.1978 MV AGUSTA 837CC MONZA

Registration no. unregistered

Frame no. MV750*2210383*

Engine no. *221-0143*

- *New and unused – only 3 'push' miles recorded*
- *An example of the final model produced by MV in the classic era*
- *Exotic and iconic large capacity MV*
- *Present ownership since 1984*



Having used multi-cylinder machines on the race track for many years, MV eventually released the 600 four road bike, which entered production in 1967 to mixed reviews. It was replaced by the 750S, which was everything the 600 should have been – glamorous, stylish, exotic, and with the same technical refinements seen on the 600, plus higher capacity and more power.

Following the 750S was not an easy task, but the introduction of the 750S America could be argued to be a movement from sixties styling to that of the seventies. The America ran for only 2 years, and the anticipated sales were a disappointment after gearing up production facilities for increased numbers.

To improve on the America, MV, in common with most manufacturers of the period, wanted something bigger, better, faster and more refined; in other words, exactly the same as the riding public. Financial constraints at the time dictated that a completely new model was not a possibility, so the company's response was to increase the capacity of its four once again, to 837cc, and incorporate other improvements such as new camshafts, and larger carburettors. Cast alloy wheels became standard fitments, and a new look was designed for the machine. The new machine was faster than the America by approximately 10mph, giving it a top speed in the region of 145mph. Initially christened the Boxer, the name was almost immediately changed to Monza.

When purchased in 1984 from a northern collector, this Monza was new and unused, and remains so to this day. The mileage displayed on the speedometer is just under 3 'push' miles. It has not been used or started in the present ownership, and will therefore require commissioning and checking over prior to use on the road, particularly with respect to the brakes, which have suffered, as all hydraulic brakes do, when standing for significant periods of time.

The bike does not have any documents, except for a V55/3 DVLA form, which was partially completed by the original supplying dealer who was based in Jersey. None of the owners since has submitted any application to Swansea to register the machine.

An opportunity to acquire an example of the final and, some would argue, the ultimate road-going big MV in unused condition, albeit requiring some attention if it is to be utilised.

£35,000 - 45,000

£38,000 - 49,000

223

1914 HENDERSON 1,068CC FOUR

Registration no. LF 2320

Frame no. B-2005 (casting number)

Engine no. 2705

- *Iconic American four-cylinder motorcycle*
- *Delivered new in the UK*
- *Known ownership history*
- *Formerly display in the Myreton Motor Museum, East Lothian*
- *Pioneer Run eligible*



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

Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kick-starter, and three-speed sliding-gear transmission were all Henderson features by 1917. Introduced for 1920, the Model K benefited from a redesigned 1,301cc sidevalve engine equipped with forced lubrication, a new twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox.

Top speed was a guaranteed 80mph, and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars.

This particular Henderson found its way to Scotland, (the Henderson family homeland) and was bought new by Frederick Burnett of 11 Grindlay Street, Edinburgh, no doubt influenced by the excellent spares service offered by the Henderson organisation. When Frederick Burnett was called up for military service in World War One, he took the Henderson with him to Norfolk while on active service there. Remarkably, a photograph survives of Burnett in his military uniform astride the Henderson (see history file).

Scottish collector, Michael Mutch, discovered the Henderson, still in the hands of its original owner, in an Edinburgh cellar in 1960 and acquired it for display in the Myreton Motor Museum in East Lothian, Scotland. In 1961 he proudly rode it on the Vintage Run organised by The Perth & District Motor Club, achieving a coveted Finisher's Award in what would undoubtedly have been a hilly and challenging event. Subsequently the machine saw little use and was displayed in the museum following a sympathetic restoration, carefully retaining original factory features in all major respects. The machine retains that delightful patina which the most skilled restorer cannot recreate.



The photocopied V5 on file shows that after Michael Mutch, the Henderson was owned by the well-known collector, Peter Harper. It later found its way to the USA. The current vendor purchased the Henderson at Bonhams' 'Legend of the Motorcycle' sale, San Francisco, in May 2007 (Lot 39). Extensively re-commissioned, it successfully participated in the 74th Pioneer Run in 2013 and was last taxed to 31st December that year.

Noteworthy features include Powell & Hanmer acetylene lighting, a Gloriaphone hand-operated klaxon, Cowey Engineering Co Ltd 0-80mph speedometer, and a well-sprung Brooks leather saddle. In addition, the machine comes with a substantial file of history, including an old-style continuation logbook (issued 1925) listing Frederick Burnett as first owner and Michael Mutch as the second; a quantity of correspondence from the 1960s, Sunbeam MCC Pioneer Certificate; a V5C Registration Certificate; some expired MoTs; a quantity of technical and historical Henderson-related literature; and a printout of an article written by Alan Cathcart for The Classic Motor Cycle (September 2017 edition).

£70,000 - 90,000
€77,000 - 99,000



224

Four owners from new

1911 PIERCE 688CC FOUR

Registration no. 433 YUV

Frame no. 4849 (see text)

Engine no. 1590

- *Premier American marque*
- *Extremely rare*
- *Mechanically rebuilt in 2014*
- *Pioneer Run eligible*



'Pierce motorcycles are not made to compete in price but to surpass in quality. It is a deluxe motorcycle for discriminating riders.' - Pierce-Arrow Motor Car Company.

America's first four-cylinder motorcycle, the Pierce was manufactured by the Pierce-Arrow Motor Car Company at its factory in Buffalo, New York and launched in 1909. Although inspired by the Belgian FN four, one of which Percy Pierce had brought to the USA in 1908, the Pierce differed in detail design, its engine eschewing the FN's 'atmospheric' inlet valves in favour of mechanical side valves in 'T-head' configuration, a arrangement FN themselves would later use. According to its makers, the Pierce would be: 'Vibrationless, give motor car comfort and travel comfortably from a mere walking pace up to the speed of the motor car', and capable of proceeding from 6 to 60mph in its single gear. Nowadays we take such attributes for granted, but at that time the majority of motorcycles were slow, single-cylinder models with direct belt-drive transmission.

It was not just its multi-cylinder engine that made the Pierce unusual; the frame too was novel, being constructed from 3½"-diameter steel tubes that housed fuel and oil, and, like the FN, final drive was by shaft. Early models employed direct drive, but from 1910 onwards a two-speed gearbox was standardised.

Fast and well made, the Pierce soon had a string of city-to-city endurance race wins to its credit. At the time of its motorcycle's launch in 1909, Pierce-Arrow was embarking on a policy of building luxury cars only, many of which would come to be regarded as among America's finest. This approach was reflected in the quality - and cost - of the Pierce motorcycle and would ultimately lead to its downfall. Priced at \$325 in 1909, it cost \$400 when production ceased in 1913, at which time the basic Ford Model T was priced at \$525.



Pierce fours are very rare and highly sought after nowadays, only infrequently turning up on the open market. The current vendor purchased this example at Bonhams' Quail Lodge sale in August 2012 (Lot 344). At that time we described the Pierce as 'one of the most exciting restoration projects we have seen in many years... in remarkably original, un-restored and unmolested condition having, remarkably, enjoyed only three owners from new. It was put into dry barn storage in 1932 when passed to the second owner.

Having been removed from that barn, its home for the previous 75 years, it was purchased by the third owner who has continued to store the motorcycle as part of a prominent private collection in a dry environment... and as such, it is presented in "barn fresh" condition and a prime candidate for Preservation Class honours.'

Since its acquisition by the current owner, the Pierce has been treated to an extensive mechanical rebuild while leaving the cycle parts in their 'as found' cosmetic condition. Undertaken by NP Veteran Engineering Ltd of East Sussex (Nigel Parrot), these works included a full engine rebuild: re-bore and new pistons/rings, big-end bearings, little-end bearings, main bearings and caps, cam followers and bushes, valves and guides, gudgeon pins, etc. In addition, the gearbox and driveshaft were reconditioned (new pinion on driveshaft); a new distributor and new carburettor fitted; the magneto overhauled; the front forks rebuilt; and a new clutch installed, the plates being lined with modern friction material. Foot-boards were fitted and a few other minor updates made.

Accompanying documentation consists of the restoration invoices; shipping/import paperwork; a V5C registration document; a Sunbeam Motorcycle Club Pioneer Certificate; and a printout of an article written by Alan Cathcart for The Classic Motor Cycle (October 2017 edition). It should be noted that the frame number is incorrectly recorded on the V5C. A guaranteed centre of attention at next year's Pioneer Run.

£80,000 - 120,000

€88,000 - 130,000

225

Single family ownership for 101 years (1912-2013)

1912 PIERCE 644CC MODEL 12 SINGLE

Registration no. BF 6623

Frame no. 4425

Engine no. 4318

- *Pioneering American make*
- *Ultra-rare model*
- *Outstandingly original*
- *Two-speed hub gear*



The Pierce-Arrow Motor Car Company has the distinction of building America's first four-cylinder motorcycle. Manufactured at the company's factory in Buffalo, New York, the four-cylinder Pierce was launched in 1909. Although inspired by the Belgian FN four, one of which Percy Pierce had brought to the USA in 1908, the Pierce differed in detail design, its engine eschewing the FN's 'atmospheric' inlet valves in favour of mechanical side valves in 'T-head' configuration, a arrangement FN themselves would later use. According to its makers, the Pierce would be: 'Vibrationless, give motor car comfort and travel comfortably from a mere walking pace up to the speed of the motor car', and capable of proceeding from 6 to 60mph in its single gear. The 'Vibrationless' name would later include the single-cylinder models that followed.

It was not just its multi-cylinder engine that made the Pierce unusual; the frame too was novel, being constructed from 3½"-diameter steel tubes that housed fuel and oil, and, like the FN, final drive was by shaft. Early models employed direct drive, but from 1910 onwards a two-speed gearbox was standardised. Fast and well made, the Pierce soon had a string of city-to-city endurance race wins to its credit.

At the time of its motorcycle's launch in 1909, Pierce-Arrow was embarking on a policy of building luxury cars only, many of which would come to be regarded as among America's finest. This approach was reflected in the quality - and cost - of the Pierce four and would ultimately lead to its downfall. Priced at \$325 in 1909, it cost \$400 when production ceased in 1913, at which time the basic Ford Model T was priced at \$525.

Alongside the four, Pierce offered a 592cc single-cylinder model from 1910, the frame of which was constructed along lines similar to the four's. For 1912, the single's sidevalve motor was redesigned with two-cam valve operation and a longer stroke (for a capacity of 644cc). A top speed of 55mph was claimed for the smaller Pierce, which was said to have the 'efficiency of a twin with the simplicity of single-cylinder construction.' Production ceased at the same time as that of the four.

Pierce motorcycles are very rare and highly sought after nowadays, only infrequently turning up on the open market.



This Pierce's single's original owner was Roy Walter Glaser, who was born in August 1893 in the Hartwell/ Wyoming area of Greater Cincinnati, Ohio, USA. Mr Glaser worked for the Baltimore and Ohio Railroad as a signalman until his retirement. A resident of Lockland, Ohio, he never married and had no children, being survived by only his sister, two nieces, and a nephew. He would have been around 19 years old in 1912 when he purchased the Pierce, which was kept with its attached sidecar and an old automobile (perhaps a Ford Model T) in his garage.

Upon Roy Glaser's passing in November 1984, the estate was split among his sister and her children, one of whom was Roy's nephew, Mr Jack Mesley. He was given the motorcycle and brought it to his Lockland residence on Pershing Avenue. Jack Mesley never rode motorcycles but was fond of his uncle's Pierce, which he stored in the garage under cover. When he died in June 2004, his wife Shirley Mesley inherited the estate. When the Mesleys offered the Pierce for sale at a Las Vegas motorcycle auction

in January 2013, this remarkable machine had been in the family's possession for over 100 years. The Pierce was presented with its original paint and period white rubber tyres (photographs on file). The current vendor purchased the machine at the aforementioned auction, since when it has been carefully cleaned, re-commissioned, and ridden only once, around a field.

Outstandingly original and unmolested, the Pierce retains its original Mesinger cavalry saddle. Factory options include the pillion seat and passenger footrests (\$18.00) while also installed is an Old Sol Brand acetylene headlamp and tail lamp (\$5.00), though the carbide gas generator is missing. A duplicate leather drive belt (\$1,000) of the original has also been installed. A Seiss hand-cranked horn (manufactured 1914) is attached to the handlebars. Accompanying documentation consists of a photocopied Pierce catalogue for 1912; a Sunbeam MCC Pioneer Certificate; a written history of the Glaser/ Mesley family's ownership; bills for repairs to the handlebars and rear hub; and a V5C Registration Certificate.

£45,000 - 55,000

€49,000 - 60,000

226

C.1912 EXCELSIOR 500CC AUTO CYCLE

Registration no. not registered

Engine no. 20690

- *Premier American make*
- *Landmark early model*
- *Two-speed gear*
- *Original and un-restored*



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

In 1911 Excelsior became part of bicycle-maker Ignatz Schwinn's empire and that same year a 61ci (1,000cc) v-twin was introduced. This two-model range continued into 1912 but by 1913 the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight which was a close copy of the 'baby' Triumph produced in Britain.

In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin. There was also a higher-performance Super Sport model available, and this pair of Super-Xs continued with few changes - other than a switch to a streamlined, teardrop-shaped fuel tank for 1929 - until Ignatz Schwinn pulled the plug on motorcycle production in the spring of '31.

This wonderful un-restored and original Excelsior Auto Cycle comes complete with two-speed gear, Presto-O-Lite headlight, taillight, pillion seat, rider's seat backrest, 'Ooga' air horn, and exhaust whistle. It is understood that the machine was mechanically rebuilt by Antique Motorcycle Works of Oregon, and that it has been ridden on many Pre-16 motorcycle runs. The current vendor acquired the Excelsior at a US auction in 2014. Accompanying documentation consists of the auction sales invoice; an old Oregon Certificate of Title; and HMR&C letter confirming VAT and duty paid.

£30,000 - 40,000

€33,000 - 44,000

227

The ex-Murray Motorcycle Museum

1902 KERRY 308CC

Registration no. AP 28

Frame no. 394

Engine no. 130

- *Ultra-rare survivor of a 'Pioneer' make*
- *Restored circa 1960*
- *Recent Pioneer Run participant*



This is the earliest and arguably the best of the half-dozen surviving Kerry motorcycles, having spent the 50 years prior to 2006 on display in the Murray Museum on the Isle of Man. Since then it has been returned to running condition but is otherwise essentially as purchased.

The East London Rubber Company chose the 'Kerry' name for motorcycles manufactured on its behalf by the Belgian Sarolea concern, using re-branded Kelecom and FN engines, from 1902 to 1906 before merging its motorcycle interests with those of Abingdon-Ecco (formerly Coxeter & Sons) in 1907. Production of 'Kerry-Abingdon' machines commenced soon after at Abingdon's Birmingham works using their own engines. The firm also produced proprietary engines, adopting the initials 'AKD' after Abingdon Tools merged with King Dick Spanners in 1925.

The first Kerrys such as this example had an atmospheric inlet valve, mechanical exhaust valve, battery/coil ignition and FN-Longuemare carburettor. The 70x80mm bore/stroke engine was rated at 2¼hp and mounted inclining forwards in a loop frame. Other noteworthy features included mudguards and brakes both front and rear, and a valve lifter. Workmanship and finish were described as first class throughout, with the machine priced at 38 guineas.

By 1904 Kerry was advertising a nominally 400cc engine plus a 500cc version for racing. The engine in the standard motorcycle was now vertical while a clutch, chain drive, two-speed transmission and a sidecar were announced as extra cost options for the 1905 season.

Carrying the registration 'AP 28', signifying that it is the 28th motor vehicle registered in East Sussex (in December 1903), this 115-year old Kerry has been awarded the Antique Motorcycle Club of America's 'Century Medallion' plus the 'Winners' Circle Preservation Award' as an accurate survivor of this interesting 'Pioneer' marque. Indeed, 'AP 28' started a Pioneer Run a few years ago but was pulled up because of 'operator malfunction'. Restored circa 1960, the machine was purchased by the current vendor at Bonhams' Oxford auction in June 2012 (Lot 106) and was last taxed for the road to 31st May 2014. This ultra-rare machine is offered with a quantity of expired MoTs, some old tax discs, a V5C registration document, photocopied historical/technical literature, and a Pioneer Certificate (401).

£16,000 - 22,000

£18,000 - 24,000

228

1932 BROUGH SUPERIOR 981CC SS80 DE LUXE

Registration no. TV 5943

Frame no. 1170

Engine no. KTCS/H 9673/SL

- Matching frame and engine
- Originally part of a motorcycle combination
- Known ownership history
- Present ownership since 2007



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

Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. The SS80 continued to use the AMC engine until production ceased in 1939.

One of the last JAP-engined SS80s made, this example left the factory on 23rd March 1932 fitted with Castle (Brampton) forks and attached to a Cruiser sidecar. There are copies of period photographs of the combination on file. Brough Club records show that 'TV 5943' was the first of three Broughs owned by Mr George Smith of Burton Joyce, near Nottingham.

The accompanying old-style buff logbook (issued 1953) reveals that the Brough was registered in 1942 to one Terence Eldon Crowley, who kept it until April 1985, while the old V5 on file shows that 'TV 5943' then passed to Dr Adrian Valentine George. The current vendor bought the Brough in July 2007 from previous owner David Kemp of Coleshill, Birmingham (bill of sale on file), who had acquired it from Dr George in February 1989. In addition to the aforementioned documentation, the machine comes with SORN paperwork, a quantity of old MoTs (most recent expired July 2007), and old/current V5C Registration Certificates. It should be noted that the Brough is fitted with a replacement gearbox and replacement slimline fuel tank (original tank with machine).

£55,000 - 65,000

€60,000 - 71,000

229

1938 BROUGH SUPERIOR 982CC SS80 & BLACKNELL SIDECAR

Registration no. GWL 4

Frame no. M8/2006

Engine no. BSX 4706

- *Single family ownership for 59 years (1947-2006)*
- *All matching numbers other than the fuel tank (originally '3343', now '3403')*
- *Unique adaptations*
- *Present ownership since 2006*



'GWL 4' is one of 460 Matchless-engined SS80s built, of which some 300-or-so survive. Its accompanying Brough Superior Owners Club record card shows that this machine was supplied new to Laytons of Oxford in July 1938, where it was registered as 'GWL 4'. The SS80 was purchased from its first owner in May 1947 by Jack Billard, who owned the Brough for 58 years until his death in December 2005, aged 85. He had used it regularly until 2002, when non-motorcycling injury meant he could no longer ride!

During WW2, Jack Billard was employed making components for the Spitfire fighter, and after hostilities ceased became a specialist panel beater, making wings for Rolls-Royce and Bentley cars. Jack was a keen motorcycle enthusiast, owning a Rudge and a Vincent before the Brough. When he married in 1948, he added a single-seat sidecar to the Brough, which was replaced by the current Blacknell Safety 2 after his second daughter was born in 1955. The Blacknell was purchased from T C Munday & Co Ltd of Brixton, whose original bill of sale is on file. The Brough 'combo' became the family's main form of transport, with wife and daughters taking it in turns to ride pillion or in the Blacknell's full-size seats. Sundays were spent riding through the Kent or Sussex countryside towards the coast or attending Brough Club events, winning the odd trophy along the way. In spite of this regular use, the Brough covered only 17,705 miles in nearly 70 years.

Jack Billard was not one to polish the Brough or sidecar. His priority was to see that the combination was properly maintained and roadworthy at all times. Jack fitted flashing indicators, choosing his own somewhat idiosyncratic colour code for the wiring, and added a Rolls-Royce picnic table for the convenience of the passenger in the Blacknell's back seat. The original engine was fettled in 2002/2003 by Dave Clark of the Brough Superior Club.

Following Jack's death, the Billard family offered the Brough for sale at Bonhams' Harrogate auction in November 2006 (Lot 363) where it was purchased by the current vendor. Presented in 'oily rag' condition, the machine is offered with the aforementioned BSOC record card, a quantity of expired MoTs, SORN paperwork, and a V5C Registration Certificate.

£50,000 - 60,000

£55,000 - 66,000

230

C.1933 MATCHLESS 394CC SILVER ARROW

Registration no. DHX 36 (see text)

Frame no. 2141

Engine no. A2 2181

- *Technologically interesting narrow-angle v-twin*
- *One of fewer than 2,000 made*
- *Offered for re-commissioning/ restoration*



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business. The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother, and both Colliers would be on the start-line for the inaugural Isle of Man TT race in 1907, Charlie winning the event's single-cylinder class. These early Matchlesses were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Single-cylinder models were reintroduced after WWI.

By the early 1930s Matchless had no fewer than three different vee-engined machines in the range: models 'X', 'A' and 'B', the latter pair being better known as the Silver Arrow and Silver Hawk respectively. Introduced for the 1930 season, the 394cc Silver Arrow looked like a single cylinder machine but was in fact a narrow-angle (26-degree) sidevalve v-twin, the closely spaced cylinders being contained within one casting topped by a single cylinder head.

Its engine aside, the Silver Arrow was conventional enough, though linked brakes and a sprung frame were features found on few rivals. A switch from a three-speed to a four-speed gearbox at the end of 1930 was the only one significant upgrade made during the model's lifetime. Like many advanced designs before and since, it failed to fire the imagination of enthusiasts with sporting pretensions; sales were disappointing, fewer than 2,000 being sold in the four years of production. Today the Matchless Silver Arrow is both rare and sought after.

This example of Matchless's middleweight v-twin is fitted with a BSA gearbox, which has necessitated various modifications to accommodate it. The machine also incorporates some other non-original parts, including the dynamo, seat, toolboxes, and rear numberplate. Careful re-commissioning and/or light restoration will be required before it returns to the road. The machine is offered with a photocopied instruction manual and an old-style RF60 logbook (issued 1952). Prospective purchasers should satisfy themselves with regard to this machine's registration status and its correctness or otherwise prior to bidding. Sold strictly as viewed.

£8,000 - 12,000

€8,800 - 13,000

231

1934 ARIEL 601CC MODEL 4F 'SQUARE FOUR'

Registration no. BPC 221

Frame no. Y3034

Engine no. WA135

- *An early example of Edward Turner's masterpiece*
- *Believed an older restoration*
- *Last taxed November 1988*
- *Requires re-commissioning*



Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. Anstey-link plunger rear suspension became an option in 1939, but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles.

Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. 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.

Believed an older restoration, this early Square Four was acquired by the current vendor in 2010. The machine comes with an old-style continuation logbook (issued 1947) showing that it was formerly fitted with engine number 'UR131' (the current unit, 'WA135', dates from 1935). Last taxed to 30th November 1988, 'BPC 221' is presented in 'oily rag' condition and will require re-commissioning before it returns to the road (the fishtail silencer is rotted through). The machine is offered with various instruction manuals, a green continuation logbook (1975), Ariel OC and DoT correspondence, two expired MoTs (1980s), and a V5C Registration Certificate.

£14,000 - 18,000

£15,000 - 20,000

1950 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. JM 9391
 Frame no. RC5443B
 Engine no. F10AB/1B/3543
 Rear frame no. RC5443B
 Crankcase mating nos. EE52

- *Full matching numbers*
- *Single ownership for 50 years (1953-2003)*
- *Engine fully rebuilt by Conway Motors (2015)*
- *Zero miles since the rebuild*



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

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

Indeed, when it was introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, that proved unbeatable in UK motorcycle racing in the late 1940s. Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version.

Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides. The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time.



Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby: the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day. Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the improved Series-C's introduction at that year's Earl's Court Motorcycle Show.

The Black Shadow was indeed a legend in its own lifetime, and in the half-century since production ceased the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here, which retains matching registration, frame, and engine numbers.

'JM 3931' was first registered on 28th March 1950 to one James Walker of Stricklandgate, Kendal, passing only a few days later (on the 31st March) to Matthew Stewardson, also of Kendal. On 26th August 1953, the Vincent was registered to its third owner, James Arthur Butler of Ulverston, who would keep it for the next 50 years. It is understood that the Shadow toured Europe extensively on Butler family holidays during the 1960s and '70s as a motorcycle combination, but during the latter 25 years of ownership covered very few miles. When the Vincent was offered for sale at Bonhams' Stafford auction in October 2003 (Lot 421) it was stated that it had not been used since circa 1993. A stainless-steel exhaust, conversion to 12-volt electrics, and coil ignition were the only listed deviations from factory specification at that time.

The current vendor purchased 'JM 3931' at the aforementioned sale, since when the engine has been completely rebuilt by marque specialists, Conway Motors (bills on file). The machine has not been used since the rebuild's completion in 2015. Additional documentation consists of the original logbook and old/current V5/V5C registration documents.

£70,000 - 100,000
€77,000 - 110,000

233

1955 VINCENT 998CC BLACK PRINCE

Registration no. CSU 451
Frame no. RD12840B/F
Engine no. F10AB/2B/10940

- *The ultimate Vincent motorcycle*
- *Matching numbers*
- *Present ownership since 2007*



Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. So in September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months.

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

Other Series-D innovations included a new frame and rear suspension; a steel tube replaced the original fabricated upper member/oil tank while the paired spring boxes gave way to a single hydraulic coil-spring/damper unit offering a generous seven inches of suspension travel. In place of the integral oil reservoir there was a separate tank beneath the seat.

The user-friendly hand-operated centre stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburettors. Sadly though, the Shadow's magnificent 5"-diameter Smiths speedometer had been replaced by a standard 3" unit.

Unfortunately for Philip Vincent, his vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December 1955 around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

The current vendor purchased this Black Prince, which was in running condition, from Bator International in California, USA in 2007. Expired tax discs on file indicate that the Vincent had previously been registered in the UK, the accompanying V5C Registration Certificate showing that 'CSU 451' (almost certainly an age-related mark) had been issued in 1987. Since acquisition, the machine has been started and run, though no work has been carried out.

£50,000 - 70,000
€55,000 - 77,000

234 N

'LABRE & LAMAUDIÈRE'

Registration no. not registered

Frame no. 4311

Engine no. 161930

Disappointingly, Tragatsch has little to say about the French manufacturer Lamaudière other than it 'used big engines and there was even a single-cylinder engine with a capacity of 942cc.' Tragatsch states that the company existed from 1901 to 1907 but this would seem to be incorrect as a trawl of the Internet turned up a copy of 'The Literary Digest' dated October 14th 1899, which illustrates and describes a 'Lamaudière-Labre Naphtha Bicycle', the latter featuring an inclined cylinder forming part of the seat tube, Indian style. Lamaudière motorcycles were imported into the UK by Sée Motor Car Supply Co of 9 Hill's Place, Oxford Circus, London W1. Sée's advertising trumpeted the exploits of Lamaudière's Paris-Madrid racer of 1904, which was said to have 'made the best average during the race (63 kilometres per hour) until run into by a car crossing the road at Vitray en Beauce' - some things don't change. The fate of the rider is not recorded. Three awards were listed: the 'Diploma of Honour' at the Paris Exposition (1900) and two Criteriums for Motor Cycles (1901 and 1902). Offered for sale from a private collection, the example offered here consists of a gentleman's bicycle fitted with a 'clip-on' engine typical of the early Edwardian period, incorporating an 'atmospheric' inlet and mechanical (side) exhaust valve. Its date of manufacture is not known. Thorough and careful re-commissioning and the usual safety checks advised before returning the machine to the road. There are no documents with this Lot, which is sold strictly as viewed.

£6,000 - 8,000

€6,600 - 8,800



235 N

C.1904 MOTOSACOCHE MODEL B

Engine no. M121084

Founded in Acacias, Geneva, in 1901, Motosacoche took its name from Henri and Armand Dufaux's self-contained cycle-motor power unit, literally 'une moto sa coche' or 'engine in a bag'. The 211cc motor was soon being manufactured in substantial numbers and the brothers set up a subsidiary firm to market it in the UK. This led to collaboration with Royal Enfield, who supplied the cycle parts necessary to market a complete machine and used a Motosacoche v-twin engine when they recommenced motorcycle manufacture in 1910. The Motosacoche and Royal Enfield ranges were effectively identical for the next few years, but after WWI the Swiss marque's presence in the UK market would be limited to supplying its 'MAG' proprietary engines to other manufacturers. It was not only the UK motorcycle industry that favoured these well-made Swiss power plants, which were widely used throughout Continental Europe, the French and Italian markets being served by subsidiary factories in Lyon and Milan respectively. This nicely patinated and substantially original early Motosacoche-engined bicycle was offered for sale by an Italian private collector at Bonhams' Oxford auction in June 2012 (Lot 117) where it was purchased by the current owner. There are no documents with this Lot, which is offered in need of re-commissioning and sold strictly as viewed.

£5,000 - 7,000

€5,500 - 7,700



236

The ex-Bill Beevers

1955/56 NORTON 500CC MANX RACING MOTORCYCLE

Frame no. 62511

Engine no. 11M35 62511

- *Ex-1955 Olympia Motorcycle Show*
- *An earlier restoration in good condition*
- *Engine completely rebuilt and gearbox refurbished by Mick Hemmings*

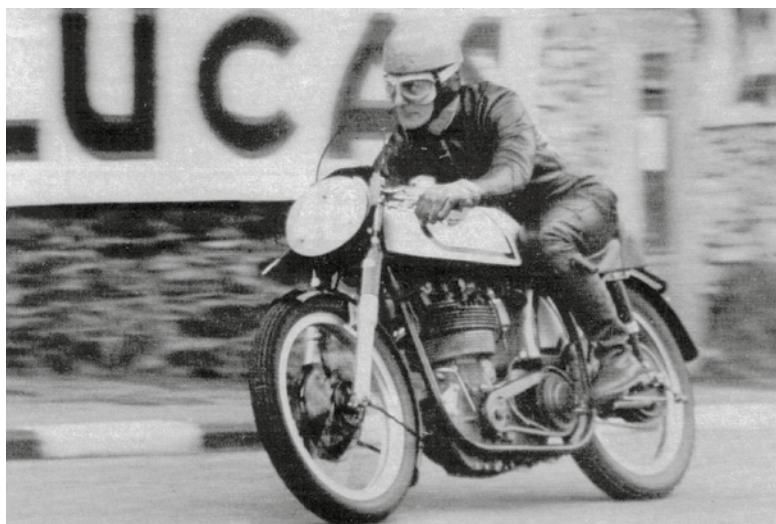
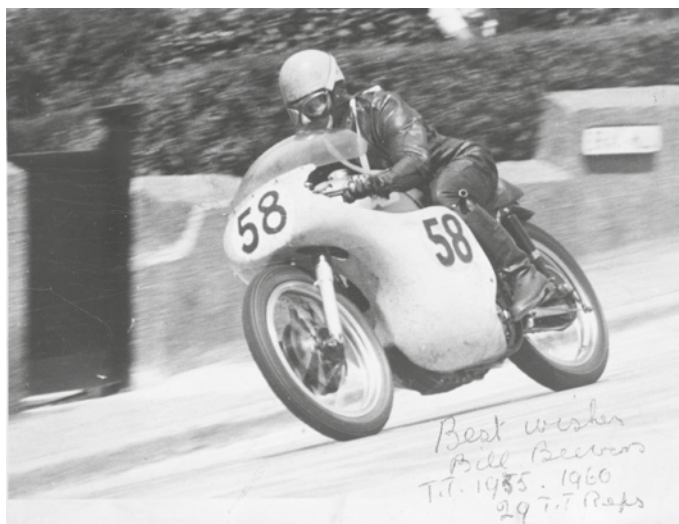


Nowadays best remembered for his exploits as a successful sidecar racer in the late 1950s, Sheffield-born Bill Beevers began his motorcycle racing career on solos back in the early 1930s. His first competitive outing was aboard a Velocette KTT at the Post Hill speed hill-climb in Leeds, but a more significant event was his first visit to the Isle of Man in 1930 as a spectator. There, Bill was mightily impressed by the great Walter Handley, that year's Senior winner for Rudge, and vowed to become a TT racer himself. Bill's first visit, to the Manx Grand Prix in 1933, resulted in a 'DNF' after his Norton expired on the first lap. Undeterred, he was back in 1935 for that year's TT, riding a new Norton bought from Sheffield dealer Dan Bradbury.

By the time his racing career finished, Bill Beevers would have ridden in no fewer than 43 TT races, amassing 29 replicas. As long ago as 1936 he was second in the Ulster Grand Prix, and was well known on the Continent even before the war. These were pioneering days for British riders taking part in the Continental 'circuit'. In Bill's case, European forays often involved riding his bike to the railway station, putting it on the train and riding it to the circuit at the other end. On one occasion, heading for Monza in Italy, he ran out of money at the Swiss border and had no option but to ride, minus lights, silencer and number-plates, all the way to the circuit. Racing over, he then rode all the way home!

After the war, Bill ventured even farther afield, racing in Sao Paulo, Brazil and Czechoslovakia as well as venues closer to home including Assen and Barcelona. By this time Bill had his own motorcycle dealership in Sheffield but racing remained his No.1 passion, so much so that in 1954 he added a sidecar outfit to the 350 and 500cc Manx Nortons already in the stable. The idea behind this was to gain extra start money, the engine from the 500 Manx being removed between races and put in the outfit! At the 1954 TT Bill gained the unusual (unique?) distinction of achieving replicas in the Junior, Sidecar and Senior events. In 1955 he was 33rd in the Junior TT and 38th in the Senior, but retired on the 6th lap of the Sidecar race. In 1956 Bill's achievements in the Island races were 9th place in the Sidecar race, 26th in the Junior and 33rd in the Senior TT. He again rode in three TT races in 1957, finishing 32nd in the Junior and 14th in the Sidecar, but retired on the 5th lap of the Senior. In 1958 he was in the same three races, winning a bronze replica in the Junior but retiring in the other two races.

For 1959 Bill had a BMW outfit, a much more competitive proposition than the old Norton, although success at the TT eluded him once more when the BMW expired. That same year at the Belgian round of the World Championship at Spa Francorchamps Bill came closest to Grand Prix success, spinning out of second place before recovering to finish 5th. By now 55 years of age, Bill Beevers was ineligible for the TT after 1960, but his swansong year brought his best Isle of Man Sidecar result: 6th place behind winner Helmut Fath, which was backed up by 35th place in the Senior and 44th in the Junior. An Isle of Man resident in later years, Bill kept his hand in by serving as travelling marshal.



This 1956-model Manx Norton - highly unusual in retaining matching frame/engine numbers - comes with (copy) Science Museum letter confirming that it was purchased from the factory on 4th November 1955. The entry reads, 'Bradbury Beevers/Show', indicating that was one of the two ex-Olympia Motor Cycle Show display machines. Interviewed in 1988 for Classic Motorcycling Legends magazine (issue no. 9) Bill Beevers recalled that every year from 1935 onwards he bought a new 'Manx' Norton, which means that the machine offered here is the one that he finished 33rd on at the 1956 Isle of Man Senior TT.

The current vendor purchased the ex-Beevers Manx at Bonhams' Beaulieu sale in September 2006 (Lot 403) since when the engine has been completely rebuilt and the gearbox refurbished by renowned marque specialist, Mick Hemmings (in 2007). In 2009 the engine was rebuilt again by Ron Lewis and converted from hairpin to coil valve springs using parts supplied by Summerfield Racing Limited. The related bills for parts and the two rebuilds are on file, and the machine also comes with a bill of sale (1999) and two period photographs.

A rare opportunity to acquire a matching-numbers Manx Norton, owned by one of the racing stars of the 1950s and possessing Isle of Man TT history.
£30,000 - 35,000
€33,000 - 38,000



237

1962 ROYAL ENFIELD 173CC OHC PROTOTYPE

Registration no. PSU 573

Frame no. 175-1

Engine no. 175-1

- *Solitary prototype*
- *Powered by a 173.5cc overhead-camshaft engine*
- *Fitted with an alloy 'head'.*



Conceived during 1961 and designed by the firm's Chief Draughtsman, Reg Thomas, Royal Enfield's new lightweight model first appeared in 1962. The solitary prototype made (the machine offered here) was powered by a 173.5cc overhead-camshaft engine that represented a capacity class popular in Continental Europe and fell below the UK's 200cc limit that attracted preferential insurance rates.

The single overhead camshaft was driven by chain, via a pair of pinions, from the crankshaft's right-hand end, running inside a tunnel cast into the iron cylinder barrel, the latter topped by an alloy 'head'. Looking not unlike the pushrod Crusader motor, at least as far as its top end was concerned, the cammy Enfield appeared very different below the waistline, where aluminium castings extending rearwards contrived to make it look not unlike the Aermacchi Chimera. A new frame was complemented by cycle parts taken from other Enfield models, while the gearbox was a five-speed Albion unit.

At the time of the publication of Jeff Clew's article (copy available), the Enfield Prototype was owned by Ken Blake, who had recently completed its restoration. The little Enfield was road tested by Jeff, who found that it possessed a peppy engine that thrived on revs, was pleasant to ride and handled well.

The current vendor purchased the machine at Bonhams' Stafford Sale in April 2007 (Lot 598). Since then the engine has been started and run, but the machine has not been ridden. Currently displaying a total of 529 miles on the odometer, this unique motorcycle is offered with a copy of the aforementioned magazine. There is no registration document present, but 'PSU 573' is recorded on the DVLA database.

£4,000 - 5,000

€4,400 - 5,500

FURTHER PROPERTIES

238

Believed 134 miles from new

1981 BMW MAGNI 980CC

Registration no. GBZ 4992

Frame no. 6210406

Engine no. 6210406

Arturo Magni began his career in motorcycling with Gilera in the competition department before being poached in 1950, together with Piero Remor, by up-and-coming MV Agusta. Advancing to head of the Competition Department, he remained with MV until the company ceased production of motorcycles in 1978. He had, however, seen the writing on the wall, and set up his own company in 1977. When the end came, he and his sons were producing wheels, tuning parts and frames to improve MVs, and it was a small step to make complete machines. Initially these were MVs, but they were followed by a Honda example, and then by a BMW with the R1000 engine. It is thought that less than 150 BMW examples were manufactured. GBZ 4992 was purchased by the deceased owner in 1990 from well-known dealer and collector Brian Verrall (purchase invoice on file). Initially registered SBJ 440W, the owner transferred a cherished number, GBZ 4992, to the machine the following year. When acquired, the machine was MoT'd, and the accompanying certificate showed the recorded mileage at that time as 91 miles. Recorded mileage is now only 134, and the bike appears to have remained unused since 1991. For this reason it will require re-commissioning or restoration and safety checks before returning to the road. Documentation comprises an old V5, the aforementioned purchase invoice and old MoT certificate, together with miscellaneous papers.

£5,000 - 8,000

€5,500 - 8,800



239

Property of a deceased's estate

1968 VINCENT 499CC COMET 'DEACON SPECIAL'

Registration no. JDR 616F

Frame no. 131046

Engine no. F5AB/2/5082

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. It is not known for certain who built this interesting Comet-based 'special', which is registered as a 'DEACONSPECIAL', the date of registration being recorded on the V5C as 3rd July 1968. The machine is registered as 'JDR 616F', and it has been suggested that it might have been built by John Deacon Racing of Saltash, Cornwall, although this company is now a KTM dealership. Noteworthy features of this almost certainly unique machine include a special frame with box-section swinging arm; Norton/AMC-type gearbox; belt primary drive; 4LS front brake; alloy wheel rims; and an alloy fuel tank. 'JDR 616F' was registered to the late owner in April 1991. It is not known when the machine was last used. Sold strictly as viewed, it comes with SORN paperwork, V5C documents, and two MoTs (most recent expired September 2015).

£5,000 - 7,000

€5,500 - 7,700

No Reserve





240

Property of a deceased's estate

C.1950 VINCENT 499CC COMET 'COMPETITION SPECIAL'

Registration no. VAS 410

Frame no. RC/1/7411

Engine no. F5AB/2A/5130

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the single-cylinder Vincent did not sell as well as its maker had hoped, and the Comet was dropped when the Series-D range was introduced for 1954. Although never intended for competition, the single-cylinder Comet was developed and raced successfully by works rider George Brown, and the factory later offered its own over-the-counter racing version: the Grey Flash. It is not known who modified this particular Comet, but few would dispute the fact that it has been done most effectively. The machine retains the original Vincent frame, while noteworthy departures from standard specification include a Norton/AMC-type gearbox, belt primary drive, alloy wheel rims, a Dell'Orto carburettor, rear-set footrests, alloy fuel tank, and a Smiths 150mph speedometer. Accompanying documentation consists of Works Order Form copies; a quantity of MoT certificates (most recent expired May 2013); a V5C Registration Certificate; and a Vincent Owners Club Certificate of Authenticity (confirming non-matching frame/engine numbers). Sold strictly as viewed.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



241

Property of a deceased's estate

EGLI-VINCENT 499CC COMET PROJECT

Registration no. not registered

Frame no. to be advised

Engine no. F5AB/2A/3242

Crankcase mating no. 65B

One of the world's best known motorcycle frame makers, Swiss engineer Fritz Egli built his first frame in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-twin race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. This trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy. As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists, though the builder of this example's frame is not known. Noteworthy features include a Norton/AMC-type gearbox, TLS front brake, alloy wheel rims, Dell'Orto carburettor, and an alloy fuel tank. The engine dates from circa 1950. There are no documents with this Lot, which is sold strictly as viewed.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



242

1937 TRIUMPH 500CC TIGER 90

Registration no. UXS 688

Frame no. TH564

Engine no. 7-T90 5296

Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed the Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. Frames, forks, engines and gearboxes were all improved for 1937. While its smaller siblings survived until the outbreak of war in 1939, the 500cc Tiger 90 was not produced after 1938, having effectively been superseded by the Speed Twin. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and thus are highly sought after. The Tiger 90 is the rarest of the pre-war Tigers; indeed, Bonhams has offered only one in the last ten years. One of the very few survivors of its kind, this example was purchased around 20 years ago and is offered in part-restored condition. It is understood that the elderly owner refreshed as much of the machine as he could, but there are still jobs to complete. The vendor advises the fuel tank has been re-chromed and professionally repainted. There are no electrics fitted, and some parts are required for completion. The correct alloy primary chaincase is included in the sale. The machine is offered with a VMCC dating certificate and a V5C document.

£7,000 - 9,000

€7,700 - 9,900



243

1938 TRIUMPH 498CC SPEED TWIN/TIGER 100

Registration no. UXS 687

Frame no. TH1955

Engine no. 9 T100 18192

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. True, there had been vertical twins before, but the Coventry firm's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The 1938 Speed Twin offered here has been fitted with the engine of a 1939 Tiger 100 featuring one-piece crank, H/D rods and T140 cams. There are no electrics fitted. Accompanying documentation consists of a VMCC dating certificate and a V5C document.

£7,000 - 9,000

€7,700 - 9,900



244

1949 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. K LW 528
Frame no. RC3835B
Engine no. F10AB/1B/1935

- *Matching upper frame and engine numbers*
- *Restored (date unknown)*
- *12-volt electrics*



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

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

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

This restored Black Shadow comes with an continuation old-style logbook (issued 1954) listing five owners into the late 1960s, while the old-style V5 lists one owner prior to the current vendor, who acquired the Vincent in 1992. Kept as part of a private collection and used sparingly, the machine was last run in April 2017 and is MoT'd to November 2017. A side stand, 12-volt electrics, and a battery optimiser are the only notified deviations from factory specification. It should be noted that the rear frame member has been re-stamped to match the upper frame.

£50,000 - 60,000
€55,000 - 66,000

245

1952 VINCENT 998CC RAPIDE SERIES-C TOURING MODEL

Registration no. NKC 561
Frame no. RC11259
Engine no. F10AB/1/9359

- All matching numbers including registration number
- Present ownership for 48 years
- Restoration completed in 2017



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 1952, this Series-C Rapide was completed to touring specification and retains matching main frame, rear frame, engine, and registration numbers. The accompanying copy Works Order Form records that the machine was supplied with touring handlebars, black mudguards, and 3.50/19 and 4.00/18 front/rear tyres.

The machine has been in the current owner's possession since 1969 and was in a dismantled state when purchased. Restoration commenced in 1970 but then no further work was carried out until 2016 when a full rebuild was commenced. Although all the major components are original and care was taken to adhere to the factory specification, numerous small parts and fasteners have been replaced, mainly with stainless alternatives where possible. The opportunity has also been taken to incorporate sensible but unobtrusive modern improvements which include the fitment of an anti-sumping valve, locking rocker feedbolts, an electronic voltage regulator and the VOC Spares Co. revised valve lifter seal. Currently in full running order, the machine is offered with an old-style continuation logbook, VOC dating certificate, certified copies copy of the factory Order Form, Despatch Check Sheet and Completion Note, sundry restoration invoices, V5C Registration Certificate, an Owners Handbook and an original Spare Parts List.

£40,000 - 50,000

€44,000 - 55,000

246

1950 VINCENT 998CC SERIES-C RAPIDE

Registration no. JWD 813

Frame no. RC4544

Engine no. F10AB/1/2644

- *Matching numbers (including crankcase mating)*
- *Three private owners from new*
- *Present ownership since 1989*
- *An older restoration*



Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be updated 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 technological advances and other cosmetic differences 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.

The matching-numbers Rapide offered here was manufactured during the B/C transition period and has the plain valve caps (no 'HRD' or 'Vincent' markings) that only appear on 1950 models.

'JWD 813' was purchased new by Mr George Baldock from Jack Butler & Co of Leamington Spa. In 1963, the Vincent was sold back to Butler's, passing to the second owner, Mr John Hewitt of Warwick, in December of that year.

The current (third) owner purchased the Rapide in 1989 from Cooper Bros of Langley, Warwickshire (sales receipt on file) and immediately commenced a sympathetic restoration. Today, 'JWD 813' is presented in 'oily rag' condition and in full working order. A good folder of original documentation comes with the machine to include the original buff logbook; VOC Certificate of Authenticity; a quantity of expired tax discs and MoTs; a selection of restoration photographs; sundry bills; current V5C document; and the original and current owner's personal records of maintenance carried out, parts purchased, and journeys undertaken. Also on file are some charming photographs of first owner George Baldock being reunited with his Vincent in 1996, together with an associated press cutting from the local newspaper.

£32,000 - 36,000

€35,000 - 39,000

247

1950 VINCENT 499CC COMET

Registration no. HRK 939

Frame no. RC/1/5461

Engine no. F5AB/2A/3561

- Matching numbers (including crankcase mating)
- Present ownership since 1993
- Well maintained
- 'Oily rag' in running order



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 matching-numbers Comet was produced during the B/C transition period and has the unmarked valve covers (only used during 1950) and the timing cover with the new 'Vincent' logo. The current vendor purchased 'HRK 939' from Cooper Brothers of Shipston-on-Stour, Warwickshire in February 1993. The Comet had last run in 1978, and was previously registered to Hatfields of Crowthorne, Berkshire. No previous history is known.

Today, 'HRK 939' is presented in 'oily rag' condition and good working order, ready to be ridden 'as is', or alternatively would make an excellent candidate for a sympathetic restoration. Accompanying documentation consists of copies of the Works Order Form and Engine Specification Sheet; VOC Certificate of Authenticity; SORN paperwork, copy old V5; a quantity of old MoTs and tax discs; and the vendor's hand-written journal recording maintenance works carried out since acquisition. An original Rider's Handbook is included in the sale.

£18,000 - 20,000

€20,000 - 22,000

248

1950 VINCENT-HRD 499CC METEOR SERIES-B

Registration no. PFC 26
Frame no. R/1/5411
Engine no. F5AB/2/3511

- *Family ownership since 1974*
- *Matching numbers example*
- *Comprehensive history file*
- *One of less than 180 Series B Meteors*



After the war, Vincent used the same 'frameless' cycle parts for the single and the twin. On the singles the rear cylinder was replaced with a cast alloy beam, and the gearbox employed was the familiar Burman item. Announced in late 1948, few Meteors were produced; it is thought less than 180. It was joined soon after by the Comet in Series C form with Girdraulic forks, as opposed to the Brampton girders on the Meteor. The Meteor was a little less expensive than the Comet but, except the forks, there were few differences between the two; the Meteor having a lower compression ratio and no propstands. It is believed that the Meteor was manufactured only in Series B specification, although it is possible that an odd one may have been despatched with Girdraulics when the model was coming to the end.

PFC 26 was purchased in June 1974 by the father of the late owner (purchase receipt on file). He paid the princely sum of £95 to a Mr. Bulloch of Lanarkshire, and appears to have set about various jobs on the machine, as attested to by the assorted documents, receipts and correspondence in the large history file.

Most of the machine appears to have received attention between 1974 and 1980, including the engine, forks, plating, wheels, magneto, dynamo, and other parts. Thereafter, the invoices seem to be more sporadic, and related more to occasional maintenance. The machine was gifted to the late owner by his father in 2011 and has not been used in the present ownership. It will require some re-commissioning and checking over prior to returning to the road.

This Meteor is one of the last ones built. It was ordered by Kings of Oxford on 8th February 1950, completed and road tested by a Mr. Brown (George Brown?) on 10th February, and despatched to Kings on 6th April 1950. Amazingly, it was also first registered on 6th April 1950. It still retains its Oxford registration number, and has the original matching engine, frame, and rear frame.

An extensive history file accompanies the bike, and includes the aforementioned purchase receipt, current V5C, a continuation RF60 buff log book dating from 1959, two old MoT certificates (the last expiring April 2010), a spare parts book, instruction sheets, and a myriad of receipts, invoices, correspondence and associated papers.

£14,000 - 18,000
€15,000 - 20,000

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

Property of a deceased's estate

1953 VINCENT 499CC COMET

Registration no. HBO 397

Frame no. RC/1/11460/B

Engine no. F5AB/2A/9560

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the single-cylinder Vincent did not sell as well as its maker had hoped, and the Comet was dropped when the Series-D range was introduced for 1954. This matching-numbers (registration/frame/engine) Comet was acquired many years ago by its deceased owner, an enthusiastic Vincent collector (purchase receipt on file). There are numerous bills on file suggesting that an extensive rebuild was undertaken circa 1985, and the machine also comes with a copy of the Works Order Form and other factory paperwork; a VOC Certificate of Authenticity confirming matching numbers; an old-style continuation logbook (1967); and a V5C Registration Certificate. This motorcycle has not been used for some considerable time and will require re-commissioning before returning to the road. Sold strictly as viewed.

£12,000 - 15,000

€13,000 - 16,000



250

C.1952 VINCENT 499CC COMET PROJECT

Registration no. not registered

Frame no. RC/1/5023

Engine no. F5AB/2A/9071

Crankcase mating no. 1168 (matching)

Rear Frame no. RC/1/10971/C.

This motorcycle has been known to the current owner for over 55 years. It was acquired - well used - by a relative in 1962 and dismantled for restoration. Bright parts were re-chromed, enamel parts re-enamelled, the fuel tank refinished, and the wheels rebuilt. No work continued beyond 1965 when the machine went into storage, remaining there until the then owner's death in 1988. The project was then taken on by the current owner. Other commitments meant that the machine remained stored until 1994 when the engine and gearbox were sent to a Vincent specialist for complete restoration, followed by the rest of the machine in 2008. However, little progress was made apart from completing the engine and gearbox work. In 2016 the still unfinished project was recovered from the contractor's premises. The machine now offered is as complete as that recovery permitted. Restoration work professionally completed includes rebuilding the engine, gearbox, and primary drive; refurbishing the fuel tank; rebuilding the wheels; and overhauling the dynamo, voltage regulator, magneto, and ignition advance/retard mechanism. There are invoices relating to some of these works on file, and the machine also comes with a small quantity of spare parts. It should be noted that only the rear frame's number matches that in the accompanying old-style continuation logbook. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Sold strictly as viewed.

£4,500 - 6,500

€4,900 - 7,100



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.

251

1988 PERAVES ECOMOBILE

Registration no. E628 NWD
Frame no. WB1050306G8141502
Engine no. 104EA-06862118

- *Rare Swiss-built 'feet forwards' motorcycle*
- *One of 89 made*
- *BMW K100 engine, gearbox, forks, controls*
- *The only one of five UK-registered examples in regular use*



The 'feet forwards' Ecomobile cabin scooter was produced in Switzerland by Peraves. Built on aircraft principles, the Ecomobile has a monocoque chassis formed of Kevlar, and a glider-type screen (with wiper). A BMW K100 engine and transmission is mounted at the rear, and BMW forks at the front. Controls and instruments are BMW also. These components were supplied new by the BMW factory. The 'landing gear' uses a patented mechanism driven by a modified starter motor to raise and lower the wheels under the driver's control. Once raised, the wheels rest in supports at the side, so that if the vehicle is dropped it comes to rest on the retracted wheels.

The Ecomobile was designed with no aerodynamic compromises, and is without doubt one of the most streamlined vehicles ever offered for sale. It is geared for 150mph and is at its smoothest between 100 and 120mph (on the autobahn of course). The Eco is a two-seater with seat belts and room for luggage in the tail. It has a heating system and a stereo. Controls are similar to a motorcycle's except for the foot clutch and hand gearchange. The gearbox is modified so that the 1st gear position is reverse, leaving four forward speeds.

89 Ecomobiles were made between 1985 and 2005 when the company switched to a new design, the Monotracer. Around 60 Monotracers were made before Peraves ceased trading in 2015. In 2016, production of the design restarted in the Czech Republic.

This machine, number '005', is from the first production run and appeared on the BBC's Top Gear television programme in April 1988. It is the earliest Eco still on the road. The first owner took it on a European tour and then back to his home country, Canada. It breached Canadian rules about the height of motorcycle seats, and remained unused for 18 years until the second owner brought it to England and re-commissioned it. The Ecomobile is being sold by its third owner, who bought it in 2010.

It takes several days of practice to learn to pilot an Ecomobile. This machine is unique as it has been modified to take a set of British-made 'training wheels', which are included in the sale. The current owner is happy to give advice and support. The sale includes a file of documents, manuals, etc. There are five Peraves machines currently in the UK, and this is the only one in regular use. There is a community of Peraves owners in Switzerland and Germany, a service agent in Belgium, and at least four active owners in the USA.

£12,000 - 15,000

€13,000 - 16,000

252

1913 LEA-FRANCIS 3¼HP

Registration no. HN 1508

Frame no. A671

Engine no. 4812

- *Ultra-rare Lea-Francis Veteran*
- *Part of the Potter Collection for many years*
- *Present ownership since 2007*
- *Completed its last Pioneer Run in 2016*



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

The company wasted no time in capitalising on the model's strengths, and in 1913 entered the Scottish Six Days Trial and the A-CU Trial, gaining a gold medal in the former and a gold and silver awards in the latter, in which event one of the 'Leafs' was timed at 53mph. The fully equipped machine was priced at £68 5s, and one of Lea-Francis's first customers was the playwright George Bernard Shaw.

After WWI the customer could choose between JAP or MAG-engined twins of 3½hp, while in 1922 a 5hp model was added to the range. In 1924 when motorcycle manufacture was ended in favour of the car side of the business, Lea-Francis had completed just 1,500 machines. Of these, only a couple of dozen are known to survive, eight of which are Veterans.

Acquired for the Potter Collection in 1958, this rare Lea-Francis was still in remarkably original condition 49 years later when it was purchased by the current owner at Bonhams' Harrogate sale in November 2007 (Lot 502). It is equipped with a Miller acetylene headlight, a Lucas generator, and a luggage carrier with two leather panniers, while the JAP v-twin engine drives via a two-speed gearbox with belt final drive.

Since acquisition the 'Leaf' has been re-commissioned and ridden on some five Pioneer Runs, the last in 2016, though it has been used locally since then. Apart from the handlebars, which have been re-nickelled, and the saddle and panniers, which have been re-covered, it is wonderfully original, even retaining the original paintwork. Recorded in the VMCC Register of Machines, the 'HN 1508' is offered with an expired MoT (March 2013), a Sunbeam MCC Pioneer Certificate, and a V5C registration document.

£16,000 - 20,000
£18,000 - 22,000

253

1913 AJS 2¾HP MODEL B

Registration no. AD 2004

Frame no. 1291

Engine no. 2511

- *Rare pre-WWI AJS*
- *Original registration number*
- *Present ownership for 35 years*
- *An older restoration*
- *Pioneer Certificate*



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The first AJS motorcycle was a single-cylinder sidevalve-engined lightweight displacing 292cc and rated at 2½hp, which came in two versions: one with direct belt drive (Model A), while the other (Model B) featured a two-speed countershaft gearbox. The latter combination was advanced in its day, especially for a lightweight, and an advantage enjoyed by few contemporary rivals. For 1912, the engine was enlarged to 315cc, and the following year to 349cc, this increase in capacity being reflected in its new taxable rating of 2¾hp.

The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJS range.

AJS factory records show that this Model B's frame and engine were both built in February 1913 (all matching engine parts are stamped '151'). The registration number 'AD 2004' was first issued to a Douglas in 1911 and then transferred to this AJS on 11th July 1913, according to records held by Gloucester County Council, Cheltenham.

The current vendor purchased 'AD 2004' in 1982 having seen it advertised for sale in Motor Cycle News's edition of 16th July (copy on file). Authenticated and licensed by the end of 1982, the AJS had been fully restored mechanically by August 2004, the cosmetics, lamps, wheels, etc being finished later. The machine has not been run for several years (after the magneto had been rebuilt by Stuart Towner) and re-commissioning will be required before it returns to the road. 'AD 2004' comes with a Sunbeam MCC Pioneer Certificate, and having a proper clutch and a two-speed gearbox, is much easier to ride than many Veterans. The machine is offered with a history file and also comes with a spare engine (number '2823') dating from April 1913.

£14,000 - 18,000

£15,000 - 20,000

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.

254

1924 AJ'S 799CC MODEL D1

Registration no. HP 7841

Frame no. 42453

Engine no. 42453 (see text)

At an early stage the Stevens brothers saw the potential benefits of competition success. This resulted in 1st and 2nd in the 1914 Junior TT, 1st in 1920, 1st, 2nd, 3rd & 4th in 1921, 1st and 2nd in 1922, and perhaps most famously, Howard Davies' ride to 1st place in the 1921 Senior TT on a Junior machine. Such impressive results and an ever growing reputation generated commercial success. By 1924, the year of this wonderfully original machine, demand for AJ'S motorcycles outstripped supply, both here and across the world. The V-twin powered 799cc model D1 offered here features matching frame, engine & gearbox numbers. It should be noted that the accompanying V5 registration document wrongly shows the engine number as 45455 although it is correctly recorded on the continuation buff log book. The late owner bought the AJ'S in June 1960 and very shortly afterwards rode it in that summer's Banbury Run. Subsequently there was a suspected big end problem, and the motorcycle was taken off the road for attention, but in the event the work never took place. The AJ'S has therefore been in dry storage since about 1961. The buff log book shows that the sidecar was removed in 1960 and that there have been only two owners since 1945. One of the toolboxes and a headlight will accompany the machine, but the second toolbox is missing. Obviously re-commissioning as well as attention to the suspect big end will be required following about 56 years in storage.

£8,000 - 14,000

€8,800 - 15,000



255

1927 AJ'S 2½HP

Registration no. UK 3291

Frame no. 81920

Engine no. 81920

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJ'S was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2½hp (350cc) sidevalve-engined model remained a fixture of the AJ'S range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one the finest of early Vintage sports machines. There are photographs on file (dated 1987) of this machine undergoing restoration, though no bills are available. The current vendor purchased the AJ'S in June 2014, since when it has formed part of his private collection been used for various suitable events. Maintained as and when necessary, the machine was last run while on the Isle of Man in August 2016, and is described as in generally excellent condition mechanically, with good cosmetics. Accompanying documentation consists of an old-style continuation logbook (1948); a copy of the original Birmingham registration records; and a V5C Registration certificate.

£7,000 - 10,000

€7,700 - 11,000



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.



256
1922 ARIEL 6/7HP V-TWIN
 Registration no. BF 7673
 Frame no. S200
 Engine no. A9521

Ariel had offered JAP and White & Poppe engined v-twin motorcycles before introducing a new model for 1914 powered by a 5/6hp Abingdon King Dick motor. The latter was superseded after 1919 by an improved version using a more powerful 6/7hp (795cc) engine from the same manufacturer, which continued until 1923. This rare Ariel 6/7hp AKD-engined v-twin was purchased at Bonhams' Stafford sale in April 2003 (Lot 322) when it was described as a challenging yet substantially complete restoration project. Since then it has been treated to a total mechanical and cosmetic restoration. During the restoration, which took over eight years, all original major components such as the frame and fittings, forks, engine, gearbox, etc were completely rebuilt, while other parts such as the clutch and valve lifter mechanism have been remanufactured. The rare and correct Cox Atmos carburettor is fitted. All consumable parts such as chains, tyres, etc are new. The restoration was undertaken by the owner, who is a professional engineer, while components such as the magneto, crankshaft, and wheels have been rebuilt by specialists. Many receipts for the parts and out-sourced work are available. Since completion, the Ariel has undergone limited road testing of a few miles. Offered with a VMCC Dating Certificate and V5C document.

£14,000 - 18,000
£15,000 - 20,000



257
1924 TRIUMPH 3 1/2 HP MODEL R 'RICARDO'
 Registration no. HP 2931
 Frame no. 334034
 Engine no. 103075GOR

In 1921 the appearance of Triumph's first overhead-valve model caused a sensation. Based on the existing SD ('spring drive') model, whose frame and engine bottom end it inherited, the newcomer sported a four-valve cylinder head designed by automotive engineering consultant, Harry Ricardo. The first production models arrived in 1922 equipped with a cast-iron rather than the racing version's steel cylinder barrel, but otherwise were much the same, featuring paired parallel valves set at 90 degrees in a pent-roof combustion chamber, a bifurcated inlet port, and separate exhausts. Economy rather than outright performance was the road-going Riccy's strongest suit, in excess of 100 miles per gallon being within reach at moderate cruising speeds. The model was dropped at the end of 1927. 'HP 2931' featured in Motor Cycle magazine's road test published in one of its December 1921 editions. Given that the date of first registration is 3rd January 1924, it seems likely the machine was retained by the factory. The Triumph has been restored (date unknown), while the fuel tank was repainted more recently. Having stood for approximately one year, the machine will require re-commissioning before returning to the road. It comes with a good file of history containing, among other items, an old-style continuation logbook (1945), a V5C Registration certificate, and an account of the Ricardo's development written by marque authority, Peter Cornelius.

£12,000 - 15,000
£13,000 - 16,000



258

C.1900/1901 SINGER GENTS MOTOR BICYCLE

- Formerly part of the Cobbing Collection
- Highly significant restoration project



The Singer Cycle Co., Ltd. of Coventry introduced the Singer Motor Wheel in the Autumn of 1900 to a design by Messrs Perks and Birch. Truly pioneering in every respect and conceived from first principles in the infant British motor cycle industry, the Singer Motor Wheel featured a vertical engine, carburettor and ignition gear, all cleverly housed within the rear wheel. Singer proudly boasted that "it is well cooled, and dirt is beaten off by the fan-like action of the revolving wheel side arms."

The carburettor was a combination of spray and surface systems with capacity for 50 miles of motor cycling. All parts were made within the Singer factory with the exception of the magneto. Singer boasted that their machine was the only motor cycle in which the speed is regulated and the engine controlled without releasing the handles and claimed, quite rightly, that the positive drive provided greater efficiency with no belts to slip or break. Although light pedal assistance was provided it was rarely needed, the 7:1 drive ratio coping adequately with the all but the most challenging hills. Designer Perks himself rode a Singer Motor Bicycle in hill climb events, his party trick being to carry conspicuously in one hand the light pedal assistance drive chain to demonstrate the lack of need for this device.

Singer offered the Motor Bicycle in both 2 and 2 1/2hp forms for both gents and ladies and went on to build Motor Tricycles, a tri-Voiturette and a three-wheeled Governess Car, all similarly powered.

This machine previously formed part of the renowned Cobbing collection for many years and is offered as a viable restoration project. It is sold strictly as viewed and notably missing are the seat/saddle, carburettor, one pedal and various control linkages. The oversize and non-standard rear chain sprocket suggests that this machine may once have been used in some form of competition. It comes with a set of old style tyres, (considered suitable for exhibition purposes), together with a pair of chrome cycle rims. At the time of cataloguing, despite careful inspection, neither engine nor frame number have been located. No registration documents come with this highly significant Coventry-built machine.

£8,500 - 12,500

€9,300 - 14,000

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.

259 N

1926 AJS 799CC MODEL G2

Frame no. 60023

Engine no. G60023

- *Matching frame, engine, and gearbox numbers*
- *Appears highly original*
- *Apparently an earlier restoration*



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The brothers' first machine was a 292cc (2½hp) single equipped with either direct belt drive (Model A) or a two-speed countershaft gearbox with all-chain drive (Model B), this latter combination being advanced in its day, especially for a lightweight. A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the two-speed gearbox.

The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was re-designed along 'A' lines and further enlarged to 748cc. Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the v-twin 'A-J' was one of the most effective and popular sidecar tugs of its day. The model remained a fixture of the range into the early 1930s, latterly with a 998cc engine.

Manufactured circa 1925, this E2 example has the 799cc (7hp) engine first introduced for the 1921 season. It should be noted that AJS changed their model nomenclature in 1925, adopting an alphabetical system starting with 'E'; thus the Model D 'Passenger Combination' became the E1 (magdyno) and E2 (magneto) for that year. The 799cc twin was last listed in 1928 as the K1/K2, the letters 'F' and 'I' having being missed out.

This AJS Model G2 was purchased in Brescia, Italy by the Italian vendor some 20 years ago. Noteworthy features include a Lucas 'King of the Road' acetylene headlight and generator, Ruby rear light, bulb horn, Dunlop Cord tyres, John Bull foot boards, and a tyre inflator. The machine also carries a tax disc that expired 31st December 1945. There is no registration document present, but the registration 'MK 4009' is recorded on the DVLA computer.

£13,000 - 16,000

€14,000 - 18,000

260 N

C.1923 NER-A-CAR

Frame no. 9056

Engine no. B9072

- *Famous early hub-centre-steered motorcycle*
- *US-built model*
- *Restored in Italy*



Despite the demonstrable advantages of hub-centre steering and the fact that the system has appeared at regular intervals since motorcycling's earliest days, there had only ever been one machine - before the advent of Yamaha's GTS - that made it into volume production: the Ner-a-Car. Invented by American Carl A Neracher in 1919, the Ner-a-Car commenced production two years later in Syracuse, New York State thanks to financial assistance from razor millionaire, King C Gillette. The design met with some resistance in the USA, where larger machines were generally preferred, despite its practicality being demonstrated by 'Cannonball' Baker, who rode one coast-to-coast from New York to Los Angeles, taking only eight days. US production lasted for only a few years but Neracher's invention enjoyed considerably greater success in Europe.

The machine was imported into the UK for a short time before a manufacturing licence was acquired by Sheffield-Simplex, a firm better known as maker of fine, and very expensive, luxury motor cars. Although Sheffield-Simplex was based in the eponymous Yorkshire city, Ner-a-Car production began in part of what had been the Sopwith Aviation works in Kingston-on-Thames, Surrey.

The basic design remained unaltered: pressed-steel chassis, voluminous front mudguard, hub-centre steering and friction drive transmission, the latter being infinitely variable – in theory – but in practice five ratios were selected by a lever. Whereas US-built models were powered by a two-stroke engine of 221cc, Sheffield-Simplex chose to fit their own 285cc unit. Four-stroke sidevalve and (later) overhead-valve 350cc Blackburne-engined versions equipped with conventional three-speed gearboxes followed.

Endowed with excellent stability and good weather protection, the Ner-a-Car was a great success, its ease of ingress/egress particularly commending it to priests and lady riders. Sheffield-Simplex advertised its products in the high-quality journals of the day and was able to claim numerous members of the nobility among its satisfied clients. Indeed, production only ceased in 1926 because of problems within other parts of the Sheffield Simplex group, and the Ner-a-Car works was taken over by the newly formed Hawker Engineering, which need the space to expand its aircraft manufacturing activities. It is estimated that some 10,000 were produced in the USA and a further 6,500 or so in the UK.

Extensively restored, this particular Ner-a-Car is offered with a description of the works carried out, parts purchased and their costs, plus a magazine containing an article about Ner-a-Car (all in Italian).

£13,000 - 16,000

€14,000 - 18,000



261
Multiple Concours Winner
1927 SUNBEAM 596CC 4 1/4 HP MODEL 7
Registration no. RE 5112
Frame no. 43582
Engine no. 248/18059

The Wolverhampton Sunbeam was the product of John Marston Ltd., a firm of metal-workers and japanners famous for their bicycles, high prices, competition successes and finish, the latter in black and gold leaf. From 1912, their range had been built upon their excellent side-valve, John Greenwood-designed engines, proven in the Great War and all areas of competition. Their first '600', the 1920 4 1/4hp, was soon re-named the 'Model 7' and was still being made, in flat-tank form, well into the '30s, the saddle-tank version remaining unchanged until 1940, both a testament to its qualities. This example from 1927 has the advantage of the improved version of the smooth and torquey engine allied to effective brakes. 'RE 5112' has been rebuilt from an original example, by the two acknowledged top Sunbeam rebuilders in the Midlands, the engine rebuild being completed in 2017. Finish is entirely stove-enamelled and in period-correct, dull-nickel, plating. The only notable change from original is the conversion to modern, wired-edge, tyres, itself a Sunbeam option. Described by the vendor as a very reliable machine, this 'Model 7' is a multiple concours-winner and will be very welcome at VMCC and MSCR events. It comes complete with V5C and will require the usual safety checks and re-commissioning before use. A Sunbeam for the marque enthusiast and lover of quality.

£9,500 - 10,500
€10,000 - 12,000



262
1924/26 NORTON 490CC MODEL 18 PROJECT
Registration no. BF 8401
Frame no. 12343
Engine no. 29791

Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920s, when the well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. Penned by James Lansdowne Norton himself and first seen in prototype form in 1922, the overhead-valve Norton made little impact in that year's Senior TT, though at Brooklands D R O'Donovan raised the world 500cc kilometre record to over 89mph using the new motor. A road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. Alec Bennett won the Senior TT for Norton in 1924 and, demonstrating that racing really did improve the breed, the Model 18 gaining Webb forks and better brakes for 1925 as a direct result of the works team's experiences. Today the Vintage-era Model 18 'flat-tanker' enjoys landmark status as Norton's first overhead-valve roadster and is highly prized by discerning enthusiasts. Norton factory records (extract supplied) held by the VMCC show that this Model 18 was despatched in July 1924 to 'Hassall'. The engine (also Model 18) dates from April 1926. Kept in barn storage since its owner's death many years ago, the machine is offered with a V5C and for restoration, sold strictly as viewed.

£10,000 - 12,000
€11,000 - 13,000



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.

263

1929 SCOTT 596CC TT REPLICA

Registration no. KD 5082

Frame no. 2305M

Engine no. RY1558

This TT Replica was purchased by the late owner's father in approximately 1972, from the previous owner, Mr. Hean, who, the document file suggests, had been seeking to restore the machine. KD 5082 seems to have been an ongoing project, although an old MoT certificate on file suggests that it may have been on the road in 1967/68. It was given to the late owner by his father in 1996, and it appears that the machine was roadworthy in 2005/6, when it was last MoT'd. It has lain unused since that time. It is evident that a number of parts (including, most notably, the front forks and cylinder barrels) have been replaced over the years, inevitably, to keep the machine on the road when standard parts were not available. For this reason, potential purchasers should satisfy themselves as to the age and compatibility of the component parts of the machine prior to bidding. However, as it has been confirmed that the engine and frame numbers are the original pairing, despatched to Reynolds of Liverpool on 5th December 1928, it seems an excellent prospect for re-commissioning and/or further restoration. Registered 25th March 1929 it still bears the Liverpool KD registration. Documentation comprises a V5C, an older V5C, a continuation RF60 buff log book from 1955, an expired road tax disc, handbook, illustrated spares book, plus assorted bills and miscellaneous correspondence dating back to 1970.

£6,000 - 9,000

€6,600 - 9,900



264 N

C.1929 SAROLEA 350CC MODEL 25 P

Registration no. not UK registered

Frame no. 27473

Engine no. 25P 27473

Belgium's premier marque was founded in 1850 when Joseph Saroléa set up a small workshop in Herstal for the manufacture of small arms but these were not sold under the 'Saroléa' name. In 1892 the firm diversified into making bicycles, which were marketed as 'Royale Sarolea'. After Joseph Sarolea's death his children carried on the family business and in 1895 hired Martin Fagard, who for the next 50 years would be the driving force behind the company. Around 1901 Saroléa built its first powered two-wheeler by attaching a 250cc single-cylinder engine to one of its bicycles. Series production commenced soon after following an order for 1,000 engines from Britain, and the supply of proprietary engines would continue to be an important part of Saroléa's business for many years. In 1902 Saroléa introduced its first production motorcycle and from then onwards the firm grew steadily, becoming one of Europe's leading motorcycle manufacturers by the start of WWI, during which Saroléas were supplied to Allied forces. Saroléas of the 1920s and 1930s looked very British in appearance, and these stylish, well-engineered machines helped established the marque's reputation for excellence. Indeed, they used some British components including Sturmey-Archer gearboxes and AMAC carburettors, though increasingly components were made in-house. Restored in 1995, this overhead-valve '25 P' sports model was last run some ten years ago and will require re-commissioning before further use.

£7,000 - 9,000

€7,700 - 9,900



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.

265 * N

**1929 BROUGH SUPERIOR 981CC
SS100 PENDINE ENGINE AND
REPLICA FRAME (SEE TEXT)**

Frame no. 972R

Engine no. JTOR/C 13704/T

- *The most desirable of Vintage-era motorcycles*
- *Genuine Pendine racing engine*
- *This ownership for many years*
- *Offered for restoration*



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

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mkl in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake.

And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

For the racing man - or woman - there was the Pendine version of the SS100, named after the eponymous sands in Wales where Brough Superior motorcycles had won numerous races in the mid-1920s. New to the range for 1927, the Pendine was powered by the JAP KTOR 8/45hp engine, a four-cam racing unit with bevel-drive magneto, and incorporated numerous other modifications to make it more suitable for competition purposes. Every Pendine came with a guaranteed top speed of 110mph.

The machine offered here incorporates the engine from a genuine SS100 Pendine supplied to Whiteley, Melbourne on 28th February 1927, which left the factory with frame number '972' and gearbox 'SB.103'. Numbered '972R', the frame is a replica, the original being in Japan fitted with a replica engine. The machine is offered partly restored and incomplete, and is sold strictly as viewed. A challenging but potentially most rewarding project for the dedicated Brough enthusiast.

£50,000 - 70,000
£55,000 - 77,000

266

1927 ZENITH-JAP 678CC MODEL 6-80

Registration no. WM 550

Frame no. 10632

Engine no. GT/1 70809

- *Rare model from a premier make*
- *An older restoration*
- *Requires mild re-commissioning*
- *Eligible for the Banbury Run and other prestigious events*



Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was chief engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Worked by a hand-wheel or crank handle, the Gradua mechanism varied the diameter of the engine pulley while simultaneously sliding the rear wheel back and forth in the fork slots, thus maintaining correct belt tension. Its advantages showed most effectively in speed hill climbs, and in pre-WW1 days Zenith machines gained many successes as the rider could change gear during the ascent while the other competitors had to make do with a single choice of ratio.

Rival riders and manufacturers thought that this was an unfair advantage so many leading clubs excluded Zeniths from their hill climbs. Zenith was quick to recognise the publicity value and took the word 'Barred' as their trademark. Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the early 1930s. After a succession of closures and changes of ownership it re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years.

Dating from Zenith's Vintage-era heyday, this sidevalve-engined Zenith-JAP ('The six which pulls like an eighty') was purchased by the immediately preceding owner, David Fallows, in approximately 1970, at which time it was complete but in poor condition and needing restoration. Some years later, the engine and gearbox were entrusted to well-known engineer Brian Thompson to be stripped and rebuilt, after which the cycle parts were passed to Weeden Racing Restorations for refurbishment (see invoices on file). The Zenith saw little use over the ensuing years, covering only 298 recorded miles.

'WM 550' had not been used for at least ten years when it was purchased by the current owner at Bonhams' Oxford sale in August 2014 (Lot 57), since when the fuel tank has been repaired. The Zenith has been kept in centrally heated storage since acquisition, and we are advised that mild re-commissioning will be required before it returns to the road.

Accompanying documentation consists of the aforementioned restoration invoices, two old MoT certificates (most recent expired September 1994), a 1928 Zenith sales catalogue, 1992 VMCC valuation, sundry correspondence, old/current V5/V5C Registration Certificates, and an old-style continuation logbook listing two owners between May 1942 and August 1968. A capable and stylish mount for next year's Banbury Run.

£24,000 - 28,000

£26,000 - 31,000

267

1933 MATCHLESS 592CC SILVER HAWK MOTORCYCLE COMBINATION

Registration no. 9965 AP

Frame no. 952

Engine no. 33B 1953

- *Genuine Silver Hawk/Arrow sidecar chassis*
- *Replica Matchless No. 1 sidecar body*
- *Restoration completed August 2017*
- *1st Prize category winner at 2017 International West Kent Run*



Reviewing the v-four Silver Hawk at its launch in the autumn of 1930, Motor Cycling stated that this exciting overhead-camshaft model was 'designed primarily to give really high speed, and to give this speed with silence and the added safety of a spring frame'.

Matchless had introduced the Silver Arrow v-twin the previous year, and the Silver Hawk shared many of its features, most notably the narrow included angle of the cylinders: 26 degrees. Displacing a total of 592cc, the cylinders were contained within one casting and topped by a single 'head, just like the Arrow's, but the Hawk was intended to be a luxury sports-tourer and so enjoyed the advantages conferred by overhead-camshaft valve gear. Drive to the camshaft was by shaft and bevel gears, and there was no denying that the Silver Hawk's was one impressive looking motor. The frame and cycle parts followed Silver Arrow lines, incorporating cantilever rear suspension broadly similar to that adopted later by Vincent-HRD. Expensive to make and introduced at the wrong time, the Silver Arrow failed to sell despite its mouth-watering specification and was quietly dropped in 1935.

This Silver Hawk was first registered as 'ALM 52' in London on 22nd July 1933. Its life from 1936 onwards was in East Sussex, mainly in the Lewes area where Gerald Holmes Bickers was the last person to tax it in 1956. In 1975, the Matchless was offered to a friend of the current owner.

The friend was only interested in the registration number, which he kept, while the current owner purchased the motorcycle and reregistered it as '9965 AP'.

During the restoration's early years, the main activity was sourcing missing items, including the fuel tank and the unique-to-the-Hawk dynamo/coil/distributor. Progress continued slowly until 2009 when the current owner decided he needed to seek help. He also realised that, due to advancing years, he was no longer strong enough to handle the Matchless as a solo and decided to utilise the special Hawk/Arrow sidecar chassis he owned. Following much research, the vendor believes that this is likely to be the sole surviving Hawk/Arrow sidecar chassis. Using a circa 1930 Matchless No. 1 sidecar body as a pattern, he created the replica body which is fitted to the chassis.

The restoration was finished in time for the 2017 International West Kent Run, held at Aylesford Priory at the beginning of August. The restored Silver Hawk returned to the road just three days before the Run and started the event, being awarded 1st Prize in its category. Accompanying documentation consists of sundry restoration invoices, and old-style logbook, and a V5C Registration Certificate.

£45,000 - 55,000

€49,000 - 60,000

268

1933 BSA 986CC MODEL G33-13 'WORLD TOUR' MOTORCYCLE COMBINATION

Registration no. VV 1710

Frame no. A13-153

Engine no. A13-199

- *Present ownership since the 1950s*
- *Restored over many years*
- *Numerous now-old-stock parts*



'Both the de Luxe and Colonial machines have been expressly designed for Sidecar work with heavy loads. For high speeds or in difficult country the extra power given by the larger engine will add materially to the rider's comfort and the average road performance. The BSA 9.86hp twin cylinder model is a typical example of the high standard of perfection to which the modern motor bicycle has been raised. As a super touring combination, it worthily upholds the highest traditions of British Engineering.' - BSA Cycles Ltd, 1927.

BSA's first v-twin - the 770cc (6-7hp) Model E - appeared late in 1919 and would prove the forerunner of a long line of rugged and dependable 'sidecar tugs'. A larger, (986cc) version debuted as the Model F in 1922 and would continue in production as the Model G, regularly revised and updated, until 1940, though changes made during the 1930s were few compared with those made to BSA's singles. The 'World Tour' name only applied to 1933 and 1934 models.

The vendor purchased this Model G33-13 in the 1950s and saved it from being scrapped, a fate that befell many similar machines in the post-war period. It had been dry-stored since 1939 and subsequently was taxed only once, in 1969, prior to being rebuilt.

A dedicated perfectionist, the vendor carefully restored the machine over many years, using new-old-stock parts where components were deemed too poor to restore, or having replacements manufactured using originals as patterns. The latter include a hand-beaten copper exhaust and silencer, now re-chromed. New-old-stock parts include the engine, gearbox, clutch, cylinders, cylinder heads, front forks, yokes, flywheel, crankshaft assembly, and magdyno. The fuel tank was re-plated, and the saddle frame re-enamelled in heavy period finish by the local gas board (responsible for re-enamelling gas cookers). Foot-boards were manufactured out of heavy-duty rubber by the owner from original patterns.

The motorcycle is attached to a BSA No. 6 Heavy Touring sidecar chassis which carries a BSA Medium Touring sidecar, the latter panelled with 24-gauge galvanised iron rather than Zintec mild steel.

The BSA has been in storage for the last 30 years, and only some 800 miles have been covered in the past 10 years or so. We are advised that the engine has been turned over regularly and was last started approximately 12 months ago. The machine is offered with a continuation logbook, an original BSA instruction book, a copy of 'BSA Motorcycles 1935-40', and a V5 Registration Certificate.

£16,000 - 22,000

£18,000 - 24,000



269

1931 MATCHLESS 394CC SILVER ARROW

Registration no. BU 6818

Frame no. 1491

Engine no. A2 1839 (see text)

A late model with the four-speed gearbox, this Silver Arrow was first registered on 24th March 1931 in Oldham. The Matchless was in Liverpool at the start of WW2 and remained in Lancashire till 1948 when it was purchased by Mr Herbert Lorkin, who was in the Royal Navy and used the Arrow at weekends to ride from Portsmouth to his home in Middlesex, a journey of nearly 80 miles. Due to ear problems, Mr Lorkin had to stop riding the Silver Arrow and took it off the road in 1953. It was then laid up in his garden shed until 1990. Steven Hill, who described the machine as 'complete in every detail' acquired 'BU 6818' in 1995 and commenced the restoration. However, after the restoration had started, he decided to sell the machine when he was offered another Silver Arrow that was already fully restored. The Matchless was purchased by the present owner in its part-restored condition in 2001 and put into running order in 2009. Unfortunately, due to his advancing years, the owner now finds the machine too heavy for him to handle with any confidence. The engine was last run in August 2017. Accompanying documentation consists of an old-style buff logbook and a V5C Registration Certificate. It should be noted that the drive side crankcase has been replaced and stamped with the original engine number.

£8,000 - 12,000

€8,800 - 13,000



270

C.1944 BSA 496CC EX-WD M20

Registration no. 973 ASM

Frame no. WM20 120536

Engine no. 120536 WM20

The mainstay of BSA's war effort was the M20 dispatch rider's bike, which proved its worth during the conflict. Having been supplied in limited numbers before the outbreak of WWII, war production soared to a total of over 125,000 machines. After the war the ex-WD bikes were sold off in batches and eagerly scooped up by the public, at a time when most new machines were going for export to earn much-needed foreign currency. When sold off, they were sometimes 'civilianised' with a coat of paint by enterprising dealers, or simply left 'as is', still in military trim. Initially used for daily transport, the ex-WD M20s have seen a resurgence of interest in recent times, due to the growth of 'wartime' or 1940s/1950s re-enactment events. Part of a military contract started in August 1944, this M20 was sold off by the MoD in 1961, when it was registered in Dumfries as 973 ASM, spending the entire intervening period in the same area. Gifted to the deceased owner by his father in 2014, an expired MoT on file, dating from 2003/04 suggests it may have been in use at that point, but it has not been used in the present ownership, and will therefore require some degree of re-commissioning. Documentation accompanying the M20 comprises a current V5C, the original RF60 buff log book from 1961, the aforementioned old MoT certificate expiring May 2004, together with miscellaneous papers.

£3,500 - 4,500

€3,800 - 4,900



271

1930 RUDGE 499CC ULSTER

Registration no. OU 5004

Frame no. 39991

Engine no. 2733

Effectively a road-going replica of the 1929 works machine, Rudge's famous Ulster was produced in this form for only one year. If purchased with the optional tuned engine, the 1930 Ulster Grand Prix model cost £85 and was guaranteed to do 100mph, a phenomenal achievement for a road-going '500' at that time; survivors are rare, with most being in racing trim. The current vendor bought the Rudge in 1986 from Mr James Seaward of Prestwich, Lancashire (its third private owner), who had acquired the machine in 1937 and stored it in his shed from 1941 onwards. The restoration to original specification, which included reinstalling the original engine, was finished in 1996. The original registration number was then reissued by the DVLA, and the Ulster returned to the road for the first time in over 50 years. At the 1996 Rudge Enthusiasts Club Rally, 'OU 5004' received the Griffiths Cup concours award for its restoration. Since then it has been used for club runs, the VMCC Festival of 1000 Bikes at Brands Hatch, and Motorcycle World at Beaulieu. It has also been exhibited at many events including - by invitation - the prestigious Goodwood Festival of Speed and Revival meetings on five occasions. For the last few years the Rudge has seen little use on account of the owner's back problem, hence the reluctant decision to sell. The Maglita was professionally overhauled a couple of years ago, and the machine last ran earlier this year. Accompanying paperwork consists of the original old-style logbook, DVLA and REC correspondence, old/current V5/V5C documents, and the vendor's hand-written description of the works carried out during the restoration.

£12,000 - 15,000

€13,000 - 16,000



272

1937 NORTON 350CC INTERNATIONAL MODEL 40 PROJECT

Registration no. UXS 854

Frame no. 40-77302

Engine no. 7470

One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's Arthur Carroll-designed overhead-camshaft motor had been developed in the works racers for the preceding two years, and although the Model 30 '500' and Model 40 '350' retained their CS1/CJ1 predecessors' bore/stroke dimensions and shaft-and-bevels cam drive, their engines were entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 the Inter was being built with a four-speed foot-change 'box and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. Norton factory records (extract supplied) held by the VMCC show that this matching-numbers Model 40 was despatched to Copes in March 1937 'in full Manx spec' and sold to 'D R Troumans' of Rowley Regis, Staffordshire. This is quite likely to be the D V Tromans, or possibly a relative, who entered the 1937 Manx Grand Prix on a Norton, recording a 'DNF'. Kept in barn storage since its owner's death many years ago, the machine is offered with a V5C and for restoration, sold strictly as viewed.

£12,000 - 14,000

€13,000 - 15,000



273 N

1957 NORTON 350CC MANX RACING MOTORCYCLE

Frame no. 77281

Engine no. 77281

- *Rare, matching-numbers example*
- *Restored in 2010*
- *Unused since 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.

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 in Grands Prix for the next few seasons. Duke duly took both the 350 and 500cc world titles in 1951. 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 last significant upgrade being the adoption of a double-sided, twin-leading-shoe front brake for the final-year models.

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 on both the '350' and '500' for 1954, and coarser-pitch bevel teeth in 1957. The result of the shorter stroke 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 vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, engine swaps, etc – it is not so surprising that so many old racing motorcycles no longer have their original engines, which makes this 'matching-numbers' Manx something of a rarity. Purchased in the UK via a dealer in 2010, the Manx was restored that same year under the Italian owner's supervision. Unused since the restoration, the machine is presented in excellent condition. It should be noted that the fuel and oil tanks have not been filled since the rebuild.

£18,000 - 24,000
€20,000 - 26,000

274

1960 NORTON 350CC MANX RACING MOTORCYCLE

Frame no. Unstamped (See Text)
Engine no. R10M 86389

- *Supplied new to Reg Dearden (Chorlton Light Cars)*
- *Believed ex-Ralph Rensen, 1960 IOM Junior TT*



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.

Norton Owners Club Factory Records confirm this 350cc Manx was supplied new on 2nd May 1960 to well-known tuner/entrant, Reg Dearden (Chorlton Light Cars), sponsor of countless riders including stars such as Geoff Duke, Gary Hocking, Dave Chadwick, John Hartle, Ralph Rensen, and Terry Shepherd. Although the entry is indistinct, the factory records confirm the frame was 'unstamped' and seem to indicate that it was intended for a 'Mr Rensen', most probably Ralph Rensen, whom finished 3rd in the 1961 Junior TT, and 6th in the 350cc World Championship that year. Nevertheless, prospective bidders should satisfy themselves as to the provenance of the machine prior to bidding. Offered with Norton Owners Club Factory Record copy extract.

£23,000 - 28,000
€25,000 - 31,000

275 N

1950 AJ'S 7R 350CC RACING MOTORCYCLE

Frame no. 1442

Engine no. 50/7R 842

- *Iconic over-the-counter racer*
- *Early example*
- *Original and un-restored*



Built from 1948 to 1963, Associated Motor Cycles' AJ'S 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 AJ'S '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.

This early example was purchased by its Italian owner in Morocco in April 2008 and was last used that same year. Moto Ciclismo d'Epoca pictured the 7R in its November 2008 edition (copy available). A rare opportunity to acquire an original and un-restored example of this most sought-after model.

£26,000 - 30,000

€28,000 - 33,000

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.

276

SUZUKI TR250 REPLICA RACING MOTORCYCLE

Frame no. not numbered

Engine no. to be advised

This replica of Suzuki's TR250 racer has been built around a frame taken from a small batch made circa 2000 by Tony Baker, who is best-known for building racing sidecar chassis. The frame is made from high quality cold-drawn steel tubing (not high-tensile) and is bronze welded. There are a few subtle differences from standard Suzuki frames, the main one being the headstock angle, while there are also rubber engine mountings. The swinging arm is longer than standard and is TIG welded. The front brake is a Fahren 8" unit, while the forks are Ceriani fitted with Maxton cartridges. The rear suspension uses Falcon alloy units fitted with titanium springs. The engine has been built around very good T20 roadster crankcases, on which sit replica TR250 cylinder barrels with seven-port cast-iron liners tuned for a wide power band (with the IoM Classic Manx in mind). The crankshaft is modified with four main bearings and labyrinth seal, while the con-rods are Yamaha (with TZ big-ends) and the pistons Honda. New Mikuni carburettors are modified for increased airflow. Bought second-hand, the expansion chambers were made by specialist Peter Green. The transmission features straight-cut primary gears; a clutch drum made from aircraft-grade aluminium alloy; and a close-ratio gear set with higher 1st and lower top gears. Further details are available on request. The machine has not been used since completion. A quantity of useful spares is included in the sale.

£4,000 - 6,000

€4,400 - 6,600



277 N

1969 YAMAHA 125CC YAS1 RACING MOTORCYCLE

Frame no. to be advised

Engine no. to be advised

Diversifying from its traditional role as a manufacturer of high quality musical instruments, Yamaha introduced its first motorcycle in 1955. This was the YA1, a 123cc single-cylinder two-stroke strongly influenced (like BSA's Bantam) by the pre-war DKW RT125. The foundations of Yamaha's sporting tradition were soon established when YA1s won the prestigious races at Mt Fuji and Asama that same year. Yamaha's first twin-cylinder model in the 125cc category arrived in 1969 in the form of the YAS1 sports roadster, a development of the 100cc YL1. With 15bhp on tap, the five-speed YAS1 was as fast as many British 250s, and owners were soon exploiting its potential for racing. In the UK, a Terry Beckett-tuned example ridden by Austin Hockley won 17 races in 1969. The factory soon offered a race kit, which consisted of alloy cylinders, different heads, larger carburettors, expansion chamber exhausts, a stronger clutch, and alternative gear ratios. In this form the YAS1 produced a race-winning 23bhp. The vendor advises us that this machine is believed to incorporate the factory race kit, although we have not been able to verify this. Prospective purchasers should satisfy themselves with regard to this motorcycle's specification prior to bidding.

£4,200 - 4,800

€4,600 - 5,300



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.

278 N

The ex-works, Jorge Lorenzo, 2007 World Championship-winning

2007 APRILIA 250CC RSW GRAND PRIX RACING MOTORCYCLE

Frame no. TCC604

Engine no. 2500-301

- *Genuine factory-supplied works machine*
- *Documented by the Piaggio Group (Aprilia's parent company)*
- *Bought directly from the factory by the vendor*
- *Unused since the end of the 2007 season*



© Getty Images

With two World Championships in the 250 class and three in MotoGP, Jorge Lorenzo has already earned his place in motorcycle racing's 'Hall of Fame', and there is surely more to come from the supremely talented Majorcan. Born on 4th May 1987, Lorenzo made his Grand Prix debut on his 15th birthday during practice for the 2002 Spanish Grand Prix, riding a Derbi in the 125cc category. A world title in that class would elude him, but Lorenzo's obvious potential was confirmed when he stepped up to ride a 250cc Honda in 2005 for the Fortuna-sponsored team. No wins came his way that year, but with six podium finishes and four pole positions he ended the season 4th in the World Championship.

Lorenzo remained with Fortuna for 2006, though for that year the Spanish team enjoyed full factory support from Aprilia, using machines identical to the solitary works entry of Alex de Angelis. While the crash-prone de Angelis could manage only a single win, Lorenzo romped to his first World Championship with eight victories out of 16 starts.

In 2007 Aprilia chose not to run a works effort, instead providing factory support to Fortuna and a handful of other private teams. The Aprilia RSW 250 offered here was supplied to Fortuna by the racing department of the Piaggio Group (Aprilia's parent company) and ridden by Jorge Lorenzo during the 2007 season, carrying the number '1' plate.

Email correspondence from Piaggio has confirmed that 'TCC604' was one of the two machines supplied to Fortuna and ridden by Jorge Lorenzo during the 2007 season. The engine currently installed is number '2500-30', and it is known that 'TCC604' was also raced with engine number '2500-34' fitted.

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.



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.





Eclipsing his stellar performance of 2006, Jorge secured nine victories to claim his second World Championship in the 250cc class, beating runner-up Andrea Dovizioso by the healthy margin of 52 points. Sadly for aficionados of Grand Prix racing, the two-strokes-only '250' category would be axed only a couple of years later, to be replaced by the current, production-based Moto2, a move that has made these exotic, last-of-the-line thoroughbreds all the more collectible.

The current owner bought the ex-Lorenzo Aprilia from Piaggio in December 2007, and the related purchase receipt is on file. Not ridden since the end of the 2007 season, the machine has been cleaned but otherwise is presented in 'as last raced' condition. This factory Aprilia represents a unique opportunity to acquire a World title-winning '250' associated with one of the sport's greatest champions.

£100,000 - 140,000
€110,000 - 150,000

279

1990 HONDA VRP-RS500 GRAND PRIX RACING MOTORCYCLE

Engine no. RS500 RE3035

- Built by Verona Racing Products (VRP) in Italy
- Sold new to a German rider
- Authenticated by Carlo Verona of VRP
- Has been started but not used by the vendor



Following the embarrassing debacle of the NR500, an oval-piston four-cylinder four-stroke that was supposed to bring Honda parity with the two-strokes then dominating Grand Prix racing's 500cc class, the Japanese firm swallowed its corporate pride and went down the stroker path for 1982. Rivals Yamaha and Suzuki had been running four-cylinder 500s for years, so it surprised the pundits when Honda's new contender turned out to be a three-cylinder, and one with reed-valve induction rather than the disc valves favoured by everyone else.

Although less powerful than the fours, the NS triple was lighter, more manoeuvrable, and possessed higher corner speed, so on some circuits could expect to have the advantage. As it happened, it wasn't that much slower at the top end either, a works rider Freddie Spencer's win (his first) at the fast Spa Francorchamps circuit demonstrated. Boasting an aluminium frame for 1983 (introduced mid-1982) the NS500 proved good enough to bring Spencer his first World Championship in the 500cc class. The factory ran an all-new V4 for Spencer in 1984, though many believe they should have stuck with the tried-and-tested triple, which by this time had been made available to customers as the RS500.

The machine offered here is one of three made in 1990 by Verona Racing Products (VRP) in Italy, the first going to Dario Marchetti, who won the Italian Championship and would go to compete in Grands Prix and the World Superbike Championship. VRP's twin-spar aluminium beam frame represented state-of-the-art Grand Prix chassis design at the time, and the team also fitted 'upside-down' forks, AP Racing brakes. The RS500 engine has the Automatic Torque Amplification Control (ATAC) exhaust 'power valve' system, as adopted on the factory bike in 1983, and breathes via 38mm Dell'Orto flat-slide carburettors.

This particular machine was sold to a German rider and is believed to have been campaigned in the Königsklasse series. The vendor changed the paintwork to the current Rothmans Honda colour scheme as he prefers this Wayne Gardner-era livery. The machine has not been used by the vendor apart from running up - we are advised that it sounds awesome when started. A pair of new spare wheels is included in the sale. A rare opportunity to own an exotic Grand Prix racing '500' from the days when two-strokes ruled supreme.

£14,000 - 18,000
€15,000 - 20,000

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.

280 N

The ex-Bruno Kneubühler

1975 BIMOTA 247CC YB1 RACING MOTORCYCLE

Frame no. to be advised

Engine no. to be advised

In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, meaning that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, at the very pinnacle of which was – and still is – the Italian firm of Bimota. 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 has 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, while on the world's racetracks Bimota-framed machines have won hundreds of races and numerous championships, including the 350cc World title in 1980. The ultra-rare YB1 offered here is one of 12 that raced in the World Championships, achieving 9th place in the 1975 250cc championship in the hands of Swiss ace, Bruno Kneubühler. The machine was treated to a complete 'ground upwards' restoration in 2009/2010, and following completion had one outing at the Salzburgring. Since then it has formed part of the owner's private collection of racing motorcycles. Pietsch electronic ignition is the only notified deviation from factory specification.

£18,000 - 22,000

€20,000 - 24,000



281 N

1976 BIMOTA 492CC SB1 RACING MOTORCYCLE

Frame no. 22

Engine no. to be advised

In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, meaning that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, at the very pinnacle of which was – and still is – the Italian firm of Bimota. 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 has 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, while on the world's racetracks Bimota-framed machines have won hundreds of races and numerous championships, including the 350cc World title in 1980. Frame number '22' of 50 made, the ultra-rare SB1 offered here is fitted with a Suzuki TR500 engine, the water-cooled racing version of the road-going T500 twin. It is claimed that this machine was used by Carlo Perugini to win the 1976 Italian Junior 500 Championship. Previously part of the Lauro Micozzi collection, it is presented in un-restored condition and in running order, though careful re-commissioning is advised before any further use.

£14,000 - 18,000

€15,000 - 20,000



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.

282 * N

Offered from The Silverman Museum Racing Collection

1959 DUCATI 175CC FORMULA 3 RACING MOTORCYCLE

Frame no. F512

Engine no. *F512*

- *Ultra-rare, hand-built, limited edition model*
- *Raced by Sonny Angel of San Diego, California*
- *Fully restored by recognised specialists*



'As early as 1959, in line with their policy of replacing old with new, Ducati phased out its Gran Sport models in favour of the new Formula 3 series. It was to be built in three engines: the 175 (1959-61), the 125 (1959-61) and the 250 (1961-62). All three were pure-bred, hand-built racing motorcycles, built for Italian Formula 3 competition.' – Mick Walker, 'Ducati- The Racing Story'.

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

The new 125 racer debuted in the Swedish Grand Prix at Hedemora in July 1956 when, with factory rider Degli Antoni aboard, it lapped the entire field, romping away to a fairytale victory.

For the production racing classes, Ducati offered its Formula 3 model in 125cc, 175cc and (later) 250cc capacities. Although visibly similar to their road-going equivalents, these were very different motorcycles featuring sand-cast crankcases and special engine internals, while the camshaft bevels and primary drive featured straight-cut gears. The gearbox was a four-speeder. Lower and lighter than the roadster versions, the frames featured a lowered steering head, shorter forks, and a shorter swinging arm. Brakes were upgraded to racing specification. Ducati quoted a maximum power output of 16bhp for the 175.



The Formula 3's first major success came in 1958, shortly after its introduction, when Francesco Villa rode one to victory in the 175 F3 race supporting the Grand Prix des Nations at Monza. In its native Italy the 125 Formula 3 would provide Ducati with regular victories in that class into the mid-1960s.

In the USA, works rider Franco Farné travelled the country visiting Ducati dealerships to promote the brand, as well as taking in an extensive programme of racing for which the factory had provided him with a 175 F3 and a 125 Desmo single. At Daytona in March 1959, shortly after arriving, Farné secured a memorable victory in the 250 class riding the 175cc F3. Franco Villa took over in 1960 and continued the successful promotion of Ducati's OHC singles for importer Berliner Motor Corporation.

Hand built in small numbers, the Formula 3 Ducatis were necessarily expensive; indeed, in the UK the 175 cost more than a 500cc Manx Norton! Understandably, production of these exotic Formula 3 models was limited, perhaps amounting to fewer than 100, making any genuine example extremely rare today.

This genuine Ducati Formula 3 was raced by Sonny Angel of San Diego, California before being enjoyed as part of the private collection belonging to a local discerning enthusiast. It was fully and correctly restored by marque expert Ted Henry of Torrance, California, with Frank Scurria rebuilding the engine before the machine became part of Hollywood photographer, Guy Webster's, collection. It was then acquired by the world famous Jack Silverman Collection, from which it is offered for sale. The machine is presented in beautiful condition and is said to be ready to show or, following appropriate re-commissioning, to race.

£50,000 - 70,000
€55,000 - 77,000

283 * N

The ex-Bruno Spaggiari,

Offered from The Silverman Museum Racing Collection

1967 DUCATI 350CC SCD RACING MOTORCYCLE

Engine no. SCD21 DM350

- 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. 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'.

£20,000 - 30,000

£22,000 - 33,000

284 * N

Offered from The Silverman Museum Racing Collection

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.

£7,000 - 10,000

€7,700 - 11,000

285 * N

Offered from The Silverman Museum Racing Collection

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

Frame no. 651857

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.

£7,000 - 10,000

€7,700 - 11,000

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.

286

The property of Colin Seeley

2000 HONDA DREAM 50R

Frame no. AC15-1001709

Engine no. AC15E-100704

- *Modern tribute to the Honda CR110*
- *Kept in storage - unused - since delivery in 2000*
- *Complete with factory race kit (not fitted)*



A miniature masterpiece, the Dream 50R was conceived to commemorate Honda's early racing history. The Japanese company had already proved itself equal to the European opposition, winning the 250cc and 125cc World Championships in 1961, before introducing its first works offering in the 50cc class in 1962. That was the RC110 which, although outclassed at Grand Prix level by Suzuki's rival two-stroke, provided the basis for a hugely successful over-the-counter racer – the CR110. Introduced part way through the 1962 season, the single-cylinder CR110 featured gear-driven twin overhead camshafts and four tiny valves, producing its maximum power output of 8.5bhp at 13,500rpm, while there were eight speeds in the gearbox.

Its modern equivalent - the Dream 50R - produces 7.0bhp at 13,500rpm with maximum revs a further 1,000 up the scale, despite using chain drive for the cams. The gearbox is a six-speeder. Immensely popular in Japan where it has been on sale for many years, the Dream 50R has spawned an entire cottage industry of accessory and component suppliers.

Honda Racing Corporation (HRC) listed a host of performance enhancing improvements for the model, and the example offered here comes with the factory 'race kit' – unused and still in its original packaging – consisting of a cylinder barrel and piston, 'hotter' camshafts, alternative gearbox internals, a competition exhaust system, and a Hyper CDI unit.

The Dream was sold new by Allens Autos (Portadown) Ltd on 1st August 2000 and has been kept in storage, unused, ever since. Colin Seeley purchased the machine at Bonhams Stafford sale in April 2007 (Lot 511). Colin intended to ride the Honda in parades but his many other commitments have meant that he has never found the time. For the last 10 years the Dream has been kept on display inside his house and remains in immaculate condition throughout.

£7,000 - 9,000

€7,700 - 9,900

287 N

1942 HARLEY-DAVIDSON 739CC WLA

Registration no. not UK registered

Frame no. 42WLA30109

Engine no. 42WLA30109

- *Iconic Harley-Davidson model*
- *Restored during 2003/2004*
- *Registered in Italy*



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

Production of the sidevalve '45' really took off when the USA's entry into WW2 in December 1941 created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version rolling off the Milwaukee production lines before hostilities ceased. After rigorous testing in 1939, the US Army had ordered its first batch of WLs in March 1940, with further substantial orders of machines from South Africa and Great Britain following soon after.

These military Harleys benefited from the new aluminium cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment including D-shaped foot-boards, crash bars, skid plates, cargo racks and panniers. Designated WLA (Army) or WLC (Canadian-built), the Harley '45' saw action in just about every theatre of war. 'De-mobbed' Harley WLs helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide, while the civilian version remained a catalogued model until the end of 1951. From as early as 1935 a competition version had been offered (identified with an 'R' suffix) and these special, limited edition Harley 45s would be the machines to beat in flat track racing well into the 1950s.

This 'civilianised' WLA was restored in 2003/2004 under the Italian owner's supervision. Used very recently, the machine is described by the private vendor as in generally excellent condition. Accompanying paperwork consists of an Italian libretto and ACI Certificato di Proprieta.
£10,000 - 14,000
€11,000 - 15,000

288

1982 HESKETH V1000

Registration no. FJO 315Y

Frame no. 264

Engine no. 0157

- *Present ownership since 1992*
- *Offered from a private collection*



Brainchild of wealthy aristocrat and Formula 1 team owner Alexander, Lord Hesketh, the Hesketh V1000 promised to be an all-new British superbike in the Vincent mould. The proposed design had all the right ingredients: 1,000cc 8-valve Weslake v-twin engine, nickel-plated Reynolds 531 frame, Brembo brakes and Astralite wheels; if only they'd got Rod Quaife to design the gearbox... Rushed into production before it was ready, the V1000 was panned by the critics - the gearbox in particular - and when the receivers pulled the plug in 1982 only 170 had been made. The sole derivative of the original V1000 was the even rarer Vampire, a super tourer equipped with fairing designed by John Mockett.

Small-scale production was restarted later by successor-company Hesleydon Ltd at the Hesketh family seat at Easton Neston where, over the years, development engineer Mick Broom managed to eradicate virtually all the V1000s shortcomings. Mick continued to provide a service to the small but dedicated band of owners of this most exclusive British motor cycle from new premises at Turweston Airfield near Brackley, Northamptonshire. In September 2008, he put the business up for sale, and the Hesketh side of Broom Development Engineering was acquired by Mr Paul Sleeman. The business relocated to the south of England where it was intended to continue the service to Hesketh owners.

Some 35 years on, the Hesketh is regarded somewhat differently, and nowadays is considered highly collectible on account of its rarity and status as one of the British motorcycle industry's more fascinating 'might have beens'. And there's no denying that it is one immensely handsome motorcycle.

This particular Hesketh was purchased by the vendor in 1992 from a Museum collection, which had acquired it in 1984. There had been two previous owners before the museum's acquisition. Kept as part of the vendor's private collection, the machine is described by him as in good original condition, having last been run in the summer of 2016. MoT'd to August 2017, it comes with an old-style V5 and V5C registration documents. Reference to the Hesketh Owners Club web site confirms matching frame/engine numbers.

£8,000 - 12,000

€8,800 - 13,000

289

1991 HONDA VFR750R TYPE RC30

Registration no. J186 SBF
Frame no. RC30 2100908
Engine no. RC30E 2101130

- Sold new in the UK
- Four previous keepers
- 3,976 miles recorded



'Riding the RC30 on the road is like riding no other mass-produced motorcycle... Call the VFR750R what you will, but don't call it a race-replica. This is a racer, full stop. Afterthoughts like indicators, ignition lock and a street-legal pipe should not be allowed to suggest otherwise.' - Bike magazine.

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

No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox and four-pot front brake calipers.

All of which did not come cheap: at the time of its launch in 1988 an RC30 cost £8,499, getting on for double the cost of other super-sports 750s. Although the passage of time and progress of motorcycle technology means that the RC30 is no longer a match for the latest generation of sports bikes, it possesses an exclusivity that none of them can approach. 'No other bike from the late-Eighties is lusted after like the RC30,' declared Bike, and few would disagree.



The private vendor advises us that this Honda RC30 was purchased new by the late Mr Riley of Riley Engineering, who kept it stored at his workplace for many years. The current V5C Registration Certificate states that the machine has had four previous owners, the immediately preceding owner being Mrs Gillian Smith of Trawden, Lancashire, who inherited it from her deceased husband.

Apparently, 'J186 SBF' had been stored (with regular servicing) for some time prior to the vendor's acquisition in January 2014 (purchase receipt on file). Since then the Honda has been stored as part of the owner's private collection and been serviced regularly (approximately every 12 months). However, the owner finds the machine too compact to be comfortable; that and a change of circumstances has resulted in the decision to sell. Currently displaying a total of only 3,976 miles on the odometer, this beautiful RC30 is described by the private vendor as in generally excellent condition, and is MoT'd to April 2018.

£18,000 - 22,000

€20,000 - 24,000



290

c.2 push miles from new

1989 SUZUKI RG500 GAMMA

Registration no. not registered

Frame no. HM31A-106906

Engine no. M301-00107841

- *Iconic two-stroke Grand Prix replica*
- *Unregistered and used*
- *Offered with copies of original paperwork*



'The 99 rear-wheel horses it produced on Motad's generous but consistent dyno is 22bhp up on Yamaha's RD500LC, a massive 45bhp more than Honda's 387cc NS400R and only a couple of horses down on the output of its own GSX-R750 stablemate.' – Bike magazine on the Suzuki RG500 Gamma, January 1986.

Since the birth of the motorcycle industry, manufacturers have capitalised on competition successes by having one or two 'race replica' models in the range. Before WW2, when single-cylinder four-strokes predominated in Grand Prix racing, the creation of a 'TT Rep' was relatively easy; not so in the modern era of complex, multi-cylinder two-strokes, but that did not stop Yamaha and Suzuki having a go. Honda too, if you count the 400cc NS400R triple.

Based on its World Championship-winning RG500 racer, Suzuki's Gamma roadster retained the same square-four engine layout, geared-together crankshafts, and disc-valve induction. A box-section aluminium frame, 'Full Floater' rear suspension, and triple disc brakes completed the picture.

More racetrack focussed than Yamaha's rival RD500, the Gamma, with its 130mph-plus top speed, 11.5-second quarter-mile time, and superlative handling and brakes, remains the closest anyone has got to offering a modern Grand Prix 500 for the road. Not surprisingly, the Gamma's similarity to the Grand Prix original meant that many found their way onto the world's racetracks.

Bike concluded its test by declaring: '... the Gamma is notably peakier, lighter and more outrageously aggressive than the RD500, the NS400, the GSX-R750 and all other racetrack refugees.' Not surprisingly, the RG500 was an immense success with the seriously speed-addicted, and today this legendary model is highly sought after by collectors of modern Japanese classics.

The machine offered here represents a possibly once-in-a-lifetime opportunity to acquire and unused and unregistered example of this iconic Suzuki model. Accompanying documentation consists of copies of the original Suzuki paperwork showing that the machine was invoiced to GS Motorcycles on 7th February 1989, together with copies of the Owner Registration Card, Warranty Card, Dealer Record, and New Vehicle Licence Application.

£28,000 - 32,000

€31,000 - 35,000

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.

291 N

1995 HONDA VFR750F

Registration no. not UK registered

Frame no. JH2RC36970M300270

Engine no. to be advised

Honda had an awful lot riding on the VFR750F when it arrived in 1986, not the least of which was having to live down the preceding VF750F's appetite for camshafts and cylinder heads... And to emphasise the effort that had been expended on sorting out the V4 engine, every VFR750F carried the legend 'GEAR DRIVEN CAMS' on the fairing. The VFR750F had been introduced as a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it excelled. The new engine was slotted into a state-of-the-art aluminium beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favour of a lighter and more efficient chain. Early VFR750R's featured a conventional two-sided swinging arm, while later (1990 onwards) models have use a single-sided swinging arm of the type pioneered on the Elf-Honda GP and Endurance racers. A rare, one-owner example, the Honda VFR750R offered here is presented in original and un-restored condition, looking good as new having been well maintained and only used in dry weather. It benefits from a recent full service (brakes, chain set, filters, etc) and has a new battery and new tyres. Currently displaying a total of 31,097 kilometres (approximately 19,300 miles) on the odometer, the machine is offered with its original Honda folder and the original sales invoice.

£2,500 - 2,800

€2,700 - 3,100



292 N

1996 YAMAHA YZF750R

Registration no. not UK registered

Frame no. 4HN018316

Engine no. to be advised

Having added FZR600 and FZR1000 models to its 'race replica' portfolio in the late 1980s, Yamaha eventually got around to doing the same for the 750 class, launching the all-new YZF750R and YZF750SP in 1993. All at once Yamaha had the most power and least weight in the class (133bhp and 195kg) courtesy of an improved version of the OW01 production racer's five-valves-per-cylinder engine and the latest iteration of the Deltabox aluminium alloy beam frame. Indeed, the YZF750 occupied the same amount of space as the FZR600 while offering FZR1000 power. With a racier specification than the track-focussed OW01 – shorter wheelbase, sharper steering geometry, and six-piston brakes (a sports bike first) – the YZF750 was quite simply the class of the field. A 'homologation special' intended primarily for the World Superbike Championship, the SP version came with Keihin flat-slide carburettors, a close-ratio gearbox, digital ignition system, fully adjustable suspension, and a solo seat among other modifications. The machine offered here has the fully adjustable Ohlins suspension fitted as standard to later versions of The YZF750R. Original and un-restored, it is described by the vendor as very well maintained and in generally very good condition. A total of 30,284 kilometres (approximately 18,800 miles) is currently displayed on the odometer. The machine is offered with a copy of the original sales invoice.

£2,000 - 2,500

€2,200 - 2,700





293
2015 NORTON 961CC DOMINATOR SS
 Registration no. SS06 DOM
 Frame no. SAYDNR018FY100086

Deliveries of the new Norton Commando 961SE commenced in 2010, and since then there have been numerous limited-edition variations on the theme, one of the most exclusive being the Dominator SS, only 50 of which were made, all for the UK market. The Commando engine was used for the SS, which featured a new, specially created 'Featherbed'-style frame that used the trellis swingarm from the Domiracer. And while the current production Dominator comes with a painted fuel tank, the SS has the Domiracer's hand-rolled aluminium tank. Both the mainstream Dominator and top-of-the-range SS are/were delivered with road-legal (Euro 3-compliant) exhausts, while the SS also came with a straight-through twin megaphone system. Offered for sale by its first owner, this Dominator SS is number '36' of the 50 made and has only been ridden to custom bike events, covering a mere 1,368 miles to date. It has been serviced annually at Norton's Donington factory, and comes with the fully stamped service booklet and owner's instruction manuals. Deviations from catalogue specification include racing brake and clutch levers, custom numberplate bracket, stainless steel braided oil lines, and a Datatool tracker. All original parts come with the machine, including the stock road-legal exhaust. Last run in August 2017, 'SS06 DOM' represents a wonderful opportunity to acquire one of the exclusive, hand built future classics.

£27,500 - 32,500
£30,000 - 36,000



294
2003 BMW R1200CL
 Registration no. VE53 UOP
 Frame no. WB10442A23ZJ17108
 Engine no. 1403 6945

When BMW introduced its all-new 'Boxer' twins in 1992, few would have predicted that within a few years the range would include a 'cruiser' model, a type of motorcycle never previously offered by the German manufacturer. This was the R1200C, which combined the new fuel-injected 8-valve engine with BMW's Telelever front suspension and a traditional Monolever rear end. Its styling was typically cruiser, featuring a stepped seat, forward-mounted footrests, upswept handlebars, and copious amounts of chrome. Introduced in 2002, the R1200CL added a host of new features to the package including a six-speed gearbox, rev counter, clock, larger alloy wheels, fairing, cruise control, foot-boards, two electrical power sockets, heated grips and seats, panniers, and a top-box with integral with passenger backrest. An unusual feature was the 'M'-shaped windscreen with cutaway centre. Purchased from a BMW dealer in 2010, this R1200CL has had three previous keepers and comes with the purchase receipt and full service history. Since acquisition the ABS modulator has been replaced together with the starter motor and battery, all works except the battery change being carried out by a BMW dealer, while the brake fluid has been changed regularly. The engine protection and side protection bars were fitted new by the supplying dealer. Additional documentation consists of a V5C Registration Certificate and MoT to August 2018, and the machine also comes with its original manuals and keys, and a quantity of expired MoT certificates.

£3,000 - 4,500
£3,300 - 4,900



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.

295

1999 YAMAHA 998CC R1

Registration no. R497 URH

Frame no. JYARN0120000001051

Engine no. N501E-003381

- *Landmark superbike*
- *Desirable first series model*
- *Best colour scheme*
- *Imported from Japan*



Every few years a machine comes along that represents a landmark development in the ultra-competitive superbike class, kicking sand in the faces of its long-in-the-tooth rivals, once at the cutting edge, which suddenly look slow and overweight. The Yamaha R1 is a case in point, its arrival in 1998 moving the superbike goalposts like few before or since.

The R1's Deltabox alloy beam frame and EXUP exhaust power valve had been seen before, but the biggest advance was the engine, which featured a 'stacked' gearbox, with main and lay shafts disposed vertically rather than horizontally. This made the combined unit that much shorter, centralising mass and allowing for a longer swingarm, which in turn meant the R1 could run sharper steering geometry without becoming unstable.

As is always the case with landmark models, the first series established itself as collectible almost immediately. Finished in the most desirable white/red colour scheme, this 1st generation (4XV) model was purchased from a private collector in Japan (its only previous owner) and has had only one owner since arriving in the UK three years ago.

It has covered a genuine 25,811 miles and is totally original other than braided brake hoses. Since forming part of the vendor's private collection the Yamaha has been started and run up to temperature on a weekly basis. Presented in excellent condition, the machine is offered with current MoT and a V5C Registration Certificate.

£5,500 - 6,500
€6,200 - 7,300

296

1971 HONDA CB750 K0

Registration no. PJT 584J

Frame no. CB750-1044853

Engine no. CB750E-1044917

- One of only 36 imported to UK
- Less than 6,900 miles
- Two owners from new
- Present ownership since 1972
- The rarest SOHC CB750 road model



The Honda model range evolved throughout the 1960s and, for most of the decade, the largest machine in it was the CB450 twin. Then, in 1969, Honda released what most consider the first 'superbike'; their ground-breaking, four cylinder, overhead cam 750. This machine ran through the nineteen seventies achieving much publicity and, although copied by others, was arguably never bettered.

Titled with the model number CB750, the first fours ran from their introduction in 1969 to 1971. At that point there was a change to the model and, whilst the new model eventually became the K1, there was an intermediate model, the K0, of which a mere 121 examples were made worldwide, and only 36 of these were imported to the UK. This model incorporated only some of the alterations which were used on the K1, such as the carburettor linkages. The K0 model is documented in Honda UK literature, with the frame numbers. Over the years there has been some confusion in nomenclature due to the fact that all pre-K1 Honda 750s in the USA have come to be known as K0 when, in actual fact, the models in chronological order were CB750, then K0, then K1, and onward to K8.

This K0 was registered on 22nd July 1971 and purchased by the late owner from Queens Park Motors in Salford when it was less than a year old (purchase invoice on file) and had only approximately 250 recorded miles. Originally registered VRJ 895J, the owner transferred his cherished number 30 RJO onto the machine in 1975. He used the machine for a few years, including two trips to the Isle of Man TT. Since he passed away the cherished number has been removed, and PJT 584J has been allocated to the bike. It may be possible for a new owner to reclaim the original registration by applying to DVLA. The bike has been fitted with a Dunstall sports exhaust system, probably in the early 1970s. The Honda has not been used for many years, and will require re-commissioning or restoration. Documentation comprises a current V5C, original VE60 green log book, the aforementioned purchase receipt, two old MoT certificates (the last expiring 1977), owners handbook, and a sales brochure. Also included are the original registration plates.

A rare opportunity for a collector to acquire an example of the K0 – the rarest SOHC road model of all.

£4,000 - 7,000

€4,400 - 7,700

297

1973 HONDA CB750-K3

Registration no. not registered

Frame no. CB750 2328684

Engine no. CB750E-2333302

Almost 50 years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned audience at the Tokyo Show in October 1968. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. This modified K3 model's minor claim to fame is that it appeared in the movie, Joe Dirt 2: Beautiful Loser (2015). Purchased in the USA and not run since acquisition, it has been 'chopperised' by – it would appear – the simple expedient of bolting on extended front fork stanchions, as many were in the early days of the chopper movement. Other noteworthy features include a shock-lowering kit, chromed swinging arm, king-and-queen seat, sissy bar, and twisted 'Z' handlebars. The frame appears unaltered; however, prospective purchasers should satisfy themselves with regard to this motorcycle's originality and mechanical condition prior to bidding. Accompanying documentation consists of a State of California Certificate of Title and HMR&C NOVA correspondence confirming that VAT and duty has been paid.

£2,200 - 2,800

€2,400 - 3,100



298

1976 HONDA CB550F

Registration no. PYB 242P

Frame no. CB550F-1016401

Engine no. CB550E-1127219

Honda followed its sensational CB750 with a range of smaller fours, notably the 500/550 series. These were just as well specified as their larger brother, boasting overhead-camshaft engines, five-speed gearboxes, electric starters and disc front brakes. Generally considered the best of the middleweight fours was the CB550F, with 4-into-1 exhaust and sportier styling. Bike magazine was unstinting in its praise of Honda's newly enlarged bike, stating: "We believe the CB550 provides one of the finest balances between performance, economy and handling quality in today's motorcycling arena." Britain's best-selling motorcycling monthly went on to state that it considered the CB550 "one of the better bikes to emerge from Honda's design team in recent years." The passage of time has, inevitably, transformed what was a cutting-edge sports bike then into a classic collectible today. Purchased new by the vendor in Wells, Somerset in 1976 and owned continuously since, other than one year in 1980 when he swapped it with a friend and then bought it back a year later. Only 29,554 miles. Offered with its original Honda Service Book, Owners Handbook and toolkit. It comes with two original ignition keys and the steering lock key. The vendor advises the machine is in running order with a new battery. Would benefit from a tune up. Age related cosmetic condition. Sold strictly as viewed.

£2,200 - 3,000

€2,400 - 3,300





299 N

1979 HONDA CB900F

Registration no. not UK registered

Frame no. SC01-2004071

Engine no. to be advised

'As a fast, good-handling Japanese bike the only competitor that comes near it is the Suzuki GS1000. The potent four-cylinder DOHC 16-valve motor delivers 95bhp in a thoroughly civilised manner... The chassis is the best Honda have ever produced.' – Bike magazine on the Honda CB900F. Having blazed the multi-cylinder trail in 1968 with the trend-setting CB750, Honda found itself upstaged by Kawasaki's Z1, which was not only larger at 903cc but boasted two overhead camshafts to the Honda's one. Honda's riposte, the CB900F, did not arrive until 1979, by which time Kawasaki had moved on to the Z1000. However, the CB900's twin-cam cylinder head boasted 16 valves, compared to the Kwacker's eight, enabling it to produce 95bhp against the Big K's 93 horsepower and deliver an almost identical straight-line performance combined with superior handling. 'The Honda 900FZ is just about the most purposeful machine to emerge from the Honda factory,' concluded Bike's tester, who reckoned the CB900 was the closest any manufacturer had got to producing the 'Perfect Motorcycle'. Currently displaying a total of 42,002 kilometres (approximately 26,000 miles) on the odometer, this smartly presented example is offered with Netherlands registration papers.

£3,000 - 4,000

€3,300 - 4,400



300 N

1992 HONDA GB500 TOURIST TROPHY

Registration no. not UK registered

Frame no. JH2PC1603KK002102

Engine no. PC16E-2002450

With the increasing importance of the North American off-road market - where the single-cylinder engine reigned supreme - Honda and its Japanese rivals began to manufacture single-cylinder models in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these was the XBR500 of 1985, the styling of which was unashamedly 'retro', and Honda took this concept a stage further almost immediately, launching the GB500 Tourist Trophy the following year. A factory 'café racer', the GB500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire-spoked wheels instead of the XBR's Comstars. The dry-sumped, radial four-valve motor featured electric starting and delivered its 42bhp via a six-speed gearbox, while the entire ensemble weighed in at a little under 340lbs. 'It blends a touch of the past with the best of today's technology,' declared Honda of a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics, and general unreliability. Representing a rare opportunity to acquire one of these collectible 'cult' models, the example offered here is in good condition and comes with German Fahrzeugbrief.

£4,000 - 5,000

€4,400 - 5,500



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.

301 N

1988 HONDA XBR500

Registration no. not UK registered

Frame no. PC15-5001063

Engine no. PC15E-6001383

In its formative years as a motorcycle manufacturer, Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities above 250cc, single-cylinder engines being the norm for road models with a capacity of 125cc or less. With the increasing importance of the North American off-road market - where the single-cylinder engine reigned supreme - Honda and its Japanese rivals began to manufacture singles in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these new Hondas was the XBR500 of 1985, the styling of which was unashamedly 'retro' apart from the Comstar wheels. The dry-sump, radial four-valve motor featured electric starting and delivered its claimed 44bhp via a five-speed gearbox, while the entire ensemble weighed in at around 380lbs. Representing a rare opportunity to acquire one of these collectible Honda singles, the example offered here is described by the vendor as in good condition throughout and comes with Netherlands registration papers. A total of 45,082 kilometres (approximately 28,000 miles) is currently displayed on the odometer. The bespoke 2-into-1 exhaust system is particularly worthy of note.

£2,200 - 2,500

€2,400 - 2,700



302

Formerly the property of Lord Litchfield

1971 HONDA 90CC CZ50 'MONKEY BIKE'

Registration no. FUV 817J

Frame no. 292337

Engine no. 277875

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car. Immensely popular as paddock transport the world over they are currently much in vogue, with a flourishing owners club in the UK. This machine offered here is an example of the second 'monkey' design, the CZ50 (or Z50M), which featured the overhead-camshaft engine from the C50 step-thru and was made from 1967 to 1975. 'FUV 817J' was registered by Tippetts Motors of Tolworth, Surrey and first owned (from February 1972) by Lord Litchfield, the photographer famous for his depictions royalty, high society and the fashion world. The late owner purchased the machine in 1984. Not used for a number of years, it is presented in original and un-restored condition and will require re-commissioning before returning to the road. Accompanying documentation consists of the original old-style logbook, an old-style V5, and a V5C registration Certificate.

£3,000 - 3,500

€3,300 - 3,800





303 N

1993 KAWASAKI Z1000

Registration no. not UK registered

Frame no. ZKAKZCP23PB511122

Engine no. KZT00JE-054567

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp, while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. 'It's a lusty, sturdy motorcycle with a proven reliability record, and now the handling matches the performance even better,' concluded editor Mike Nicks. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. Presented in 'Police' livery, this Kawasaki Z1000 displays a total of 52,020 kilometres (approximately 32,300 miles) on the odometer and is described by the vendor as in generally very good original condition. The machine is offered with Netherlands registration papers.

£4,000 - 5,000

€4,400 - 5,500



304 N

1990 YAMAHA 608CC SRX-6

Registration no. not UK registered

Frame no. 1JK011550

Engine no. 1JK011550

Having used its XT500 dirt-bike engine to create a stylish retro roadster in the form of the SR500, Yamaha repeated the trick for the 1980s with the SRX-6, which used the 608cc four-valve motor from the Ténéré trail bike. Bike magazine liked its test SRX's flexibility, frugality and excellent handling and braking; they even appreciated the styling: ' - a sharp, sporty image defined by the clean lines of an exposed square-section, double cradle frame, its bolt-up lower rails hugging that slim and handsome motor; a grateful absence of plastic frippery and cycle parts instead embellished with a plethora of polished alloy.' Vital statistics included a weight of 345lbs, top speed bang on the 'ton' and an overall fuel consumption in excess of 50 miles per gallon. The matching-numbers Yamaha SRX-6 offered here is one of the later (1988-onwards) examples, equipped with 17" wheels and a single front disc brake instead of the original's 18" wheels/twin-disc arrangement. Described by the vendor as in generally very good original condition, the machine is offered with Netherlands registration papers. The odometer currently displays a total of 34,741 kilometres (approximately 21,500 miles).

£4,000 - 5,000

€4,400 - 5,500



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.

305

Property of a deceased's estate

1979 SUZUKI GS1000/GSX1100 SPECIAL

Registration no. GS1000/GSX1100 Special

Frame no. 513550 Engine no. GS110Y-113559

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Suzuki's offering - the GS750 - arriving in 1976. Within a short time there was also a 1,000cc version - the GS1000. The latter arrived in the UK for the 1978 season; vying with Kawasaki's Z1000 for the 'top sportsbike' crown. The Suzuki boasted a sub-12s standing quarter-mile time and a top speed in excess of 135mph - good enough to beat the Kwacker in a straight line - while air forks at the front and adjustable rear suspension units made for superior handling when pressing on. The next phase of development saw the range updated to four-valves-per-cylinder 'GSX' specification in 1980. Moving further away from its two-stroke origins, Suzuki abandoned the GS's built-up roller-bearing crankshaft in favour of a more conventional forged item with plain bearings. This interesting hybrid combines a GS1000 frame and a GSX1100 engine, while also incorporating upgraded running gear in the form of an aluminium box-section swinging arm, Öhlins shock absorbers, alloy wheels, non-stock front fork, and larger front brake discs gripped by Tokico six-pot callipers. The Keihin CR33 carburettors and Yoshimura exhaust are also worthy of note. Sold strictly as viewed, the machine is offered with sundry bills, SORN paperwork, a V5C Registration Certificate, and a quantity of MoTs (most recent expired April 2017).

£2,000 - 4,000

€2,200 - 4,400

No Reserve



306

Property of a deceased's estate

1973 YAMAHA 347CC YR5

Registration no. COD 57L

Frame no. R5-132544

Engine no. not stamped

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 'special' was registered by its late owner on 30th March 2005. Retaining the stock RD frame and tank, the latter beautifully painted to match the solo seat, it boasts upgraded running gear in the form of a box-section swinging arm, longer shock absorbers, and disc brakes at both ends. The only instrument is a rev counter, while the lack of a speedometer can easily be addressed by fitting a bicycle computer. A delightful track-day weapon or fun road bike, this exciting machine is offered with a V5C Registration Certificate. Sold strictly as viewed.

£2,000 - 4,000

€2,200 - 4,400

No Reserve





307

Property of a deceased's estate

1986 YAMAHA 247CC RD350LC/RD250 SPECIAL PROJECT

Registration no. C786 COU

Frame no. 1WT-000942

Engine no. 1A2-20307

One of the reasons that Yamaha's two-stroke twins remain enduringly popular is the relative ease by which they can be modified, making it easy for owners to personalise their machines. This is particularly true of the water-cooled RD250/350LC series, which is catered for by a worldwide 'cottage industry' of components suppliers, exhaust fabricators, and engine tuners. The unique machine offered here is a fascinating example of the breed, and unusual in that it uses an air-cooled engine from the preceding RD250 model, which is housed in an RD350LC YPVS frame. The latter has been modified to accept what appears to be a Suzuki RGV250 swinging arm (a popular 'mod'), while the wheels, brakes, and USD front fork are likewise non-standard. Other noteworthy features include Jim Lomas race pipes, rear-set footrests, a solo seat, and a rear hugger, while the tank appears to be stock YPVS. The Yam's new owner can look forward to hours of fun researching the origins of the parts used to build it, as well as finding those still required. This motorcycle is offered as an incomplete and unfinished project and is sold strictly as viewed. Accompanying documentation consists of a V5C Registration Certificate. It should be noted that the V5C still records the original engine number.

£1,500 - 2,500

€1,600 - 2,700

No Reserve



308 N

C.1974 YAMAHA 347CC 'YR5'

Registration no. not UK registered

Frame no. R5-132544 (see text)

Engine no. R5-041697 (see text)

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 YR5 was purchased two years ago from a collector (its third owner) having been part-restored in 2012. Serviced approximately 3,000 kilometres ago (the current odometer reading is 42,920 kilometres - approximately 26,700 miles). The machine is offered with Netherlands registration papers and comes with keys. It should be noted that the engine is of earlier manufacture (c.1971 R5B) than the frame, which displays evidence of overstamping. Accordingly, prospective bidders should satisfy themselves as to the date, model and originality of the machine prior to bidding.

£2,000 - 2,500

€2,200 - 2,700



309

1989 APRILIA TUAREG 600 WIND

Registration no. G588 AGM Frame no. 01779 Engine no. 213880
Aprilia's relatively recent rise to prominence as a motorcycle manufacturer has resulted in no small measure from racetrack successes. The Noale-based manufacturer has also been intensely active in off-road competition, the sphere of motorcycle sport in which it first came to prominence in Italy in the 1970s. Aprilia's first dirt bikes – 125cc moto-cross and enduro models – went on sale in 1976 with its first trials bike following in 1979. That first trials model, the 340, used a Hiro engine but by the mid-1980s all Aprilia's off-roaders would be Rotax powered. Boasting up-to-the-minute, adventure-bike styling and distinctive graphics, the Tuareg 600 Wind of 1988 was powered by a 562cc Rotax single, while other noteworthy features included USD front forks, mono-shock rear suspension, and disc brakes front and rear. A model rarely seen in the UK, this Tuareg benefits from a complete professional engine rebuild carried out in May 2017 by Rotax specialists, Sportax Racing (all bills available) and as a result is running superbly. The current odometer reading is circa 58,000 kilometres (approximately 36,000 miles). Accompanying documentation consists of a V5C Registration Certificate and MoT to March 2018. The provision of heated grips is the only notified deviation from factory specification.

£1,200 - 1,600

€1,400 - 1,800

No Reserve



310

1973 MONTESA 247CC COTA

Registration no. not registered

Frame no. 21M15044 Engine no. 21M15044

Montesa was founded in the mid-1940s in Barcelona by Pedro Permanyer and Francisco Bulto. The latter would leave the company in 1958 to found Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular two-stroke roadsters. The company entered road racing in the early 1950s with a successful 125cc single, but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and the Cota trials machine being the equal of any of their contemporaries. In the UK, six-time British trials champion Malcolm Rathmell, previously contracted to Bultaco, did much to promote Montesa after he joined as development rider in 1974, winning the Scott Trial for the Spanish factory in 1975 and 1976. Kept in storage in Spain - unused - for many years, this five-speed Montesa Cota is totally original and unmolested, unlike the vast majority of trials bikes surviving from the 1970s. A rare opportunity to acquire one of the defining trials bikes of its era, preserved exactly as it left the factory. There are no documents with this Lot.

£1,200 - 1,500

€1,300 - 1,600



311

1992 DUCATI 851 SUPERBIKE

Registration no. J825 ERB

Frame no. DM851S3002746 Engine no. 002717

One of the most influential motorcycles of recent times, the Ducati '851' restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the '1098' of 2007. This example was first registered on 16th April 1992 (presumably to the supplying dealer) and the following day was registered to its first private owner, Mr John Dawson. The current (second) private owner acquired the Ducati in May 1993 and thus has owned it for almost its entire life. Only ridden on dry days, it has not been used for the last nine years (the last tax disc expired on 31st October 2008) and has covered only some 10,000 miles from new. We are advised that fluids have been changed every two years. A Scott chain oiler is the only notified deviation from factory specification. Accompanying documentation consists of old/current V5/V5C Registration Certificates.

£6,000 - 8,000

€6,600 - 8,800



1994 DUCATI 916S MONOPOSTO

Registration no. M797 SAU
 Frame no. ZDM916S 001941
 Engine no. ZDM916W4 002069

- *Iconic Ducati superbike*
- *One of only 199 916S Monoposto models made*
- *Full service history (mostly Ducati)*
- *All books, tools, manuals, etc*



'Is the 916 sexy? Like no inanimate object has any right to be. It's cliché-ridden, but it's Italian, red, sculpted from sheer speed and Da Vinci nudes, demanding, expensive, sometimes cantankerous and it wears the soporific aphrodisiac of success effortlessly.' – Bike magazine.

Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for six years and indeed, had already won three World Superbike (Riders') Championships, it was the arrival of the iconic 916 in 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost 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.

In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of the development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders.

Wrapped around this outstanding engine was a frame, consisting of an intricate trellis of straight tubes, whose design has since become standardised throughout the Ducati range. The integration of all these elements was the key to the 916's success; that and a brilliant on-road performance that eclipsed just about everything else around at the time. The Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions three times after that. Enough said.



The gorgeous machine offered here is one of only 199 Ducati 916S Monoposto models built for the European market in 1994 (see email printouts from Ducati on file); indeed, the 916S Monoposto Europa was only produced during that year and is one of the rarest of the 916 family. Noteworthy features include lightweight carbon fibre bodywork, Ohlins shock absorber, Termignoni exhaust system, and a remapped ECU.

Presented in immaculate condition, the machine comes complete with its original Ducati 916 cover, tool kit, owner's manual, service booklet (fully stamped), Ducati 916 document sleeve, and a factory workshop manual, the latter a very rare item. Accompanying documentation consists of all MoTs (except when SORN'd) recording the mileage; a list of all owners from the DVLA; and a V5C Registration Certificate. The original speedometer and a copy of Ian Falloon's book 'Ducati 916' are included in the sale. Freshly MoT'd, this is an outstanding example of Ducati's timeless motorcycling icon.

£8,000 - 10,000

€8,800 - 11,000





313 N

1961 MATCHLESS 497CC G80CS ENDURO

Registration no. not registered

Frame no. to be advised

Engine no. 61/G80CS 4260

Associated Motor Cycles (AMC) established a formidable reputation in off-road competition in the 1950s, winning the British 500cc Moto-Cross Championship on four occasions. In the USA, desert race victories by riders such as Walt Fulton and Bud Ekins ensured a healthy demand for AMC's Matchless G80CS and AJS 18CS scramblers. AMC had announced its post-war range of Matchless and AJS heavyweight singles in June 1945. 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 - models so-equipped being suffixed 'S'. The production scramblers also received the new frame that the works team had enjoyed since 1948, though the trials models kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions (86x85.5mm bore/stroke in the 500's case) for 1955. A new duplex frame appeared for 1960 and there were further engine improvements as AMC continued to develop its four-stroke scramblers to the end of production in 1969, but by then the days of such heavyweight machines were at an end. Described by the private vendor as original and un-restored, this G80CS has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£4,500 - 5,500

€4,900 - 6,000



314 N

C.1960 MATCHLESS 350CC SCRAMBLER

Registration no. not registered

Frame no. 11910

Engine no. re-stamped

Associated Motor Cycles (AMC) established a formidable reputation in off-road competition in the 1950s, winning the British 500cc Moto-Cross Championship on four occasions. In the USA, desert race victories by riders such as Walt Fulton and Bud Ekins ensured a healthy demand for AMC's Matchless G80CS and AJS 18CS scramblers. AMC had announced its post-war range of Matchless and AJS heavyweight singles in June 1945. 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 - models so-equipped being suffixed 'S'. The production scramblers also received the new frame that the works team had enjoyed since 1948, though the trials models kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions (86x85.5mm bore/stroke in the 500's case) for 1955. A new duplex frame appeared for 1960 and there were further engine improvements as AMC continued to develop its four-stroke scramblers to the end of production in 1969, but by then the days of such heavyweight machines were at an end. Offered from a private collection, this Matchless has been stored for some time, the engine being started every two years. It should be noted that the engine number has been re-stamped, making it impossible to determine the exact model and year of manufacture. There are no documents with this Lot, which requires re-commissioning and is sold strictly as viewed.

£2,200 - 2,800

€2,400 - 3,100



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.

315 N

1954 BSA 500CC B34 COMPETITION MODEL

Registration no. not registered

Frame no. CB31 13315

Engine no. BB34A 493

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days, and was produced initially with rigid frame and telescopic front fork. In January 1946 it was joined by a Competition variant, the B32, which boasted a high-level exhaust system, 21" front wheel, additional chromium plating, a crankcase shield and lowered gearing. An alloy cylinder barrel and head, broadly similar to those used on the contemporary Gold Star but retaining a separate pushrod tunnel, became available as B32 options from 1949 onwards, as did plunger rear suspension in common with the rest of the 'B' singles range. From January 1947 there had been a similar 500cc model - the B33 - in the roadster range, and in April of that same year the B34 competition version, essentially the same as the B32 apart from the larger engine and changes to the gearing, made its debut. The vendor advises the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£3,500 - 4,500

€3,800 - 4,900

No Reserve



316 N

C.1954 ARIEL 'HS' REPLICA

Registration no. not registered

Frame no. KS4717

Engine no. AJ454

'Though not a free revver, like the AMC short-stroke or even the 500cc BSA, the HS made up for this by being far more tractable than the Plumstead products and lighter and of equal handling ability to the Gold Star.' - Don Morley, 'Classic British Scramblers'. By the mid-1950s the swinging-arm frame's superiority had begun to be recognised in the scrambles and trials worlds, overturning the conventional view that a rigid frame gave better grip. Ariel was one of the last manufacturers to introduce a frame with rear suspension, the prototype of what would become the HS '500' first appearing in works development chief Clive Bennett's hands in 1952. By the time the production HS arrived for 1954, many competitors, including some Ariel works riders, had switched to rival makes. The new HS enjoyed some high-profile successes but by then it was too late. The machine offered here consists of a roadster frame dating from 1954 and a '350' bottom-end dating from 1948, onto which has been grafted an appropriate all-alloy top-end. Described by the private vendor as original and un-restored, the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£3,200 - 3,800

€3,500 - 4,200





317 N

1963 LINDSTRÖM MOTO-CROSSER

Registration no. not registered

Frame no. L14457

Engine no. L-1280

Having started a motorcycle repair business in Limhamn in his native Sweden, Göte Lindström began modifying Husqvarna two-stroke engines for use in moto-cross, soon gaining a reputation as an expert tuner. Husqvarna did not offer a purpose-built moto-crosser at this time - the mid-1950s - thus leaving the field open to enterprising specialists like Lindström. The first object of his attentions was the Husqvarna 282 Silverpilen (Silver Arrow) a 175cc lightweight aimed at novice riders. Lindström cast his own larger-bore cylinders, stretching the engine to 236cc initially, which combined with a longer-stroke crankshaft brought the engine to 246cc, just below the 250cc class limit. All the customary two-stroke tuning techniques were applied: high-compression cylinder heads; full-circle flywheels for increased crankcase compression; expansion chamber exhausts; and a larger (32mm) carburettor. Lindström turned to Egon Gustavsson for his frames, which were of the double cradle type equipped with a Ceriani front fork and Girling rear dampers. Lindström's 'crossers enjoyed considerable success, but Husqvarna's decision to cease manufacturing road bikes and concentrate on off-road competition models from 1963 onwards meant that his days as a motorcycle manufacturer were numbered. The last machine was produced in 1967. The engine capacity of this Lindström is not known, but it is probably a 250. Described by the private vendor as original and un-restored, the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£2,600 - 3,000

£2,800 - 3,300



318 N

1964 ESO 500CC MOTO-CROSSER

Registration no. not registered

Frame no. 1688

Engine no. P500 025

Founded in 1949, ESO specialised in speedway and other off-road competition motorcycles, and was part of the Jawa-CZ group. ESO is best known for loosening the British JAP engine's stranglehold on the speedway world in the 1960s when the first of these Czechoslovakian machines arrived in the UK. Ironically, the ESO's designer, Jaroslav Simandl, had begun by making a JAP copy before deciding he could build a better engine of his own. Designated 'S-45' after its power output in bhp, the new ESO motor was tested in a road-racing chassis before entering production. In 1966 the ESO name was dropped, the firm's DT5 speedway model becoming the Jawa DT500 (or 500DT) Type 680, a machine that would come to dominate its sport until well into the succeeding decade. The P500 engine of this ESO moto-crosser is essentially the same as that of the speedway models, albeit with a revised lubrication system (the speedway engine ran 'total loss') and the addition of a gearbox. Described by the private vendor as original and un-restored, the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£3,500 - 4,500

£3,800 - 4,900



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.

319 N

C.1973 MAICO 250CC MOTO-CROSSER

Registration no. not registered

Frame no. 391333

Engine no. U276562 (close-ratio gearbox)

Founded by the Maisch brothers, Wilhelm and Otto, in the mid-1930s, Maisch & Co (Maico) built two-stroke lightweights at first but soon was forced to change direction to support Germany's war effort. After WW2, Maico turned to the manufacture of children's toys and did not resume motorcycle production until 1947. But whereas before the war proprietary engines had been used, Maico now built complete machines using its own power units. Although its roadsters made little impact in markets beyond central Europe, Maico became one of the major players on the international moto-cross scene in both Europe and North America. While nowhere near as well financed as the Japanese factories, Maico mounted a serious challenge to them thanks to stellar performances by the likes of Adolf Weil, Åke Jonsson, and Willy Bauer. The German firm won the Manufacturers' World Championship in the 500cc class but was never able to claim the individual title. Maico was one of the first manufacturers to adopt inclined shock absorbers, a move that greatly increased suspension travel at the rear. Believed to be an ex-USA works bike, this 250 Maico incorporates numerous special parts developed and sold by WheelSmith Engineering of Santa Ana, California, the company that ran the factory's racing effort in the United States. Described by the private vendor as restored and in good condition, the machine has been kept in storage and will require re-commissioning before further use. There are no documents with this Lot, which is sold strictly as viewed.

£4,000 - 6,000

€4,400 - 6,600



320 N

C.1964 CZ 250CC MOTO-CROSSER

Registration no. not registered

Frame no. unable to locate

Engine no. unable to locate

Originally an armaments manufacturer, the Czech firm of CZ diversified into motorcycle making in the early 1930s, combining its operations with those of erstwhile rivals Jawa in 1949. Throughout the 1950s, 1960s and 1970s the marque's main claim to fame was an outstanding run of success in the ISDT and in international moto-cross. The CZ off-roaders were powered by piston-ported two-stroke engines and were uncomplicated in design, possessing adequate power and good handling characteristics. It was a formula that worked brilliantly. In 1963 Vlastimil Valek finished runner-up in the Moto-Cross World Championship's 250cc category, while in '64 Joel Robert secured the first of his World Championships aboard one of the Czech machines. Having established dominance in the 250cc class, Viktor Arbekov winning one World Championship (1965) and Joel Robert two more (1968 and 1969), CZ introduced a 360cc two-stroke into the 500 class in 1964, sounding the death knell of four-strokes in the premier category and providing Paul Friedrichs with three World Championships on the trot between 1966 and 1968. Partially restored in Germany, this Joel Robert-era CZ moto-crosser has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£2,000 - 2,400

€2,200 - 2,600

No Reserve





321 N

C.1979 WASP-YAMAHA 500CC MOTO-CROSSER

Frame no. RT232978

Engine no. 1E6-583-C-75

Best known as a highly successful manufacturer of championship-winning chassis for sidecar moto-cross, Wasp was founded in 1963 by Robin Rhind-Tutt, a Ministry of Defence aerospace engineer and amateur grass-track competitor. Robin built the first Wasp frame to replace that of his grass-track racing BSA, while the second went to local sidecar moto-cross competitor, Mike Guilford. Guilford's many successes led to enquiries from rivals, and within a few years Rhind-Tutt had quit his job and become a fulltime motorcycle manufacturer. Sidecar moto-cross was undergoing something of a boom in Europe at the time, and Wasp outfits were soon being exported to Belgium, France, Holland, Germany, and Switzerland. By 1971 the firm had outgrown the workshop at Rhind-Tutt's home, necessitating a move to a factory in South Newton, Wiltshire. As well as sidecar outfits, Wasp also produced frames for solo moto-cross and a Bultaco-powered trials bike for Geoff Chandler. The Norton Commando engine had proved the most effective unit for sidecar moto-cross, and when Norton-Villiers collapsed, Rhind-Tutt bought the remaining stock of engines. When they had been used up, this small firm took the unusual step of making its own DOHC 8-valve motor. Described by the private vendor as original and un-restored, this rare Wasp-Yamaha has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£2,000 - 2,500

£2,200 - 2,700

No Reserve



322 N

YAMAHA TT 500

Registration no. not registered

Frame no. 1T1-004875

Engine no. 1T1-004875

'What Yamaha's new off-road addition boils down to is this. It is an easy-to-start, unadulterated 500c thumper that has been fitted with modern suspension, an easy to service engine, a five-speed transmission, traditional Yamaha styling and a whole cylinder full of fun... As a general all-purpose off-road recreation machine, you just can't do better.' – Cycle Guide magazine on the Yamaha TT500. Introduced for 1976 and sold only in the US market at first, the Yamaha XT500 enduro bike single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Produced alongside it was the closely related TT500, a non-road-legal variant intended for moto-cross racing, the vast majority of which were sold in the USA. Today the XT/TT500 family enjoys a cult following and original early models are highly prized. Described by the private vendor as original and un-restored, this TT500 has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£2,400 - 2,800

£2,600 - 3,100



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.

323 N

**C.1978 BULTACO 250CC PURSANG MARK 11
MOTO-CROSSER**

Registration no. not registered

Frame no. PB-19200343

Engine no. P19200343

One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing; Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. By the spring of 1959 the fledgling concern's first machine - the Tralla 101, a 125cc two-stroke - was ready for production. Given the circumstances of Bultaco's birth, it should have surprised no one that the company began racing soon afterwards, successfully entering a team in the roadster class at the 1959 Spanish Grand Prix. Trials and moto-cross models followed in the mid-1960s, the first Pursang scrambler appearing at the start of the 1965 season. Early examples sold in the UK came with Rickman-built frames and four-speed gearboxes, but from 1967 the Pursangs were entirely Spanish-built and had a five-speed transmission. For 1977 the Mark 9 range included Pursang models of 125, 250, and 370cc. Described by the private vendor as original and un-restored, this 250 Pursang has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£1,400 - 1,800

€1,500 - 2,000

No Reserve



324 N

1962 BULTACO 125CC MOTO-CROSSER

Registration no. not registered

Frame no. B-205145

Engine no. M-205145

One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing; Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. By the spring of 1959 the fledgling concern's first machine - the Tralla 101, a 125cc two-stroke - was ready for production. Given the circumstances of Bultaco's birth, it should have surprised no one that the company began racing soon afterwards, successfully entering a team in the roadster class at the 1959 Spanish Grand Prix. Trials and moto-cross models followed in the mid-1960s, the first Pursang scrambler appearing at the start of the 1965 season. Early examples sold in the UK came with Rickman-built frames and four-speed gearboxes, but from 1967 the Pursangs were entirely Spanish-built and had a five-speed transmission. We are advised by the private vendor that this Bultaco was restored by a Spanish specialist near Barcelona. Described by the vendor as original and un-restored, the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£1,200 - 1,600

€1,300 - 1,800

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.



325 N

C.1978 BENELLI 125 CROSS ENDURO

Frame no. to be advised

Engine no. AD12395

Founded by the six Benelli brothers in Pesaro, Italy in 1911, Benelli started out as a general engineering firm, turning to the manufacture of automotive and aircraft components in WWI. Revitalised after its take-over in 1971 by Argentine industrialist Alejandro de Tomaso, Benelli launched a plethora of new models in the 1970s, the 231cc 2C two-stroke twin and 120.6cc 125 Cross trail bike among them. The engines were conventional piston-ported, air-cooled two-strokes and were housed in compact duplex-loop frames. Effectively half the 2C but with slightly longer stroke, the 125 Cross later spawned a 125 Turismo roadster version, which featured a front disc brake as standard. Later models came with alloy cylinders, electronic ignition, an improved front fork, and - in the Turismo's case - alloy wheels. Considerably more expensive than the Japanese opposition, these attractively styled Benellis were not top-sellers in the UK and today are quite rare. Described by the private vendor as original and un-restored, this Benelli 125 Cross has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. The machine is offered with Spanish registration papers.

£1,200 - 1,600

€1,300 - 1,800

No Reserve



326 N

C.1966 MOTO GUZZI 124CC STORNELLO REGOLARITÀ

Registration no. not registered

Frame no. T 17FS

Engine no. T 17FS

A close relative of the Lodola, the Stornello (starling) debuted at the Milan Show in December 1959. Powered by a 124cc overhead-valve unitary construction engine featuring parallel valves and an inclined cylinder, carried in a twin-down-tube frame, the Stornello combined adequate performance with excellent fuel economy and sound handling. Its designer was the legendary race engineer Giulio Carcano, the man responsible for Moto Guzzi's spectacular V8. A Sport version, equipped with a totally different cylinder head and larger carburettor, followed in 1961. Following its withdrawal from Grand Prix racing, Moto Guzzi turned increasingly to off-road competition, principally the International Six Days Trial, as a means of keeping its name in the public eye. For the most part, Guzzi relied on modified versions of the Lodola in capacities up to 250cc, while for the 125 class it used the Stornello, which made its debut in 1962 in West Germany. Having closed down its successful trials programme at the end of 1964, Guzzi launched a replica of the works Stornello - the Regularità (Regularity) - at the 1965 Milan Show. The Stornello Regularità was produced for only one year and today is highly prized by Moto Guzzi aficionados. Described by the private vendor as original and in good condition, this rare Moto Guzzi has been kept in storage and will require re-commissioning before further use. There are no documents with this Lot, which is sold strictly as viewed.

£1,600 - 2,000

€1,800 - 2,200



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.

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.

327 N

C.1974 MOTO GUZZI 124CC STORNELLO SCRAMBLER

Registration no. not registered

Frame no. SS 12372

Engine no. ST 011932

A close relative of the Lodola, the Stornello (starling) debuted at the Milan Show in December 1959. Powered by a 124cc overhead-valve unitary construction engine featuring parallel valves and an inclined cylinder, carried in a twin-down-tube frame, the Stornello combined adequate performance with excellent fuel economy and sound handling. Its designer was the legendary race engineer Giulio Carcano, the man responsible for Moto Guzzi's spectacular V8. A Sport version, equipped with a totally different cylinder head and larger carburettor, followed in 1961. A 153cc Stornello 160 was introduced in 1968, and for 1971 both it and the 125 underwent the model's first major redesign, emerging with five-speed gearboxes, inclined valves, and angular crankcase covers, replacing the smooth, egg-shaped originals. Only the 125 was available in off-road 'Scrambler' configuration, as seen here. By this time MotoGuzzi had been taken over by the Argentinian industrialist, Alejandro De Tomaso, and all future small Guzzis would be re-badged Benelli two-strokes. Described by the private vendor as original and in good condition, this rare Moto Guzzi has been kept in storage and will require re-commissioning before further use. There are no documents with this Lot, which is sold strictly as viewed.

£1,400 - 1,800

€1,500 - 2,000

No Reserve



328 N

C.1950 DKW RT 125

Registration no. not registered

Frame no. 45560639

Engine no. 47053688

DKW was founded in Zschopau in 1919 by Danish engineer Jorgen Rasmussen and built its first motorcycle power unit, a single-cylinder, clip-on engine for bicycle attachment, in 1921. Designed by Hugo Ruppe, this 122cc motor was a two-stroke, and DKW would remain faithful to this engine type from then on, becoming world leaders in two-stroke design in the 1930s thanks to the prescient adoption of the Schnuerle loop-scavenge system. The latter used flat-topped pistons rather than the then-conventional deflector-crown type, relying on carefully angled transfer ports to direct the incoming charge around the cylinder. DKW was Continental Europe's largest motorcycle maker at this time, manufacturing a huge and diverse range of road bikes throughout the 1930s. One of its last introductions immediately prior to WW2 was the immensely influential RT 125, which was manufactured after the war by Harley-Davidson as the Model 'S' and BSA as the Bantam. DKW themselves recommenced production of the RT 125 in 1949, and in February 1951 introduced an enlarged derivative: the RT 200. This DKW RT 125 was bought in Holland where it had been restored. Described by the private vendor as in working order, the machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£2,000 - 2,500

€2,200 - 2,700

No Reserve



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.

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.



329 N

C.1954 TANDON 197CC SCRAMBLER

Registration no. not registered

Frame no. H550212

Engine no. 087B 70020

Tandon took its name from its founder, Indian-born businessman Devdutt Tandon, whose initial intention was to export motorcycles to India. One of Hertfordshire's few motorcycle manufacturers, Tandon commenced production in 1948 at a factory in Watford, its first product being a lightweight powered by the 125cc Villiers 9D engine. Known first as the Special and later as the Milemaster, it was joined by a second 125cc model in 1950 as the range gradually expanded to include 197cc variants, again Villiers-powered. Tandon's first competition model, the 125cc Kangaroo trials, appeared in 1951, a later development being the 197cc Kangaroo Supreme. A new introduction for 1954 was the Scrambler, a moto-cross model powered by the 197cc Villiers 8E engine, which was carried in a swinging-arm frame fitted with an Earles-type leading-link front fork. Some of the later roadsters used the Armstrong leading-link front fork, and there was also a 322cc twin-cylinder Anzani-powered model, the Viscount. Production of Tandon motorcycles ceased in 1959. Surviving Tandons are rare, and competition models even more so, which makes this Scrambler a particularly enticing prospect for any collector of British two-strokes. The machine was last started a few years ago and is presented in apparently complete and substantially original condition, though it should be noted that the engine began life in a Greeves. There are no documents with this Lot, which requires re-commissioning and is sold strictly as viewed.

£1,000 - 1,500

€1,100 - 1,600

No Reserve



330 N

C.1964 COTTON COBRA SPECIAL

Registration no. not registered

Frame no. CR5 9527

Engine no. A25030CR538

The Gloucester firm of Cotton became famous in pre-war days for fine handling sports bikes powered by JAP and Blackburne engines. When the reconstituted company commenced post-war production in 1954, it was with a range of Villiers and Anzani-engined two-stroke roadsters, and the firm also built trials, scrambles and racing models. In 1960 Cotton launched its first moto-cross model, the 246cc Villiers 33A engined Scrambler. The latter was joined in 1962 by the Cougar, which featured a 34A-based engine fitted with a Cross aluminium cylinder and piston. By this time the Villiers Starmaker competition engine was becoming available and this powered two new Cottons in 1963: the Cobra moto-crosser, which featured the Cougar frame and cycle parts, and the Telstar road-racer. At the same time the Cougar switched to the Villiers 36A engine equipped with Parkinson alloy cylinder head and barrel, while the most expensive scrambler in the range - the Cobra Special - featured the all-alloy version of the Starmaker and came with a glassfibre fuel tank and mudguards. Described by the private vendor as original and un-restored, this rare Cotton scrambler has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£800 - 1,200

€880 - 1,300

No Reserve



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.

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.

331 N

C.1976 GREEVES 380CC QUB MKII MOTO-CROSSER

Frame no. GO1690

Engine no. GB 2C 2331

The culmination of Greeves' long line of scrambles machines was the Griffon, introduced in 1969. Built in 246cc and 380cc variants, the two-stroke Griffon motor was a development of the preceding Challenger. Frames were constructed in Reynolds 531 tubing, and a Ceriani-type Metal Profiles front fork and conical alloy hubs were fitted. Later 'QUB' models used an improved version of the Griffon engine, developed at Queen's University, Belfast by Dr Gordon Blair and his team, together with Greeves' own design of gearbox and Telesco forks. 'I'm convinced that the open class Griffon is the most powerful, most handleable scrambler ever launched by the Thundersley factory,' wrote Motor Cycle's Mike Bashford. Ridden by the likes of Vic Allen, Brian Wade, and Arthur Browning, the Griffon enjoyed considerable success at first, before gradually falling behind the fast developing Japanese opposition. Its financial position deteriorating, Greeves had ceased motorcycle production by the end of 1972 only to resume it a couple of years later with the 250cc Griffon and 380cc QUB, which were produced in modified 'MkII' form from 1976, featuring fashionable 'laid down' rear dampers. Only 40 MkIIs were completed before Greeves finally shut up shop in 1978, and these rare last-of-the-line models are now highly collectible. Described by the private vendor as in original condition, this rare Greeves moto-crosser has been kept in storage and will require re-commissioning before further use. There are no documents with this Lot, which is sold strictly as viewed.

£1,400 - 1,800

€1,500 - 2,000

No Reserve



332 N

C.1958 GREEVES 197CC 20TA SCOTTISH TRIALS

Frame no. 9105/TA

Engine no. 625B 3634

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear 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, but it would be 1969 before the Essex firm took the premier award, courtesy of Billy Wilkinson. Described by the private vendor as original and un-restored, this Scottish has been kept in storage and will require re-commissioning before further use. Carrying a tax disc that expired in August 2003, it was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£800 - 1,200

€880 - 1,300

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.



333 N

C.1960 JUNAK 500CC

Registration no. not registered

Frame no. 67791

Engine no. 3704417

A make little known in the West, the Junak was Poland's only four-stroke motorcycle of the post-WW2 era. It was manufactured by Szczecińska Fabryka Motocykli (SFM) in the city of Szczecin, formerly the German port of Stettin. The first Junak was designed circa 1951/1952 by a team of experienced engineers, some of whom had worked for Sokół, another Polish motorcycle company, in pre-war days. SFM built the frames, while production of the unitary construction, overhead-valve engines was contracted out to Zakłady Sprzętu Mechanicznego (ZSM) in Łódź. Models were offered in 250cc, 350cc, and 500cc capacities, and the firm also made three-wheelers and sidecars. Produced from 1956, Junak motorcycles were expensive and beyond the means of the average Polish worker, and the company folded in 1965 following a collapse in demand. Some 91,000-or-so Junak motorcycles were produced, and today they are regarded as classics in Poland. Offered from a private collection, this Junak has been rebuilt as a replica of one of the firm's moto-cross models. The machine has been kept in storage and will require re-commissioning before further use. It was last started around two years ago and is sold strictly as viewed. There are no documents with this Lot.

£1,800 - 2,400

€2,000 - 2,600

No Reserve



334

1995 KAWASAKI EN500

Registration no. N641 OUV

Frame no. EN500A 082320

Engine no. EX500AE 139575

The late 1970s/early 1980s witnessed the birth of what are termed 'factory customs': models with laid-back 'cruiser' styling inspired by what Harley-Davidson owners had been doing to their machines for decades. Soon no motorcycle was safe from such treatment, which has even descended as far as single-cylinder 125cc learner bikes. Kawasaki's EN450A (or LTD450) middleweight 'custom' was a new introduction to the Japanese manufacturer's range in 1985. Powered by a 450cc twin that was, in effect, half a GPZ900, the EN450 pushed all the right cruiser buttons: raked-out forks, stepped seat, teardrop tank, forward footrests and slash-cut mufflers all being included in the package. In 1990, the EN450 was revamped as the EN500, with 499cc engine, but otherwise the package remained much as before. This EN500 was a 'Category C' insurance write-off in 2002 (cosmetic damage only) and was repainted by Dream Machine (bill on file) before returning to the road in 2003. Dry stored for some years, the machine will require re-commissioning before further use. Currently displaying a total of 18,750 miles on the odometer, it is offered with the service booklet (stamped to 15,795 miles), Datatool certificate, sundry invoices, some expired MoTs, and a V5C Registration Certificate.

£600 - 800

€680 - 900

No Reserve



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.

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.

335 N

1975 SUZUKI GT380

Registration no. not UK registered

Frame no. NGT380 71100

Engine no. to be advised

Suzuki joined the exclusive superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph being exceedable - though compromised by the fade-prone drum front brake, which was soon replaced by a more effective single hydraulic disc. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber, proving quicker than the more powerful, but heavier and harder-to-handle, GT550 over cross-country going. Currently displaying a total of 30,296 kilometres (approximately 18,800 miles) on the odometer, this un-restored and original Suzuki GT380 is described by the vendor as in generally good, running condition and ready for use. The machine is offered with a copy of the original sales invoice.

£2,400 - 2,800

€2,600 - 3,100



336 N

1999 DUCATI 996 BIPOSTO

Registration no. not UK registered

Frame no. ZDMH200AAWB000494

Engine no. ZDM996W4*002292*

Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for six years and indeed, had already won three World Superbike (Riders') Championships, it was the arrival of the iconic 916 in 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost 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 Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions three times after that. Enough said. 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.

£3,800 - 4,500

€4,200 - 4,900



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.

337

Limited edition model: No.1 of 30 made

2013 TRIUMPH DAYTONA 675R DARK

Registration no. TR10 DRK

Frame no. SMTTMD1166D549788

- One owner
- Circa 2,750 dry miles from new
- Exceptional specification



Having failed to match the Japanese opposition in the ultra-competitive '600' Supersport market with the four-cylinder TT600 and Daytona 600/650 models, Triumph decided to bring its acknowledged expertise in building three-cylinder engines to the class, launching the 675cc Daytona 675 in 2006. The chassis too had undergone considerable refinement, which, together with gutsy three-cylinder engine, elevated the Daytona 675 to the top of the class where it has remained ever since. 'Silky, compact handling, allied to kick-ass engine power and a howling exhaust note, make the Triumph Daytona 675 a real winner on the road, or track,' declared Motor Cycle News. The design's only major revision was made for 2013, when a shorter-stroke and slightly more powerful engine was introduced.

When the top-of-the-range Daytona 675R variant was replaced for 2013, Triumph built a limited edition sign-off run of 'Dark' models, the first of which is offered here. Only 30 were sold worldwide, featuring a specially commissioned colour scheme by European Harley-Davidson paint specialists, 8 Ball Custom Colours. This imaginative livery of black and red incorporates a brushed-steel Union Jack on the fuel tank, visible beneath the transparent topcoat.

The Daytona 675R Dark offered here was used for the model's official launch at Triumph Live in 2012 and also for the factory's publicity material. It has also been displayed at a private motor show held at McLaren's headquarters.

First registered in September 2012, 'TR10 DRK' has had one owner from new, covering only some 2,750 dry miles to date. It has been dynamometer tested and set up by Steve Jordan Racing, who have also optimised the suspension settings. This machine incorporates almost every conceivable 'extra' from the Triumph parts catalogue (full list available). Highlights include a quick-shifter; Arrow slip-on silencer; LED indicators; carbon fibre lower chain guard, mudguards, and chain protector; and low-rider seat (810mm). The machine also features Rizoma levers; Rizoma clutch lever guard; SuperSprox Stealth gold rear sprocket; Tsubaki gold X-ring chain; and an R&G shock protector (all above fitted by Triumph dealer Jack Lilley). Other noteworthy features include various Pro-Bolt parts; 8 Ball Paint custom seat cowl; Triumph Type 4 alarm; Angel Biketrak; and DataTag marking (all original items available).

£8,000 - 10,000

€9,000 - 11,000

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.

338

1984 KAWASAKI GPZ900R

Registration no. B714 TUD

Frame no. ZX900A-013268

Engine no. ZX900AE016225

This 1984 A1 GPZ900R was first registered in the name of Oxford Motorcycle Engineers and in 1985 was sold to the late Philip Abnett. He used it for pleasure riding until 1991, the last year it was taxed, with approximately 11,000 miles covered. For health reasons the machine was stored in a dry garage until his partner decided to offer it for sale. It comes with the document recording its change of hands and the owner's handbook. So far as can be ascertained, it is a completely standard motorcycle. The only item missing appears to be the ignition lock barrel; the rest of the machine is unmodified. It will naturally require a complete strip and rebuild, but it does offer an unusually complete basis for restoration to full mechanical health. Much in demand today, the GPZ900 is recognised as a landmark machine in Kawasaki history with its competent rolling chassis allied to a 150mph power plant. It comes in the popular red and grey colour scheme and is offered with a V5C.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



339

C.1947 SUNBEAM 489CC S7 PROJECT

Registration no. not registered

Frame no. to be advised

Engine no. to be advised

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. Poppe had worked in the commercial vehicles industry immediately before joining BSA, and the new Sunbeam incorporated certain features from the four-wheeled world. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with an overhead-camshaft engine, telescopic front fork, shaft drive, and plunger rear suspension, these last three features being shared with its German inspiration. In car fashion, the clutch bell housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The S8's front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation, while the S7 - now renamed 'de luxe' - got the standard fork legs in special yokes. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. There are no documents with this 'barn find' S7, which is offered for restoration and sold strictly as viewed.

£1,000 - 1,200

€1,100 - 1,400

No Reserve



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 BOTHWELL COLLECTION

Saturday November 11, 2017

Bonhams is proud to announce The Bothwell Collection Auction, to be held at the famed Bothwell Ranch in Woodland Hills, California.

1916 EXCELSIOR AUTO-CYCLE V-TWIN EQUIPPED WITH PERIOD SIDECAR

Engine no. 75558
\$20,000 - 25,000 *



ENQUIRIES

Malcolm Barber
+1 (323) 850 7500
malcolm.barber@bonhams.com

Rupert Banner
+1 (212) 461 6515
rupert.banner@bonhams.com

PREVIEW

Thursday November 9, 10:00 - 19:00
Friday November 10, 10:00 - 19:00

AUCTION TIME

Saturday November 11, 10:30

SUBSCRIPTIONS (US)

catalogs.us@bonhams.com

*As seen in the 1995 feature film
"Tall Tale: The Unbelievable Adventures of Pecos Bill"*

1981 HONDA GL1100 GOLD WING CUSTOM

Frame no. 1HFSC020XBA121098

\$5,000 - 8,000 *



Bonhams

bonhams.com/bothwell

* Plus buyer's premium and other fees. For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

LONDON TO BRIGHTON VETERAN CAR RUN SALE

Friday 3 November 2017
New Bond Street, London

FURTHER ENTRIES INVITED

From the Pierce A Miller Carraige Collection
**1903 OLDSMOBILE MODEL R
CURVED DASH RUNABOUT**

ENQUIRIES

Motor Cars
+44 (0) 20 7468 5801
ukcars@bonhams.com

Automobilia
+44 (0) 20 8963 2842
automobilia@bonhams.com



1898 DALY QUADRICYCLE



1901 ROYAL ENFIELD 2 1/4 HP QUADRICYCLE
WITH FORECAR



C.1901 SINGER PERKS AND BIRCH
2HP MOTORWHEEL TRICYCLE

Bonhams

LONDON

bonhams.com/motorcars

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday 25 January 2018

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying Collectors' Motorcycles at auction, please contact the Los Angeles office, Bonhams representatives or visit bonhams.com/motorcycles to submit a Complimentary Auction Appraisal Request.

*The ex-Tony McAlpine, Jack Ehret,
Australian Land Speed Record Breaking, 4 owners from new*
1951 VINCENT 998CC BLACK LIGHTNING
To be sold at The Las Vegas Motorcycle Auction 2018

ENQUIRIES

Motorcycles (Los Angeles)

+1 (323) 436 5470

motorcycles.us@bonhams.com

Motorcycle Representatives

David Edwards

+1 (949) 460 3545

david.edwards@bonhams.com

Tim Parker

+1 (651) 235 2776

tim.parker@bonhams.com

Ben Walker (Europe)

+44 (0) 20 8963 2819

ben.walker@bonhams.com

**ENTRIES
NOW INVITED**



Bonhams

bonhams.com/vegas

Polygon

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



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

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

- > **Polygon Transport**
Unit 2H, Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

Tel +44 (0)2380 871555
Fax +44 (0)2380 862111
Email polygon@polygon-transport.com
Web www.polygon-transport.com

Valued Polygon clients



**“YOUR CARE
AND ATTENTION
DESERVES OUR
CARE AND
ATTENTION,
WHATEVER WAY
YOU LOOK AT IT”**

The All Inclusive Carole Nash Difference

- ✓ FREE DNA+ protection system worth £30
- ✓ Rider Cover - accidental damage cover when riding other bikes at no additional cost to you*
- ✓ Low excess only £50
- ✓ Agreed value
- ✓ Low mileage discounts
- ✓ Club rallies
- ✓ Static Display
- ✓ UK & European accident and breakdown recovery, including Homestart assistance worth over £100
- ✓ Up to £100,000 legal expenses cover in the event of an accident which is not your fault
- ✓ European cover of up to 90 days
- ✓ Salvage retention rights**



CLASSIC MOTORCYCLE INSURANCE
**FREE DNA+
PROTECTION SYSTEM**
WORTH £30†



Chloe Insurance Specialist

We share your biking passion, call now for our best cover

0800 781 8009
carolenash.com



CAROLE NASH
The care it deserves

95% of customers would recommend Carole Nash
reevoo* Based on reviews from July 2016 - December 2016

defacto	defacto	defacto
2016	2016	2017
★★★★★	★★★★★	★★★★★
RECOMMENDED INSURANCE	RECOMMENDED INSURANCE	RECOMMENDED INSURANCE

Six Wheel

Multi-Bike

Off Road

Custom

Future Classic

Classic

Vintage

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm, Sun 10am - 4pm.

Carole Nash Classic Motorcycle Insurance: As with all insurances, terms and conditions apply. *Rider Cover: Both bikes must have comprehensive cover. **Terms and conditions apply, call for details. †DNA+ protection system, terms and conditions apply - carolenash.com/dna-terms-and-conditions. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Images supplied by **Motorcycles 187**

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.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller’s responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract* for Sale between a *Seller* and a *Buyer*.

Bonhams’ responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract* for Sale for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness

of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a Sale.

THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any Sale without stating a reason. We have complete discretion as to whether the Sale proceeds, whether any *Lot* is included in the Sale, the manner in which the Sale is conducted and we may offer *Lots* for Sale in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the Sale, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for Sale. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a Sale and, before the Sale has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from Sale to Sale and from *Auctioneer* to *Auctioneer*. Please check with the department organising the Sale for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not 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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances

where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness

measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

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.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

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

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

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com 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 “indemnify” is construed accordingly.

“interpleader proceedings”: proceedings in the Courts to determine ownership or rights over a *Lot*.

“knocked down”: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

“lien”: a right for the person who has possession of the *Lot* to retain possession of it.

“risk”: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

“title”: the legal and equitable right to the ownership of a *Lot*.

“tort”: a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

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 AUTUMN STAFFORD SALE	Sale date: 15 October 2017
Sale no. 24131	Sale venue: Stafford
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments:	
£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐

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.

UK/09/17

Bonhams

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 Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 323 006
Mob: 07786 330 191
roger.etccl@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

Kent & Sussex
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

Shropshire, Glos & Wales
Jim Reynolds
4 Childe Road
Cleobury Mortimer
Kidderminster
DY14 8PA
Tel: +44 90) 1299 270 642
Jim.reynolds@bonhams.com

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
Jakob Greisen
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@bonhams.com

Los Angeles
Michael Caimano
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 929 666 2243
Fax: +1 323 850 5843
michael.caimano@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

Pacific Northwest
Mark Osborne
5833 Stewart Glenn Ct
Lake Oswego, OR 97035
Tel: +1 415 518 0094
mark.osbourne@bonhams.com

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

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
jlk@talktalk.net

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

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

U.S.A
Fredric Backlar
+1 323 436 5416

American Paintings

Kayla Carlsen
+1 917 206 1699

Antiquities

Francesca Hickin
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A
+1 212 644 9059

Australian Art

Meryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+61 2 8412 2222

Books, Maps & Manuscripts

UK
Matthew Haley
+44 20 7393 3817
U.S.A
Catherine Williamson
+1 323 436 5442

British & European Glass

UK
John Sandon
+44 20 7468 8244
U.S.A.
Suzy Pai
+1 415 503 3343

British Ceramics

UK
John Sandon
+44 20 7468 8244

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
carpets@bonhams.com
U.S.A.
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Entertainment Memorabilia

UK
Katherine Schofield
+44 20 7393 3871
U.S.A
Catherine Williamson
+1 323 436 5442

European Ceramics

UK
Sebastian Kuhn
+44 20 7468 8384
U.S.A
+1 415 503 3326

Furniture

UK
Thomas Moore
+44 20 8963 2816
U.S.A
Andrew Jones
+1 415 503 3413

European Sculptures & Works of Art

UK
Michael Lake
+44 20 8963 6813

Greek Art

Anastasia Orfanidou
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 131 240 2296

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A
William O'Reilly
+1 212 644 9135

Indian, Himalayan & Southeast Asian Art

H.K.
Edward Wilkinson
+85 22 918 4321
U.S.A
Mark Rasmussen
+1 917 206 1688

Islamic & Indian Art

Oliver White
+44 20 7468 8303

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A
Jeff Olson
+1 212 461 6516

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A
Susan Abeles
+1 212 461 6525
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

UK
Veronique Scorer
+44 20 7393 3962
U.S.A
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
+44 20 7393 3872

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

Modern, Contemporary & Latin American Art

U.S.A
Alexis Chompaisal
+1 323 436 5469

Modern & Contemporary Middle Eastern Art

Nima Sagharchi
+44 20 7468 8342

Modern & Contemporary South Asian Art

Tahmina Ghaffar
+44 207 468 8382

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

UK
Tim Schofield
+44 20 7468 5804
U.S.A
Mark Osborne
+1 415 503 3353
EUROPE
Philip Kantor
+32 476 879 471

Automobilia

UK
Toby Wilson
+44 8700 273 619
Adrian Papiros
+44 8700 273621

Motorcycles

Ben Walker
+44 8700 273616

Native American Art

Ingmars Lindbergs
+1 415 503 3393

Natural History

U.S.A
Claudia Florian
+1 323 436 5437

Old Master Pictures

UK
Andrew Mckenzie
+44 20 7468 8261
U.S.A
Mark Fisher
+1 323 436 5488

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

U.S.A
Judith Eurich
+1 415 503 3259

Prints and Multiples

UK
Lucia Tro Santafe
+44 20 7468 8262
U.S.A
Judith Eurich
+1 415 503 3259

Russian Art

UK
Daria Chernenko
+44 20 7468 8334
U.S.A
Yelena Harbick
+1 212 644 9136

Scientific Instruments

Jon Baddeley
+44 20 7393 3872
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

UK
Ellis Finch
+44 20 7393 3973
U.S.A
Aileen Ward
+1 323 436 5463

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Jonathan Darracott
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Whisky

UK
Martin Green
+44 1292 520000
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
Eight Bells House
14 Church Street
Tetbury
Gloucestershire
GL8 8JG
+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
The West Wing
Bowcliffe Hall
Bramham
Leeds
LS23 6LP
+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 Meams
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
ireland@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 Lairessestraat 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
+34 930 156 686
barcelona@bonhams.com

Spain - Madrid
Nunez de Balboa no 4-1A
28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

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
Joslynnne Halibard
+972 (0)54 553 5337
joslynnne.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 (602) 684 5747
arizona@bonhams.com

California
Central Valley
David Daniel
+1 (916) 364 1645
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
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
virgina@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
340 King St East
2nd Floor, Office 213
Toronto ON
M5A 1K8
+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) 2 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)8110 033 792
+27 (0)7611 20171
neil.coventry@bonhams.com

**South Africa -
Johannesburg**
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

INDEX

Lot No	Year	Model	Lot No	Year	Model
253	1913	AJS Model B	210	c.1986	Ducati 400 F3
254	1924	AJS 799cc Model D1	207	1986	Ducati 750 F1 Montjuich
259	1926	AJS 799cc Model G2	311	1992	Ducati 851 Superbike
255	1927	AJS 2½hp	312	1994	Ducati 916S Monoposto
275	1950	AJS 7R 350cc Racing Motorcycle	219	1996	Ducati 750SS
309	1989	Aprilia Tuareg 600 Wind	218	1997	Ducati 916 Senna II
278	2007	Aprilia 250cc RSW Grand Prix Racing Motorcycle	336	1999	Ducati 996 Biposto
256	1922	Ariel 6/7hp V-twin	215	1953	Durkopp 198cc MD200
105	1929	Ariel 249cc Model LB	241		Egli-Vincent 499cc Comet Project
231	1934	Ariel 601cc Model 4F 'Square Four'	318	1964	ESO 500cc Moto-Crosser
316	c.1954	Ariel 'HS' Replica	144	1965	ESO Speedway Racing Motorcycle
325	c.1978	Benelli 125 Cross Enduro	226	c.1912	Excelsior 500cc Auto Cycle
280	1975	Bimota 247cc YB1 Racing Motorcycle	190	c.1920	Excelsior 1,000cc 20R Motorcycle & Sidecar
281	1976	Bimota 492cc SB1 Racing Motorcycle	110	c.1957	Gilera 150cc Project
220	1994	Bimota 1,074cc SB6	120	1970	Greeves 169cc Pathfinder
189	1928	BMW 736cc R63	111	1980	Gilera 122cc GR1 Trail
128	1985	BMW 987cc K100RT	332	c.1958	Greeves 197cc 20TA Scottish Trials
294	2003	BMW R1200CL	331	c.1976	Greeves 380cc QUB MkII Moto-Crosser
238	1981	BMW Magni 980cc	146	1985	Hagon-Godden Long Track Racing Motorcycle
119	1955	Bown 125cc T.T.	287	1942	Harley-Davidson 739cc WLA
265	1929	Brough Superior 981cc SS100 Pendine Engine	223	1914	Henderson 1,068cc Model C Four
228	1932	Brough Superior 981cc SS80 De Luxe	288	1982	Hesketh V1000
229	1938	Brough Superior 982cc SS80 & Blacknell Sidecar	126	1963	Honda 125cc CB92
187	c.1925	BSA 249cc Model B	302	1971	Honda 90cc CZ50 'Monkey Bike'
268	1933	BSA 986cc Model G33-13 'World Tour' Combination	296	1971	Honda CB750 K0
270	c.1944	BSA 496cc Ex-WD M20	297	1973	Honda CB750-K3
315	c.1955	BSA 499Cc B31 / B34 Competition Special	298	1976	Honda CB550F
104	1956	BSA 646cc Road Rocket	299	1979	Honda CB900F
196	1959	BSA 499cc Gold Star	301	1988	Honda XBR500
114	c.1959	BSA 172cc D7 Bantam Super Café Racer	279	1990	Honda RS500 Grand Prix Racing Motorcycle
200	1960	BSA 646cc Rocket Gold Star Replica	127	1991	Honda CBR1000F-L
216	1963	BSA 343cc B40	289	1991	Honda VFR750R Type RC30
117	1969	BSA Bantam 175	300	1992	Honda GB500 Tourist Trophy
324	1962	Bultaco 125cc Moto-Crosser	291	1995	Honda VFR750F
121	1973	Bultaco 245cc Pursang Mk.7	286	2000	Honda Dream 50R
323	c.1978	Bultaco 250cc Pursang Mark 11 Moto-Crosser	212		Husqvarna 250cc MC-258-MT Military
112	1962	Casal 50cc Bliss	101	1957	James 225cc Colonel
330	c.1964	Cotton Cobra Special	113	c.1961	James 199cc Captain Project
320	c.1964	CZ 250cc Moto-Crosser	102	1961	James 98cc Comet
328	c.1950	DKW RT 125	139	1968	Jawa (ESO) Speedway Racing Motorcycle
214	c.1957	DKW 348cc RT350	140	1969	Jawa Model 890 Speedway Racing Motorcycle
188	c.1928	Douglas DT	145	1971	Jawa Long Track Racing Motorcycle
194	1955	Douglas 348cc Dragonfly	148	1972	Jawa Long Track Racing Motorcycle
285	c.1956	Ducati 125cc Gran Sport 'Marianna' Replica	141	1972	Jawa Type 890 Speedway Racing Motorcycle
282	1959	Ducati 175cc Formula 3 Racing Motorcycle	142	1977	Jawa DOHC Four-valve Speedway Racing Motorcycle
217	1966	Ducati 350 Sebring	147	1990	Jawa SOHC Four-valve Long Track Racing Motorcycle
283	1967	Ducati 350cc SCD Racing Motorcycle	333	c.1960	Junak 500cc
203	c.1975	Ducati 450 Desmo	125	1982	Kawasaki Z1300
284	1982	Ducati 750cc TT1 Replica Racing Motorcycle	338	1984	Kawasaki GPz900R
208	c.1985	Ducati 750 F1	303	1993	Kawasaki Z1000
209	c.1986	Ducati 400 F3	334	1995	Kawasaki EN500

Lot No	Year	Model	Lot No	Year	Model
227	1902	Kerry 308cc	258	1900/1901	Singer Gents Motor Bicycle
107	c.1953	La Française-Diamant 125cc Type 23 Project	122	c.1971	Sprite 125cc Trials Motorcycle
234		Labre & Lamaudière'	261	1927	Sunbeam 596cc 4¼hp Model 7
205	1974	Laverda 744cc SFC	339	c.1947	Sunbeam 489cc S7 Project
211	c.1983	Laverda 981cc RGS1000 Project	193	c.1950	Sunbeam 487cc S7
206	1983	Laverda TT1 RGS 'Corsa'	335	1975	Suzuki GT380
124	2000	Laverda 750S	305	1979	Suzuki GS1000/GSX1100 Special
252	1913	Lea-Francis 3¼hp	290	1989	Suzuki RG500 Gamma
108	c.1929	Levis 247cc '6 Port'	276		Suzuki TR250 Replica Racing Motorcycle
317	1963	Lindström Moto-Crosser	329	c.1954	Tandon 197cc Scrambler
319	c.1973	Maico 250cc Moto-Crosser	257	1924	Triumph 3½hp Model R 'Ricardo'
269	1931	Matchless 394cc Silver Arrow	242	1937	Triumph 500cc Tiger 90
267	1933	Matchless 592cc Silver Hawk Motorcycle Combination	243	1938	Triumph 498cc Speed Twin/Tiger 100
230	c.1933	Matchless 394cc Silver Arrow	118	1956	Triumph 197cc Tiger Cub
106	1934	Matchless 250cc Model F Sports Project	199	1961	Triumph 649cc Trophy TR6R/T120R Replica
123	1954	Matchless 348cc G3LS	131	1966	Triumph 650cc TR6 Trophy
314	c.1960	Matchless 350cc Scrambler	116	1994	Triumph 750cc Trident
313	1961	Matchless 497cc G80CS Enduro	337	2013	Triumph Daytona 675R Dark
310	1973	Montesa 247cc Cota	136	1947	Velocette 349cc KSS
191	c.1947	Moto Guzzi 498cc Superalce	195	1956	Velocette 349cc Viper
109	c.1963	Moto Guzzi 110cc Zigolo Project	135	1958	Velocette 350cc Viper
326	c.1966	Moto Guzzi 124cc Stornello Regolarità	132	1959	Velocette 499cc Venom
327	c.1974	Moto Guzzi 124cc Stornello Scrambler	133	c.1964	Velocette 350cc Viper
235	c.1904	Motosacoche Model B	134	1964	Velocette 499cc Viper
204	c.1972	MV Agusta 750S	198	1954	Victoria 350cc V35 Bergmeister
221	1977	MV Agusta 837cc Boxer	244	1949	Vincent 998cc Series-C Black Shadow
222	c.1978	MV Agusta 837cc Monza	247	1950	Vincent 498cc Comet
260	c.1923	Ner-a-Car	232	1950	Vincent 998cc Series-C Black Shadow
262	1924	Norton 490cc Model 18 Project	246	1950	Vincent 998cc Series-C Rapide
272	1937	Norton 350cc International Model 40 Project	248	1950	Vincent-HRD 499cc Meteor Series-B
137	c.1954	Norton 350cc International Model 40	240	c.1950	Vincent 499cc Comet 'Competition Special'
273	1957	Norton 350cc Manx Racing Motorcycle	245	1952	Vincent 998cc Rapide Series-C Touring Model
236	1955/56	Norton 500cc Manx Racing Motorcycle	250	c.1952	Vincent 499cc Comet Project
274	1960	Norton 350cc Manx Racing Motorcycle	249	1953	Vincent 499cc Comet
202	1975	Norton 828cc Commando Interstate Mk III	233	1955	Vincent 998cc Black Prince
129	1976	Norton 828cc Commando ES	239	1968	Vincent 499cc Comet 'Deacon Special'
201	1987	Norton 588cc Interpol	321	c.1979	Wasp-Yamaha 500cc Moto-Crosser
213	1989	Norton 588cc Commander	277	1969	Yamaha 125cc YAS1 Racing Motorcycle
293	2015	Norton 961cc Dominator SS	306	1973	Yamaha 347cc YR5
138		Norton Manx 350cc Replica Racing Motorcycle	308	c.1974	Yamaha 347cc 'YR5'
251	1988	Peraves Ecomobile	322	c.1977	Yamaha TT500
224	1911	Pierce 688cc Four	115	c.1983	Yamaha DT80LC Enduro
225	1912	Pierce 644cc Model 12 Single	307	1986	Yamaha 247cc RD350LC/RD250 Special Project
130	1972	Rickman 736cc Interceptor	304	1990	Yamaha 608cc SRX-6
143	1961	Rotrax-JAP Speedway Racing Motorcycle	292	1996	Yamaha YZF750R
237	1962	Royal Enfield 173cc OHC Prototype	295	1999	Yamaha 998cc R1
103	1962	Royal Enfield 693cc Constellation	266	1927	Zenith-JAP 678cc Model 6-80
271	1930	Rudge 499cc Ulster	197	1952	Zündapp KS601 'Green Elephant'
264	c.1929	Sarolea 350cc Model 25 P			
263	1929	Scott 596cc TT Replica			
192	1960	Scott 596cc Flying Squirrel			





Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax

